

# GLIDING

## AUSTRALIA

Issue 28 February - March 2016

[www.glidingaustralia.org](http://www.glidingaustralia.org)



## ***JWGC 2015***

***AUSTRALIA'S JUNIOR WORLD CHAMPIONSHIPS***

***OUTBACK ADVENTURES: FROM WA TO  
BURKETOWN - OODNADATA TO ALICE***

***BENDIGO CUP - GOING SOLO - HVGC CASE STUDY - KEEPIT NATS***







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# GLIDING

## AUSTRALIA

No. 28 February - March 2016

COVER PHOTOGRAPH AL SIM OF MATTHEW SCUTTER LANDING AT NARROMINE JWGC DECEMBER 2015

**2 FROM THE PRESIDENT - EXECUTIVE OFFICER -**  
What's happening in the Australian gliding airspace.

**5 MARKETING & DEVELOPMENT**  
John Stiles promotes his ideas on attracting and keeping younger glider pilots as active members in our clubs.

**7 NATIONALS AT LAKE KEEPIT**  
Each day at the Nationals brought different weather conditions from challenging to exhilarating - with only one day lost to bad weather.

**8 BENDIGO CUP**  
Pilots experienced varying success at Bendigo GC's annual cross country event. Without cu's to mark thermals, some had a great time and got away, while others struggled.

**10 GOING SOLO - MICHAEL KELLER**  
Michael shares his learning experiences leading up to his successful first solo flight, made on his 15th birthday from Narrogin Gliding Club.

**12 BEYOND 3000 - HUNTER VALLEY GC CASE STUDY**  
Hunter Valley GC has been especially successful at increasing and keeping its membership. People, activities and young pilot training are major aspects of their strategy.

**16 FROM WA TO BURKETOWN**  
This gliding trek from Perth to Burketown Qld in a Stemme S10 included a search for Morning Glories, a tour of Ayres Rock and a 3-year-old.

**20 JWGC NARROMINE**  
After years of planning, 59 top pilots gathered at Narromine for the 9th Junior World Gliding Championships. Records were broken and an Australian pilot took first in Standard class.

**33 COACHING - WIND SHEAR**  
Richard Frawley explains the risk of turbulence associated with wind changes and shears.

**34 ANOTHER OUTBACK ADVENTURE**  
Taul Tridgell spent many months planning his trip into the outback along the Oodnadatta Track in a self-launcher. Here he outlines his preparation, experiences and photos.

**38 VINTAGE**  
The Vintage Gliders Australia Rally weekend suffered the vagaries of the weather at Bacchus Marsh, where rain and wind permitted flying only on one day.

**40 AIRWORTHINESS**  
Rob Hanbury focuses on Service Difficulty Reports, highlighting the importance of correct procedures during daily inspections.

**42 OPERATIONS & INCIDENTS**  
Recognising that no pilots are getting any younger, Drew McKinne offers tips on graceful exit strategies for older pilots.

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From start to finish, JWGC was a quintessentially Australian event. The opening ceremony for JWGC 2015 took place on a perfect blue sky evening on a cricket oval. The ground was edged by gum trees and attended by several hundred locals and visitors. Aboriginal dancers performed and Air Force Cadets took part as guards of honour for the teams. As the sun went down behind the trees, a lone Roulette gave an aerobatics display while pilots lolled on the grass and cockatoos screeched in the cool evening air.

The friendly but highly competitive atmosphere of this contest was a joy to watch and an honour for everyone involved.

Not surprisingly, the Australian team and the mostly Australian organising committee were excited and overjoyed when Matthew Scutter crossed the threshold of runway 22 - a bit later than expected.

After the contestants, all champions in our eyes, dutifully cleaned and put away their gliders the entire clan of pilots, teams, organisers and visitors descended on the briefing hangar for a well-deserved party, put on by Narromine Gliding Club. Many thanks to Beryl Hartley and all the crew.

I think it is fair to say that Narromine was the best JWGC ever. But I am biased. I strongly recommend that everyone who can, should mark their diaries and plan to visit WGC Benalla in January 2017.

You can see a video of the opening ceremony in the video section of the GA website at [tv.glidingaustralia.org](http://tv.glidingaustralia.org)

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# THE YEAR IN REVIEW

## DEAR MEMBERS

As I sit here at home on New Year's Day and reflect on the past twelve months, it seems to me that we have achieved quite a lot.

Some notable items were:

- The launch of the GFA members Forum
- Publication of updated GFA Articles of Association and Member Protection Policy
- Publication of MOSP Part 1 – Administration, and publication of MOSP Part 3 - Airworthiness 2015 V7 – now 90% approved by CASA. The last CASA approval of Part 3 was many many years ago.
- Completion of the Airworthiness Development Plan (AWDP). This was the undertaking that we made to CASA after an unfavourable audit to allow us to continue to exercise our delegations. We have now completed the required work, to their satisfaction, by the December deadline.

Sadly, during the year we lost several treasured GFA members. At times like this we can reflect on their lives, their friendship and their valuable contribution to our sport.

An example was Harry Schneider, who was inducted into the Australian Aviation Hall of Fame at a ceremony at Wagga

Wagga in September, in recognition of his many years of contribution to gliding. His commendation reads:

'Harry Schneider was brought to Australia in the early 1950s by the Australian government in order to establish a glider factory at Parafield, South Australia. His high performance gliders became the backbone of the gliding movement and helped start the aviation career of thousands of pilots and engineers.'

Our volunteers really are the grass roots of gliding in Australia. They are our unsung heroes.

As well as reflecting, this time of year is also a time to look to the future.

In the coming months we will work to negotiate a successful agreement with CASA on the new Part 149 which details how we will interact with CASA going forward. This new Part will replace our current exemption to Civil Air Order 95.4 that has been in place for decades.

Other initiatives for next year include working with the Australian Air Force Cadets (AAFC) to set up simulators in all states, and publication of a standardised GFA training syllabus from first flight through to Glider Pilot Certificate (GPC). We will also publish new editions of Basic Sailplane Engineering, Basic Gliding



Knowledge and the Instructor Handbook.

My hope is that in these coming months we will continue to see our membership numbers grow as we welcome more pilots into our clubs. Our membership numbers do continue to steadily increase and currently sit at almost 2,600, of which 15% are junior members. I'm told that our maximum membership was in the mid-1970s immediately after the World Gliding Competition at Waikerie. It would be wonderful if we could achieve a similar increase on the back of the Narromine Junior Worlds in 2015 and the Benalla flapped Worlds in 2017.

**MANDY TEMPLE**  
**PRESIDENT**

Class E airspace is expanded. Efforts to support ADS-B Light and TABS variants for sporting aviation were cited. Bob Hall and Graham Browne attended, representing ASAC, and actively promoted greater dialogue and consultation on these topics.

GFA sponsorship and support of the event, including the mini-pocket program, were prominently displayed and acknowledged.

Papers are available at  
<http://www.safeskiessaustralia.org/2015-conference/>

## CASA DRUG AND ALCOHOL TESTING 29TH OCT

I met with CASA to better understand the way in which CASA drug and alcohol testers interpret and implement Part 99 of the legislation and how that impacts on testing of GFA members on field.

Anyone who is involved in what CASA call a Safety Sensitive Aviation

Activity (SSAA) can be tested. So a groundsman working on a lawnmower in a shed should not be tested, while a friend of someone undertaking an AEF flight could be tested as they may approach the glider to take a photo or perhaps help to push the glider. If they are cordoned off and not allowed near the glider we could argue that they are not involved in a SSAA and should not be tested.

If anyone has any issues relating to specific instances of Drug and Alcohol testing, please contact me so that I can follow up with CASA.

## RAAUS 30 - 31 OCTOBER

I met with representatives of the Ballooning Federation, Hang Gliding Federation, Model Aircraft, Rotocraft, Sports Aircraft Association and RAAus in the new RAAus offices in Canberra. It's a nice facility with 18 full time staff servicing over 9,000 members. We discussed our response to the draft of Part 149 and looked for area of cost saving such as insurance. We also started a conversation about a discount for members of one association who join another.

## AIR SPORTS AUSTRALIA CONFEDERATION (ASAC) AGM 17TH NOVEMBER

[www.asac.asn.au](http://www.asac.asn.au)

I attended the ASAC AGM with Greg Schmidt new Chair of Sports Committee (CSC). ASAC is a liaison between us and the FAI it is the Australian National Aero Club (NAC). They also represent the Parachuting Federation, the Ballooning Federation, Model Aircraft and Hang Gliding Federation. We talked about Part 149 and about the up and coming Air Games in Dubai. It was a straightforward business meeting and nothing controversial was decided.

## REGIONAL AVIATION SAFETY FORUM (RASF)

In November EMO Chris Thorpe travelled to Brisbane to represent GFA at the RASF meeting. The RASF deals with issues facing the regional aviation community, especially those operators flying in and around non-towered aerodromes. Among issues discussed was the fostering of innovative technology such as low power/low cost air-to-air ADS-B and Mode S equipment in providing air-to-air alert in Classes E and G airspace. Minutes of these meetings are at:

<https://www.casa.gov.au/operations/standard-page/regional-aviation-safety-forum-rasf>

Following the RASF forum, Chris met with Lee Ungermann from CASA's sports aviation office to progress the devolution of aerotow training and endorsements to GFA. This has been ongoing for several months and we are hopeful of this being finalised early next year. Chris also canvassed the possibility of CASA transferring VH registered tow planes to the GFA system of maintenance and CASA has agreed to look into this after a more formal approach by GFA.

## AIRSPACE AND AERODROME CONSULTATIVE FORUM (AACF)

In December EMO Chris Thorpe travelled to Canberra to represent GFA at the AACF meeting. This forum is the means by which CASA's Airspace and Aerodromes Regulation Division consults with representatives from relevant sectors of the aviation community on the development of airspace and aerodrome regulation and implementation of airspace reforms. Representatives from CASA, Defence, Airservices and Government provided updates on matters impacting on airspace and aerodromes.

**MANDY TEMPLE**

# GFA ADVOCACY

GFA sends representatives to many aviation associations and forums. The following article details these meetings over the last four months and the issues that we are currently discussing.

## CASA SAFESKIES 2015

Chair Operations Panel Drew McKinnie and Executive Manager Operations Christopher Thorpe attended the SafeSkies Conference in Canberra in September 2015. The conference brought together operational people from airlines, defence, government, training organisations, charter operators, air traffic managers, suppliers and regulators. There was a strong focus on 'Training for Change', with training, simulation, organisational and human factors aspects discussed in depth.

The conference provided good opportunities to network and to improve GFA's profile and relationships with key officials. Useful side meetings were held with Anita Taylor (CASA

Board), Mark Skidmore (CASA Director of Aviation Safety), Dr Jonathon Aleck (CASA Deputy Director Safety) Lee Ungermann (CASA Sporting Aviation), Julian Walsh (ATSB Acting Chief Commissioner), Jason Harfield (Airservices Australia A/CEO) and GPCAPT Tim Sloane (AAFC), as well as numerous representatives in the sporting aviation sector.

Anita Taylor's address on 'Open Minded Safety', drawing on many gliding and psychological insights, was particularly well received, and helped generate interest in our activities and training systems.

Mark Skidmore gave public acknowledgement of CASA's shift toward increased autonomy and devolution of regulatory functions under the Part 149 Sporting Aviation organisation model. GFA was cited as a positive example of consultation and collaboration.

Greater reliance upon ADS-B post 2020 seems inevitable, particularly if

# THE GFA SECRETARIAT ROLES



**TANYA LORIENT**  
**MEMBERSHIP SECRETARY**

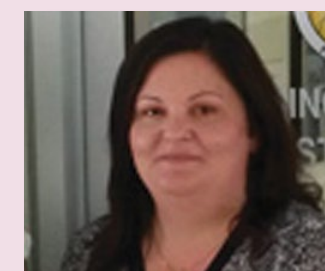
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- Glider Registration
- Tanya has a CASA Delegation to perform this function.
- Membership and Club Affiliation
- Assist in members' queries.

## CATHY CASSAR

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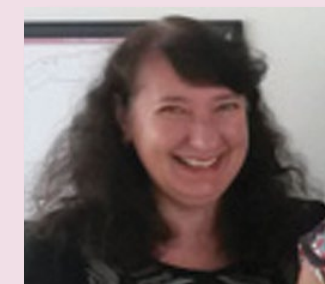
- Memberships and sales including the online shop and classified advertising.
- Assist in members' queries.



**FIONA NORTHEY**

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- Organises travel and meeting arrangements for the Executive, Board employees.
- Assists the Airworthiness department.
- Assist in members' queries.



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- Bookkeeping and re-imbursement of expenses.

**Note** We all multitask and know basically what each other's jobs are and should be able to pick up easily if one of us is on leave, with the exception of Glider registration. Fiona and Cathy will both be trained in Registration (scheduled by CASA for November 2015).





# EXECUTIVE OFFICER

## NEW CHAIR OF SPORTS COMMITTEE

Greg Schmidt has been appointed to the position of chair of the Sports Committee. [csc@glidingaustralia.org](mailto:csc@glidingaustralia.org). The committee looks after all sporting aspects of gliding – badges and certificates, records, coaching, trophies and competition.

## GFA LOANS TO CLUBS

GFA continues to provide loans to gliding clubs for the purchase of gliders. These are provided at good interest rates and usually uses the glider as a guarantee for the loan. If your club is interested, please contact our treasurer Dave Shorter at [treasurer@glidingaustralia.org](mailto:treasurer@glidingaustralia.org).

## GLIDER TRACKERS

Jacques Graells from Lake Keepit has developed 20 trackers that enable people to see the progress of competition gliders as they fly their task. They were used very successfully at the Lake Keepit Nationals, the Junior Worlds and the Benalla Nationals. GFA has purchased these trackers and will make them available to other competitions that would like to use them. Feedback from members who are interested to see what

the pilots are doing on task has been excellent.

## SPORTING LICENCE

Members with a Glider Pilot Certificate are eligible to receive an FAI sporting licence. It allows you to be granted a record if you fly fast enough, and to compete in international competitions. When you apply for your GPC you can tick the box to advise if you want to have a sporting licence.

Note that to receive an Australian Sporting Licence you must be a citizen or resident of Australia and you cannot hold a Sporting Licence in another country. If unsure, please contact the chair of the Sports Committee.

## PRESIDENT'S EMAIL GROUP

GFA President Mandy Temple has arranged for an email group for club and regional presidents to share ideas and ask questions. If you are a club president and you don't get an invite to the group, please let the GFA office know and they will make sure you are included.

## WOMEN'S WORLD GLIDING CHAMPIONSHIPS TO AUSTRALIA?

The GFA sports committee has selected Lake Keepit as our nomination to host the 2019 Women's World Gliding Championships. The decision as to where this competition will be held will be made at the International Gliding Commission (IGC) meeting on 27 February. Cross fingers.

## WHAT IS YOUR CLUB DOING TO ATTRACT AND RETAIN WOMEN AS MEMBERS?

Part of our Goal 3000 objective is to increase the number of women who are members of GFA. Feedback shows that some clubs have improved their facilities and support for women members, while others are still 'old boys' clubs. Time for your club to move into the 21st century? If you want help, please contact John Styles, our Chair of Marketing and Development committee. [cmd@glidingaustralia.org](mailto:cmd@glidingaustralia.org)

## MEMBER'S SURVEY - FEEDBACK

Following the great feedback from the Members survey conducted in September and October, the Board had a strategic planning meeting at



TERRY CUBLEY  
EXECUTIVE OFFICER  
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the start of November at Lake Keepit. Full details of the updated plan and key actions will be explained in future editions of the magazine, plus through normal GFA communication channels.

## ERROR IN THE 2015 SPORTING CODE - RECORDS

The 2015 Sporting Code states that only one speed record can be claimed for the record distance immediately less than the distance flown. This restriction is an error – it was removed in 2007 but was accidentally included in the 2015 Code and it will be removed for 2016. For 2015 speed record claims, please disregard the stated restriction. Pilots may claim a speed record for any triangle or out-and-return course that the flight exceeds.

## ANNUAL FLIGHT REVIEW (AFR)

The anniversary date of the AFR has been adjusted to allow more flexibility, in line with GA regulations. That is, your AFR now expires on the last day of the month that it was flown in and you may do your next AFR up to three months ahead of time without changing the anniversary date. For example, if you had an AFR on 15 June 2015, this would be valid until 30 June 2016. Furthermore, you may now choose to do your 2016 AFR as early as 1 April and your next AFR would still be due on or before 30 June.

## AFR REMINDER

Now that our Salesforce Data base is more mature we can offer members a reminder of when their AFR is due.

## INDEPENDENT OPERATORS

There seems to be some uncertainty around Independent Operator need for revalidation. A Level One IO rating is issued with a Glider Pilot Certificate (GPC). It has unlimited validity and does not need to be revalidated. A Level Two IO must be revalidated annually at the AFR and the log book should be endorsed to that effect.

## CLUB SPORTS STANDARD NATS - LAKE KEEPIT



## HIGHLIGHTS

- 56 Gliders – 20 Sports, 14 Standard and 22 Club. The field included four juniors flying hors concours in practice for the Junior World Comp at Narromine. They were unable to officially compete as they were team flying.
- 13,000ft and 12 knot thermals on the last day – what a way to finish a comp!
- In contrast, Day 4 storm cells vacuumed up all the lift on task – only six gliders finished! We had a lot of motor starts and field retrievals.
- Only one day was lost to bad weather. Each day had very different weather conditions with lots of variety, from challenging to exhilarating.
- Sports class was cleaned up by a Brit from Grenoble,

France. Mike Young flying Tom Claffey's glider placed first on five days!

- Club Class was cleaned up by a Junior, Eric Stauss, team flying hors concours.

- In Standard Class, five of the first six days were won by another junior, Matthew Scutter, team flying in practice for the Junior Worlds - he departed after that. Matthew went on to take the podium in Standard Class at the Junior World comp at Narromine a couple of weeks later.

- A cautionary tale – one glider ran out of options low over the Pilliga scrub. Fortunately the pilot was not injured, but needed a helicopter retrieval.

DAVE SHORTER

## CLUB, SPORTS & STANDARD CLASS NATIONAL GLIDING CHAMPIONSHIP

### 9 -20 NOVEMBER 2015

#### CLUB

HC XX1	STAUSS ERIC		LS3	7,389
1 IIC	TROTTER PETER	KINGAROY	ASW20A	7,324
2 WVX	TERRY CUBLEY		LS3	7,294
HC WUP	O'DONNELL JOSEPH	KINGAROY	LS3	6,943
3 NKK	KAUFFMAN KRIS	KINGAROY	ASW20B	6,575
4 XHC	O'DONNELL STEPHEN	KINGAROY	ASW20B	6,523
5 GZO	MCMAHON STEVE	KINGAROY	MOSQUITO	6,475

#### SPORTS

1 XTK	YOUNG MIKE	GRENOBLE	ASG 29	7,595
2 GBB	BUCHANAN JOHN	KINGAROY	ASG 29	7,174
3 IBE	EDWARDS BRAD	LAKE KEEPIT	JS1	6,858
4 FQF	BUELTER ROLF	GEELONG	LS 8	6,801
5 IDJ	JANSEN DAVID	KINGAROY	ASG29E	6,619

#### STANDARD

1 UKB	TAYLOR BRUCE	LAKE KEEPIT	ASW 24E	8,179
2 NSZ	BARNES ALLAN	LAKE KEEPIT	LS8	7,591
HC XGG	LAMPARD DYLAN		LS8	6,994
3 PNL	TROTTER LISA	KINGAROY	LS8	6,971
4 XQM	STEWART RAY	KINGAROY	DISCUS BT	6,476
5 YMW	WEBSTER MICK	HUNTER VALLEY	SZD 55	5,903

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## AGEISM AND NEW OPPORTUNITIES



As you all know, our community is top heavy with old folks. We have failed to attract enough younger people - that is, people under 50 - to our sport. However, the good news is that our membership numbers have now turned a corner in the last two years from a 10-year low in 2013 of only 2,202 members, following on from a year on year decline for seven years, to now 2,586 members in 2015. Hopefully this trend will continue and we will reach our goal of 3,000 by 2018.

If we look at the Membership by Age Group chart, we see that 58% of our members are over 50 or, as young people see it, 'old'. In fact, one of the things a number of young pilots have said to me is, 'Why are glider pilots all grumpy old men?' Of course, the term 'grumpy' is subjective but it's a common theme. Their perception of us older folk actually matters and we should take note.

The 0 - 20 age group stands at 15% but this includes the AAFC, the majority of whose members do only passenger flights within the AAFC. Only a few go on to become full time GFA members. So in reality we still need to grow our young membership substantially despite our reluctance to engage them at this point through exciting projects like simulator training - Google glasses-type devices - and putting gliding on the school curriculum through the Re Engineering Australia Project. Without these projects it is unlikely our younger membership will make any significant growth.

Hopefully, at some point, all the retired engineers and teachers in our ranks will put their hands up and

make this happen. Meanwhile the money for these projects just sits there waiting to be turned in something exciting.

The real problem area is the 21 - 50 group at only 27% or just over a quarter of our total number of members.

What this means is that a member shortage is coming over the next 10 - 15 years, which we all know.

At the upper end of the 21 - 50 age group are those people having a midlife crisis who want a Harley. We just need to harness that midlife crisis and introduce them to gliding, which will not only provide them with excitement in a controlled way but also a new social environment.

As well as an aging membership, we also have an aging Instructor group - yet more 'grumpy' old men in the positions that younger members are mostly likely to interact with.

It would be reasonable to assume that younger members would connect with younger instructors a lot more easily and therefore be more likely to remain longer term members.

It all other areas of aviation, the average age of an instructor is much less than in gliding. We are not special, so why are we reluctant to provide instructing opportunities to younger members. A fear of losing perceived power and control may be an issue, or a conservative approach, or maybe we are all so old we don't even notice we have an issue.

As for our AEs, 75% are over 50 years old. So overall, maybe one thing we could look at is reducing the overall age of our Instructors without reducing the quality of instructing. It's just a suggestion from M&D -

JOHN STYLES

CHAIR, DEVELOPMENT PANEL  
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theGlidingFederationofAustralia

while this is well outside our area of responsibility it may be something to consider.

We have the same issues with our F2 Inspectors with the older age group over-represented and therefore we will have the same challenges in coming years as these members fall off their perch. Currently, as you can see, 81% of our F2 Inspectors are over 50 years old.

So we need to aim to lower the average age of F2 Inspectors in the same way as we do with Instructors. Having the incentive of being an instructor or F2 Inspector could also increase the prospect of the newer member maintaining their membership longer.

So we not only need younger members, which we have all be aware of for a number of years. We also need to make it easier and more attractive to them to become Instructors and F2 Inspectors. It is time to bring the younger age group in to the fold.

### JUNIOR WORLD COMPS

On a more positive note here are some stats from the JWGC Facebook page for the period of the competition:

Note that these figures are for 8 - 14 December only, so we can assume the actual figures for the whole event would be about 60 - 70% higher allowing for building up of interest over the event.

A) Total Page Likes - that is, Subscribers = 2,286 (November 2015 = 1,138).

B) Total Page Clicks - Number of times somebody clicked on the Facebook page = 148,729.

C) Demographics:  
Women 19% Men 81% Largest age group 18 - 24 at 32%.

D) The GFA videos produced in-house proved popular posts with a total of 45,858 views.

E) Posts with photos had far more views than those without a photo attached.

F) Top five countries who viewed the site were, in order: Poland, Germany, Australia, Netherlands and the UK.

At JWGC we used our own in-house

designed trackers, produced by Jacques Grealls at considerably lower cost than any comparable commercial type. These exceeded our expectations in operation and reliability.

The information from Livetrack24, the internet based live tracking system we use, indicated that the tracking was followed worldwide and site feedback suggests it was successful in capturing local and overseas pilots' attention.

We would like to thank all the sponsors including our Strategic Partner Destination NSW and in particular Jonkers Sailplanes who provided the two class winners with a trip to South Africa for a week's flying in new JS1s with coaching from the South African National Team including accommodation, meals, factory tour and \$1,000 toward the airfare. Don't worry, the GFA will make sure Matthew can get there!

A special mention has to go to Simon Hackett, a long-time supporter of JoeyGlide and junior gliding, who came along to the party at JWGC with a very generous and much appreciated donation that allowed us to put on a first class event.

It is planned to increase the number of GFA trackers for the Benalla worlds possibly to every competitor, which would make the first fully tracked world comp and enhance the LiveTrack24 webpage.

We already have a number of sponsors for the Benalla Worlds and some exciting prizes for the class winners - but more about that later.

As usual, your feedback is welcome, negative and positive. We have a thick skin. Believe me, you need it!

### GFA CALENDAR

Use the Contact GFA menu at [www.glidingaustralia.org](http://www.glidingaustralia.org) to send events to the GFA Secretariat for publishing online and in GA

### JOEYGLIDE 2016 WEST WYALONG

17 - 24 January 2016  
[juniorsoaring.com.au](http://juniorsoaring.com.au)

### 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](mailto:ian.grant.gliding@gmail.com) or see the website at [www.horshamweek.org.au](http://www.horshamweek.org.au)

### TWO SEAT NATIONALS NARROMINE

14 - 21 February 2016

The competition is ballasted and will be run in two classes, Two Seat Open Class and 20m Two 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 TWO SEAT Glider will be eligible to compete in the Two Seat Open Class Championship. Only Two Seat Gliders with a 20m

wingspan will be eligible for the 20m Two 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](mailto:ian.grant.gliding@gmail.com)  
[www.gliding.asn.au](http://www.gliding.asn.au)

### NSW STATE CHAMPIONSHIPS LAKE KEEPIT

28 February - 5 March 2016

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[chris.bowman@pcce.net](mailto:chris.bowman@pcce.net)  
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# BENDIGO CROSS COUNTRY

BY MARK KERR

Each year the Bendigo Gliding Club holds a cross country event starting on the Saturday prior to Melbourne Cup Day, going through to the Tuesday. Often activities continue until the next weekend, depending on weather and availability of tug and glider pilots.

This long weekend is available to anyone, but is primarily aimed at early cross country pilots. There are briefings, short talks on various subjects, meals and other activities, but above all - flying, flying, flying.

The central Victorian skies offer an excellent environment for cross country flying, with lots of wide open spaces and good lift, particularly to the north. There are plenty of large paddocks providing ample safe outlanding opportunities. Normally, weather in this region is very good, but as it turned out, not so much this year.

The 2015 long weekend began ominously, with weather predictions not looking too promising.

Prior to Saturday, 31 October, skies had been pretty clear, but predictions of storms came through with uncannily bad timing, including thunderstorms over the entire long weekend period and into the next week.

Nevertheless, a few intrepid individuals made an early trek to Bendigo Gliding Club's Raywood airstrip, ever hopeful that the reality of the weather would turn out to be different from what was predicted.

Despite the rumble of thunderstorms in the distance, a few gliders were rigged. However, with cloud cover at 100 per cent and a considerable westerly crosswind everyone wisely decided to stay on the ground. Saturday's flying was replaced with eating, drinking and talking.

Sunday morning brought a different type of rumble, that of trailers rolling down the driveway - the Melbourne Gliding boys had arrived! Despite the overcast, this team were keen. A bunch of gliders were rigged, briefings were held and soon after lunch Bendigo's Eurofox towplane started getting them all airborne.

Occasional breaks in the clouds did provide lift, and a number of gliders stayed airborne for local flying. Again the storms rolled in with thunder, lightning and a bit of rain, but everyone hunkered down, rode out the storm and began launching again soon after it had passed. The enthusiasm of the Melbourne Gliding guys is just awesome.

Monday was the day when the pilots' efforts and patience were to be rewarded. Weather forecasts proved to be pretty unreliable, anything could happen, but looking out the window at 10am told the story. Cu's were popping out everywhere, the wind was very gentle and the day showed much promise.

After the usual briefings and DIs were done, everyone was keen and by midday the fleet was gridded up and launching began. Out of a field of a dozen or so, every single glider stayed up and they all headed out to the beckoning cu's, particularly to the north and west. Cloud bases eventually got to around 6,000ft and the cu's seemed to be generally working, permitting pilots to set and successfully complete tasks.

Raywood launches dominated the OLC on Monday 2 November, and the pick of the bunch was Mike Durrant who completed a 505km OLC distance in his LS8. Caleb White managed to contact shear wave during his 330km

flight in a Libelle, which took him to around 10,000ft - almost double the height thermals were going to, and had him looking down onto the clouds.

As the gliders came back from a hard day's flying, the stories of the day's activities did the rounds, particularly over the dinner table. Hopes were up for the last day of the long weekend, the Tuesday, to be as good or better than Monday. Certainly XCskies looked promising, but the final day turned up a few surprises.

Terry Bellair was the first launch on Tuesday, just after midday, into a patchy blue sky, but almost as soon as he left, high level cirrus drifted in, so most pilots waited - and waited. At about 1.30pm the sky started turning patchy blue again and everyone launched while the going was good. No cumulus appeared in the sky to help mark thermals, with the result that some pilots had a great time and got away, while others struggled.

Between the sporadic thermals in the blue and severe sink in patches, everyone somehow managed to stay up and nobody outlanded, but many reported a hard day at the office and only a few were able to convert it into a cross country day.

Despite all the difficulties, Mike Durrant was still able to undertake a flight of 294.87 kms, an incredible effort under the circumstances, in his LS8. Many at the clubhouse were wondering if he would make it back, but under a sky with virtually no lift, he did and was the last to touch down.

So ended the Melbourne Cup long weekend cross country event at Raywood, while everyone pitched in to de-rig the gliders and be on their way home before dark.

As it turned out, the event was a true mixed bag, with some great flying combined with challenging flying. Thanks go to all the members from other clubs who made the journey to Raywood to share the experience - we hope to offer many more cu-filled skies next time, but if not, we'll have fun anyway!

GA







The day was quite dark. A line of ominous clouds were coming in from the southwest and a chill wind whipped through the grass. As it was the 5th day of October 2015, I was celebrating, albeit quietly until now, my 15th birthday at the Narrogin Gliding Club following the annual Wave Camp at the Stirling Ranges.

#### WOULD THIS BE THE DAY?

The weather had looked none too promising in the early morning with regard to flying, but there was still hope. The pretty white sailplanes had already been pushed out from their roosts in the hangar, inspected and were now all sitting quietly on the wire, their wings raised expectantly.

Around midmorning, a gap in the weather appeared and some pale blue sky showed through the grey and the decision was made to commence flying. Club CFI Dayle Found approached me about flying some circuits while the weather was reasonable and we promptly took a launch to 1,500ft QNH, and before long joined downwind and came in for a landing. We then notified the tug that we would be taking another launch, whereupon Dayle stepped out of the aircraft, presumably to help push the aircraft forward.



Not until I had been passed some ballast and Dayle began to tell me about increased pitch sensitivity that I realised that it was happening - I was going to fly solo!

Everything appeared in perfect clarity as I carried out my checks and gave the thumbs-up to the wing-runner. Switching through my options on takeoff, it almost seemed like a normal flight, although my heart-rate had increased noticeably. Everything quietened as I released from the tow-plane. I rolled the aircraft slightly, had a good look over my shoulder and grinned. Where's the instructor gone?! I later wrote this in my logbook.

#### OH WHAT A FEELING

The feeling of finally being up there on my own was indescribable. I had wings and freedom was mine. After a little while the weather looked to be deteriorating again so I made the decision to land. The touchdown was a little rough but the feeling was euphoric.

#### WAVE OVER THE STIRLING RANGES

After enjoying myself far too much at last year's Wave Camp at the Stirling Ranges, I had applied for a grant for \$750 as part of a Youth Sponsorship program from the Northcliffe Community Resource Centre to attend this fantastic event once again. After my application was generously accepted, we made plans to attend Wave Camp 2015 from 27 September to 2 October.

We ended up flying every day and had some truly memorable times. Some of the highlights included seeing lenticular clouds for the first time, soaring along Bluff Knoll, thermalling with other sailplanes and flying from the grass airstrip, which made our landings look really professional.

#### SOARING BLUFF KNOLL

Perhaps my most memorable flight came on the last day before we were due to leave and a strong wind was forecast from the northwest. Conditions looked good for ridge soaring with a possibility of wave, and we launched in Puchacz

VH-XQI and took a tow to 4,000ft QNH above Bluff Knoll. Steady lift was encountered along the ridge all the way to Ellen's Peak, but unfortunately no signs of wave were found.

The flying was significantly different to what I had previously experienced and it was interesting to note that a much higher state of situational awareness was required when ridge soaring with multiple other aircraft. Our maximum altitude was 5,800ft with a maximum of 3kts, although a Jantar 3 got to well over 7,000ft.

The most challenging part of the flight was the return to the airfield and, eventually, the landing. With a headwind of approximately 35 to 40kts, our groundspeed had reduced to little over 20kts and it seemed to take an age to reach the airfield. We briefly attempted to thermal upwind of the strip but the drift we experienced was absolutely phenomenal. By now the wind was quartering runway 36 and although our approach was very rough, the touchdown was quite reasonable in spite of this.

#### DUAL TOW

I was lucky enough to be invited to fly on the dual-tow back to Narrogin, which ended up being a test of concentration and awareness. Although flying on the long rope was most definitely simpler than on the short one, there were times when turbulence made the flying quite 'character-building'. It was funny to see how all three aircraft would be affected by a passing area of turbulence. First, we would see the tug surge upwards, which would then be followed by the Puchacz on the short rope and then by us. This allowed us to almost see when turbulence was coming.

#### IMPRESSIVE CONDITIONS

What followed were some of the most impressive flying conditions I have ever experienced at Narrogin - judging by the limited experience I have. The forecast on the Saturday had been for a low cloud-base and only fleeting and weak thermals in the 0.5 to 1kt range. There hadn't been much optimism about the conditions, but after lunch the sky was filled with fantastic-looking cu's forming into streets.

I was then invited to take the DG-505 with one of the instructors to have a closer look at what was happening up there, which I gladly accepted. Releasing in a thermal at about 2,000ft QNH, we steadily climbed to cloud-base with the vario showing 5 to 6kts. We ended up streeting our way to Williams and back - not bad for a day that had been forecast as terrible. Total flight time ended up at 2 hours 35 minutes.

Conditions continued to be very good despite turning blue over the next few days. Not quite a week later, by which time I had gone solo and was on daily checks, the conditions were once again very good. I launched at around 2pm and after floating around for about half an hour I found a really good thermal that just continued increasing in strength as I went up.

Above 7,000ft the lift was peaking at 10 to 11kts and once I reached 9,900ft, I had to use airbrakes to prevent myself from climbing higher as I had no oxygen system with me. But the view from up there was quite incredible and I could see a massive line of cu's to the northwest. I descended with the help of airbrakes and a little sideslip to end one of the most spectacular flights I have ever done.

The 14 days of flying had been absolute bliss. I have been fortunate in so many ways, the foremost being the



fantastically cooperative weather and the amazing support I have received from everyone. Thanks are due also to the Northcliffe Community Resource Centre for providing this fantastic Youth Sponsorship initiative, which I have appreciated very much.

Also, thank you to my instructors and parents who have made this all possible. Thank you all for making those 14 days some of the best of my life.

GA

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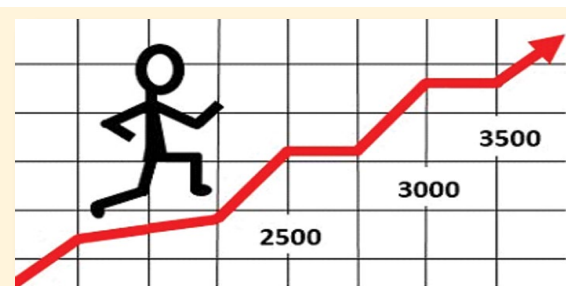
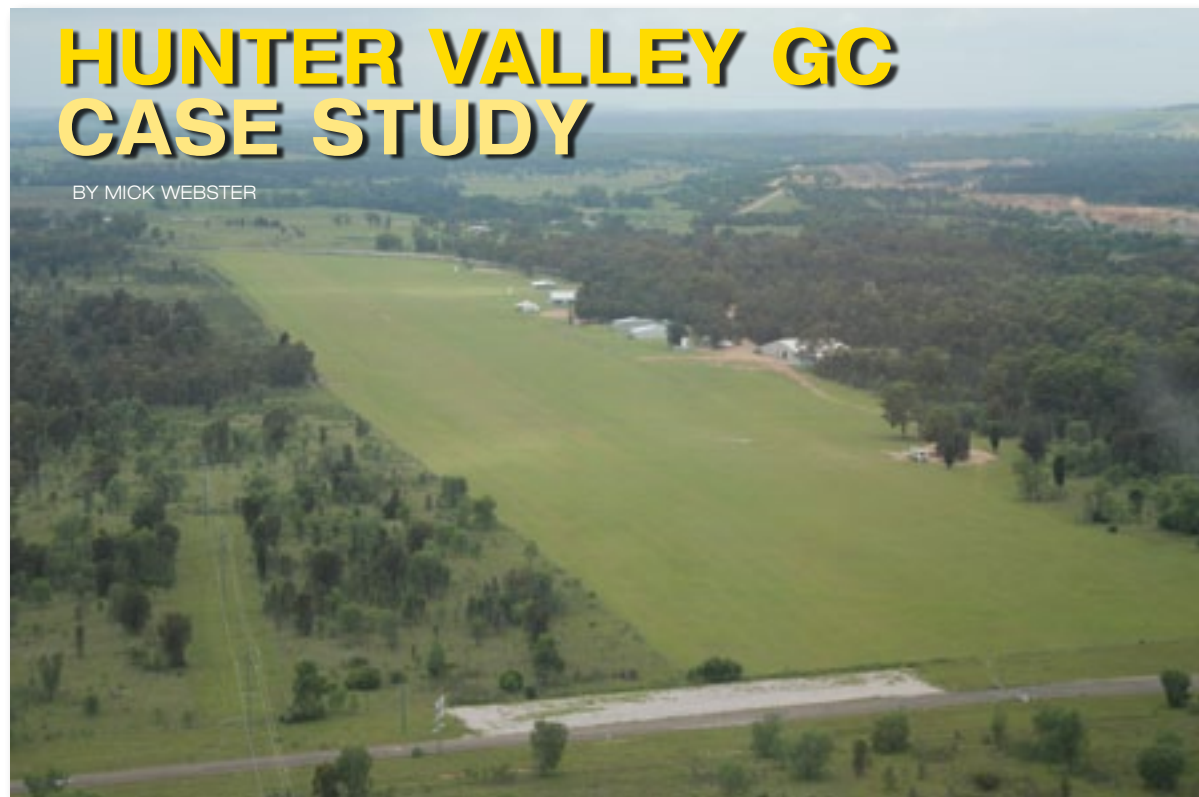
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# HUNTER VALLEY GC CASE STUDY

BY MICK WEBSTER



## GFA MEMBERSHIP GOAL

GFA is determined to grow membership to increase the viability and affordability of our sport. Here is another case study in our series - Hunter Valley Gliding Club.

Having been asked to put pen to paper and comment on the successful growth of the Hunter Valley GC over the last few years, I read with interest the submission from Lake Keepit on how they have managed their successful changes and arrived at where they are now.

I have put together a few random thoughts on the matter. These are my personal comments and may not reflect the ideas or opinions of the HVGC or its members.

Of course, there is a world of difference between managing a full-time, 7-days-a-week operation with paid employees, and running a small weekend operation with volunteers.

The HVGC has been operating for over 50 years and, like all small clubs, has seen many ups and downs in terms of membership and activity.

Four years ago the club membership and activity level were very low. We had only 35 members, needed extensive repairs on our club house and, like most clubs, we had an ageing fleet.

At last count we are now 65 plus members, have a new club house and facilities, and own a new Duo Discus plus a Discus 2B in place of a Jantar 2.

## HOW DID THIS HAPPEN?

High level management skills are required - or are they? Let me start by saying that four years ago, we had a very solid base upon which to re-grow a gliding club. We owned everything outright, including the airfield from which we operated. On top of this we were lucky enough to receive a substantial financial bonus from a neighbouring coal mine.

So, starting from this, where did we go?

The gliding movement has many trained and successful managerial professionals among its members, and their expertise can be useful and should be used. But remember that we are trying to manage a non-profit organisation with volunteer labour.

Figure 1. The cycle of activity.



I never really managed to come up with a standard type of business model on which to run a volunteer organisation such as ours.

Other than force of personality, there is no control over the workforce. The customer base is limited and has varied needs. The resources required are specialist and diverse in terms of people and equipment.

I think the best way to view and control such a situation is by managing the cycle of activity. (See Figure 1, opposite.)

If you take five or six of the critical issues relevant to your club's situation you can see there is a natural progression. Another aspect of this approach is that it becomes obvious that there needs to be a balance. It is no good having 100 members without a club fleet for them to fly or a comfortable environment for them to operate in.

This investigation allows a club to identify the area requiring attention and focus their efforts on that issue.

At the same time there needs to be some control, but the important thing is to keep the wheel moving and in balance.

## PEOPLE ARE THE MOST IMPORTANT ASSET FOR ANY ORGANISATION

To do this you need a very strong core, and what does the core consist of? People are the most important ingredient to make things work in a volunteer organisation, which I know is obvious.

The core of the membership has to be made up of enthusiastic volunteers with the right skills, slotted into the correct place. I am not suggesting that it is only committee members and instructors who are the core, far from it. There are always a number of people on the sidelines who are willing to get stuck in and make things work and they should be sought out and utilised. The core also needs two or three people with the leadership skills and enthusiasm to keep up the momentum.

A good committee should be a relatively small group of people with strong management skills, leadership skills and an overdeveloped enthusiasm gland. The committee should also make sure that communication to the membership is regular and informative.

The only mandatory positions should be president, CFI, secretary and treasurer. The rest of the committee numbers are directors but not necessarily with a portfolio. This means that people with skills to do the physical jobs such as aircraft maintenance can be recruited from folk who are happy to do the work but do not necessarily want to be a club director and put up with the excitement of the monthly committee meeting. Most of these volunteers need to be rotated on a periodic basis to prevent people burnout.

The vital point here is that a club needs a core that is COMMITTED to making a success of club activity.

## IF THERE IS NO ACTIVITY, THERE IS NO CLUB

When our numbers were small we were lucky enough to have my lovely wife



volunteer to cater for us on a regular basis. The Saturday evening soirée became famous for good food, good wine and convivial company. Unfortunately, we do not have this luxury any more due to the fact that my wife now works as a professional chef.

However, I would strongly recommend a monthly event such as a Saturday night get together. We try to do this at HVGC and usually mix the sociability with an hour's talk or lecture. Even if it is pizzas and beer, it brings people together.

At HVGC we also try to run at least two weeks of flying each year in a regatta format.

Visitors from other clubs or other types of sport aviation such as ultralights and so on should be encouraged and

continued over page







actively sought. All aviation enthusiasts bring something to the launch point, whatever flavour of aircraft they fly.

Measuring activity levels is important but sometimes difficult. Launch numbers per weekend is an indication but this figure should be examined with other factors such as weather or public holidays. Monitoring cash flow can also be misleading and cyclic.

Activity will increase if you have a nice fleet of well-maintained gliders that people want to fly. All of your equipment needs to be in top condition and have everything working correctly. Very few people want to fly an outdated aircraft with steam driven instruments.

### IS GLIDING YOUR SPORT OR YOUR HOBBY?

Many different types of people become long standing members of Gliding Clubs for different reasons. Personally, I am passionate about cross country flying and competitions but not all people are of the same opinion.

Other people may want to fly occasionally and are happy with an hour's local soaring once a month. Unless you are a specialist club you need to make all types of members welcome and provide the wherewithal for them to enjoy whatever their specialty is.

Having said that, gliding is a sport mainly revolving around cross country flying. Members should be encouraged to fly cross country within their skill level and be provided with the equipment, instruction or coaching to develop these skills.

We found at HVGC that encouraging pilots to log their flights on the OLC has increased our enthusiasm and allows other clubs to recognise our successes.

### HOW DO WE PERFORM AS A TRAINING ORGANISATION?

Many people have commented to me that the gliding fraternity are very good at getting people flying solo but after that, one is left alone to develop as best they can.

The recent initiatives to develop a coaching infrastructure may address part of this problem but a cultural change in some clubs may be required.

The role of the Instructors Panel needs to be examined and the outcome of a training program clearly defined.

Should not our goal be to turn out an independent operator with a GPC? After this achievement, the pilot should be free to develop into their sport as they wish.

If an instructors panel does not have a high proportion of current and competent cross country

pilots, then the experienced and competent cross county fraternity should be welcomed onto the panel and encouraged to offer their services as coaches and pass on their expertise and knowledge.

### THE FUTURE IS IN THE HANDS OF THE YOUNG

At HVGC we started a scholarship program some years ago with donations from the members. We now have sponsorship from a local business and are able to allocate \$2,000 each to six young people each year in the form of a flying scholarship.

Each scholarship is granted on the basis of the quality of the written application, an interview with the applicant and a flying aptitude assessment.

Our students are recruited from a number of areas such as Air Cadets, high schools and members' friends and families.

We now regularly have a cadre of young people around the launch point, which lifts the enthusiasm level and puts energy into our day to day operation.

As a bonus we also have some attendance from Mums and Dads, which also adds to the day.

Not all students make it through the scholarship and we anticipate that most students will leave gliding to pursue a career or start family but I am confident that some of these will re-start later in life.

I strongly urge all clubs to find a budget to get these young people into the movement now before the average age of gliders pilots goes over the 70 years mark.

\$2,000 dollars per scholarship seems to be the right amount, although a winch club may be different. Whether you find the money through your club revenue, donations or corporate sponsorship it is well worthwhile and a powerful investment in our future.

Maybe state associations or the GFA can help here, but the value of the sponsorship has to be adequate to help a student reach solo standard.

### I WANT TO HAVE FUN

The environment we create at club level is crucial to recruiting and retaining members. We are competing in an open market where a number of aviation based sports or hobbies are available. We are asking people to spend their hard earned leisure dollar and, more importantly, their hard earned leisure time.

Obviously we have to provide an environment that is safe, fun and accommodating for all aspiring glider pilots.

A couple of years ago, I interviewed a number of people who had left gliding for other sports. One theme that came up with more than one person was the authoritative and restrictive manner in which some committees and/or instructors panels ran gliding clubs.

Both GA and RAA seem to train to an acceptable standard and then let people get on with having fun. As mentioned previously, my thoughts are that we should be doing something similar with independent operation and/or a GPC for most glider pilots.

I would welcome an environment where I could turn up at any time, get my aircraft, club or private, out of the hangar and go flying. It's not as easy as it sounds but is achievable with the right culture and the right set-up within clubs. In fact, a number of senior pilots at HVGC do just this with minimal supervision.



### ADVERTISEMENT

As a plug for our club, I can honestly say that I reckon the Hunter Valley Gliding Club is the best little weekend operation in NSW, if not in the whole of Australia.

Access to the Hunter Valley from Sydney, Newcastle and the Central Coast is now easier with the new Hunter expressway cutting 15 minutes off of the drive from the northern parts of Sydney.

While we don't regularly fly 750km or 1,000km flights across boring, flat terrain, we do offer interesting and rewarding cross country flying, enjoying the southern hills and the Liverpool ranges as a regular playground. Our turnpoint database includes Lake Keepit, Bathurst and Narromine, and we regularly include these clubs in our flights. Check out the OLC.

Flying takes place every Saturday and Sunday, and include the third Friday of the month to make a long weekend of flying.

Our fleet now consists of two Puchatz, Junior, Discus 2B and a brand new Duo Discus XL.

Our experienced instructor team offers flying training from ab initio to cross country coaching.

Most of all, we have fun in a safe, friendly environment and, if you are so inclined, there is also a friendly rivalry among a group of cross country pilots who are passionate about their sport.

### THANK YOU

I would like to take this opportunity to publicly thank all HVGC members and visitors who over the last few years have supported and encouraged us, and helped us get where we are now. May we long continue to grow and prosper.

GA



# Four in a Stemme S10

BY ROB HANBURY



As with many 'modern' adventures, this is a trilogy - getting there, the Morning Glory and getting back. The journey from Perth across the wastes of central Australia to Burketown, a small town of 170 people in northern Queensland, involved circling Ayers Rock, staying in outback towns and visiting the Red Centre Club.

The experience of Burketown featured hunting the Morning Glory, meeting with the many other Glory pilots and old friends from previous visits, pre-dawn starts, elusive weather and bitter sweet failure against the weather. The Morning Glory is a rare weather phenomenon, forming in only a few places in the world, a long spectacular cloud that glider pilots can 'surf'. Sometimes it is smooth like a snow field, and at other times it is like a heap of cumulous clouds bunched together. High, low, strong, long, it varies and is very mysterious!

The great trip back included worry about the engine,

soaring at great speed over terrible terrain, again enjoying the wonderful hospitality of the Red Centre Club, hiking Kings Canyon, staying in tents and returning to winter in the southwest.

Of course, the adventurers are central to the story and included a Stemme S10 motorglider, Leila, Julie and Franco Spataro and Rob Hanbury. Leila, the spritely three year old, probably the first child on a normally oldies outing, took it in her stride and won everyone's hearts by enjoying the trip and being such a character.

So how do you get four in a Stemme? Let alone all the baggage? Franco and Leila flew from Sydney by Qantas and Rex while Julie and I flew the Stemme from Perth. Mum and Leila returned to Sydney by airliner while Dad and I adventured back to Perth. A challenge, but it worked! The Stemme was tracked every 10 minutes on the internet, frequently getting a message. "Why have you stopped, why have you turned back?" Even Julie's dad, my original gliding instructor, stayed up all night in South Africa keeping track of us and sharing the adventure.

Julie Lentle Spataro is an experienced glider pilot who learned to fly in South Africa and has flown gliders all around the world. Franco learned in Italy and now flies at Bathurst. I also learned to fly in South Africa and I have flown all over the world and have been on the Burketown trip several times. So, we are all confirmed glider pilots who use a motor when we have to.

The adventure started months before, organizing the trip and getting the motorgliders ready. There were meant to be more in the flock but unfortunately some could not take time off work or had medical issues. Then, we could not get the Whisper safe enough for such a trip and, at the last minute, the Ximango Rotax stripped a plug and we could not get it replaced in time for testing and certainty.

Consequently, it was the lone Stemme that departed

Bindoon to Cunderdin, Kalgoorlie, Laverton, Warburton, Giles, Ayers Rock, Kings Creek Station, Bond Springs Club at Alice Springs, Mt Isa and finally Burketown.

## PERTH TO BURKETOWN VIA ALICE SPRINGS

Julie and I flew the Stemme on the trip from Perth to Burketown.

I had invited Julie and Franco on this trip years ago but their baby Leila was on the way and she had to grow a bit first. Julie flew into Perth from Sydney for final planning, sorting out weather and snacks. "No, we cannot fit that in the Stemme! It is simple - essentials only." Mainly taking stacks of maps, we stuffed it all in the Stemme. What route shall we take? Draw some lines on the maps. Let's go, the weather is good.

We shared the flying and checked each other. The concern started a couple of hours out when we left the easy outlanding paddocks of the wheat belt and headed over the scrub. Julie, a pure glider pilot, was a bit rattled by alarms, engine temperatures and complexity, and having nowhere to land. Heading across the middle of Australia, we took a couple of days in order not to rush and to see the outback towns.

Julie was sorry when at one point we couldn't fold the propeller due to a minor failure. Gliding would have been much better but we didn't want to dismantle it in the middle of nowhere. I was happy to fix almost anything but we didn't want to risk making it worse out there.

We were in the swing of cruising, planning, weather, organizing stops, fuel, water and SAR-watch. We were both keen compass and map followers, but these days have the electronic maps as well. We went around Ayers Rock, toured the Macdonnell Ranges - spectacular mountains to view from 9,500ft up where it's cool, but so hot already in spring below - and finally stopped to have a great stayover with the Alice Springs Gliding Club. They looked after us so well - what a great club to visit. We will be back.

It was a long day the rest of the way across Australia to Burketown. We even taxied behind the Qantas jet bringing Franco and Leila, and they saw us as they disembarked. However, Mum thought she had better hide from Leila, but Leila was bright. "Is that Mummy in the glider?"

It took us four days to cross Australia, though it could be done in three. It would have been nice to take it slower but we had an appointment with some Morning Glories, and the rest of the family was to arrive the next day.

We made a dash to Mornington Island to save Franco from four hours alone with his travel-weary three year old on a desert Island! Finally, Mum was reunited with her daughter, who seemed unperturbed by the great adventure, and we had everyone there and took over the Savannah Lodge. Leila charmed them all and got on with her holiday, enjoying the pool while Mum and Dad took turns flying.

## IN BURKETOWN

We quickly fixed the prop issue and were able to glide.

Although we did our usual penance of seven days of pre-dawn starts and hunts for the Glories, when they arrived we only got two meager Glories, one each for the new Glory pilots, Julie and Franco. The weather was very



dry this year, as it had been during the previous years of drought. Even the Cane Toads were more scarce, and as for dripping wet beers - the best indicator the evening before that a Glory will be good in the morning - they were dry. We still found the Glories interesting, while the great weather forecasters had a taste of forecasting mysteries. As is common, it is best to just go searching and enjoy what the weather provides.

There were many dry Glories but these were elusive and hard to follow. A few gliders managed to sense them and track and climb in them. The first one that Julie and Rob found started dry and showed by the common lines in the ocean. This got very strong, at times 10kts and averaging 8kts, up to 8,000ft. The next day a short but nice one appeared for Franco, climbing up the face to a long lennie over the top.





Every afternoon, we took turns doing thermic cross country flights around Burketown. Now this was more like it! It was great having a motor to get there, but gliding is what the Stemme is good at and Julie was happy to feel the Stemme without the motor. We did a few hundred kilometres each afternoon. It is such a wonderful glider. Side by side was sociable and comfortable, high performance gliding at 50:1 was real and high speed and, most times, the motor worked in seconds.

But then came a big engine failure! The magneto failed. Luckily, as we were on the ground and in a small rural aviation community, everyone helped and we got the parts shipped in quicker than the couriers could. I fortunately had the ratings to fix it, a good reason to learn your glider maintenance. Lessons learned and improvements are possible under the GFA system. Don't trust these motors.

#### BURKETOWN VIA ALICE TO PERTH

Our holiday in Burketown was over. But we still had to get back. It was Franco's turn. We chased a Glory on the usual early morning departure, but no luck. We kept the motor running and headed for Tennant Creek. We refueled, but by then the thermals were good. At lunchtime we departed, stopped the engine over the field, and headed for our friends in Alice Springs.

There were a few eyebrows raised when they heard we had thermalled all the way from Tennant Creek, 570km at 128kph, while it was still winter back home! We had come all the way from Burketown that day - 1,300km, motor before the thermals, then gliding wonderful cloud streets at 10,000ft above ground. Tiger country lay below, but the weather was good and we stayed high and had the highway in an emergency. There was less concern than when we depended on the motor! We were doing 100km runs between thermals and staying high.

Franco said the trip was "nice and interesting, but challenging logistically". That was the first day!

As the Head of Airworthiness, I had to drop in for a couple of days at Alice Springs Club to give some refresher training. Just a small detour got another few members updated in a hard to reach place. Again, we appreciated the great hospitality. They would like more visitors and they sure have great weather.

So we were still full of fuel and thermalled on to Kings Creek Station. After another great day with the spectacular mountain scenery, we had an interesting stay at a Camel Station where camels catch the tourists. We took a quick hike round the Canyon in the morning and then moved



on. Thermalling to Ayers rock, we turned the motor on to comply with air traffic patterns, and then turned off again and climbed to 10,000ft for the cool and great thermals. We thermalled to Giles and, on the third day, the fuel tanks were still full!

On day 4, we watched the weather balloon launch but couldn't get the trace. It turned out not to be thermic, so we motored to Warburton and poured in some fuel. There were still no thermals, so we had to burn some more fuel and get to Laverton. We still had heaps of fuel so the fact that they didn't sell fuel was no problem.

We headed for Kalgoorlie early on day 5 to get fuel and be in a position to do the first 500km in WA this season. We set out on task, tried our best but weren't fast enough. We still needed an iron thermal to get us home when final glide ended 100km out. But we were essentially home, having reached my home club at Cunderdin, GCWA.

But day 6 was predicted good for 500km. So we just had to go back on task, and we did it! It is our second 500km, but unfortunately Denis Macneal got around first in WA. Well done, Denis.

#### STATISTICS

The trip covered 10,600km total, and 4,600 of that was gliding. Soaring as much as possible actually saves time and provides flexibility, as well as a more interesting trip. You only need fuel sometimes and don't have to get to a refueling stop as often. They are hard to find in the outback. In the end, we recorded just 5.2L/100km.

So how is that for a great gliding adventure? Four in a Stemme S10 across Australia and back, having a huge adventure all along the way. What a trip! What a glider! It even gave me some maintenance along the way to keep me amused. It was a trip with friends - I love it. **GA**







# CHAMPIONS OF THE WORLD

PHOTOGRAPHS BY AL SIM, GREG FOULDS, SEAN YOUNG

ADAM WEBB COMPETITION DIRECTOR

After years of planning, 59 pilots, their team captains and crews descended on Narromine at the end of November for the 9th FAI Junior World Gliding Championships. Pilots under the age of 26 competed in two classes - 26 in Standard class, consisting mainly of LS8s and Discus 2s, and 33 in Club class, consisting of everything from Standard Cirrus' to LS3s.

TOP: Ailsa McMillan gives a top performance.

BELOW: Lisa Turner gives safety prizes at morning briefing.

The competition could be followed in real time, thanks to the live tracking through the competition website. This allowed those of us on the ground, whether at Narromine or on the other side of the world, to feel like we were part of the action.

The two-week competition saw records broken, friendships forged and some of the best flying ever seen at a world championships.

## FRONT TURNS DAY 1 OFF

Following three days of practice, the competition got off to an interesting start as a front started to encroach on the task area. Despite the front, the majority of the grid launched, achieving good climbs to big heights. However, it became clear that any task was going to be near impossible as the front came through, and that associated high winds would increase the risk of damage on the inevitable outlandings. The task was cancelled for the day, and Day 1 was considered gridding practice.

Following this false start, Day 2 brought typical Narromine post-frontal conditions, with strong south-westerly winds bringing a low, blue day. Three-hour AATs were set for both classes, challenging the pilots who, given the tricky conditions, chose to stick together in gaggles. A few pushed too hard and eight ended up outlanding, but most made it home. Mateusz Siodloczek from Poland won Standard class at 98.4kph, and Daniel Arday from Hungary won Club class at 86.85kph.

## POST FRONTAL BLUES

Cumulus were forecast on Day 3, but were short lived and burnt off as the start gates opened. Both classes were set fixed tasks, with Standard class set 479km and Club class 348km. Gaggles flying again played a key role as the conditions blued out. Roben Diesterweg from Germany took the day honours in Club class at 97.78kph, and Pavel Trybenekr from the Czech Republic in Standard class at 111.59kph.

As the weather warmed, conditions continued to improve for Day 4, when the theme of blue days continued. Climbs up to 8,000ft were reported and the speeds continued to rise around the three hour AATs for both classes. Matt Davis

from Great Britain won the day in Standard class with a speed of 112.94kph, and James Nugent became not only the first Australian to win a day at a Junior Worlds but also the youngest ever pilot to win a day at a world championships at just 17, with a speed of 104.09kph.

## GAGGLE FLYING

There were still no cumulus to be seen on Day 5, and pilots continued to fly in large gaggles around the tasks. With blue conditions, pilots were playing 'start games' every day as no pilot wanted to be the first to start. Gaggles would often form on the start line and hang around until one pilot was brave enough to push forward and cross the line.

AATs were again set at three-and-a-half hours for Club class and three hours for Standard class. The speeds were higher again with Jakub Pulawski winning Standard class at 125.85kph and Jan Jawornik winning Club class at 109.30kph, both from Poland.

## CLASSIC NARROMINE DAY

Day 6 was predicted to be a classic Narromine day. Blue conditions were forecast over the airfield but the chance of cumulus over the hills to the east of Dubbo. A 612km fixed task was set for Standard class and 450km for Club class and the day was as good as expected. Climbs over the hills went as high as 14,000ft, and at long last cumulus were seen on task. Speeds for the day were record breaking and Marek Niewiadomy from Poland took out Club class at 127.78kph and Mateusz Siodloczek, also from Poland, won the day in Standard class at 153.92kph—a record speed at a Junior World Championships. In Standard class, 11 pilots flew the task at over 150kph, and 24 of the 26 pilots flew over 140kph.

After a slow and challenging start to the competition, many happy pilots quickly realised why they'd made the long trip to Narromine.

## WATCH THE TIME

Day 7 initially looked as if it would be better than the previous day, but a front to the southwest threatened to spoil conditions. Standard class launched for their A task, a four-and-a-half hour AAT, and as had become customary, the pilots' start games resulted in many Standard class pilots starting significantly later than planned. Club class launched second and, following a runway change and updated weather forecast, were sent on a C task, a fixed task of 360km.

Club class started quickly after the gate opened and all bar three gliders made it home. Standard class were not so fortunate, and 11 gliders failed to complete the task. Notably, the entire Polish team and two of the three German Standard class pilots outlanded, proving a defining point in the competition.

Robin Diesterweg (Germany) won the day in Club class at 96.99kph, and Dylan Lampard from Kingaroy Soaring Club took out Standard class, Australia's second day win for the competition at 104.56kph.

## INTERNATIONAL NIGHT

As the next day looked unflyable and was subsequently declared the official rest day, the evening of Day 7 was international night. This event is the teams' opportunity to showcase their local delicacies to the other pilots, crews and organisers.



A great night was had by teams and organisers alike. Highlights included tacos and s'mores from team USA, Czech beer and a very messy Eton Mess from team GB - washed down with a G&T - as well as Vegemite sandwiches from the Australian team and an interesting combination of Fisherman's Friends and vodka from the Finnish team.

TOP: Dylan Lampard

ABOVE: Joseph O'Donnell

BELOW: Adam Webb, Competition Director

## UNCERTAIN WEATHER

Well rested teams returned for Day 8, however, the weather wasn't so sure. With the forecast models saying the overcast wouldn't clear until later, the task setter looked outside to see blue sky breaking through over the airfield. The decision was made to delay briefing to allow another look at the weather, and this proved to be a good decision. AATs of two-and-a-half hours and two hours for Club and Standard class respectively were fit in after the day markedly improved on the initial forecasts.

Matthew Scutter's 136.32kph earned him first place in Standard class, becoming the third Australian to win a day, and Philipp Schulz from Germany won the day in Club class at 112.77kph.

## THE BIG DAY

As competitors gridded on Day 9 for an early 11.30 am launch, they finally saw what they'd been dreaming of for the last eight days - cumulus at around 9,000ft started to form from 11am and were well established by the time of first launch. The cumulus also encouraged the pilots to be a bit braver and go alone, away from the gaggle, resulting in a more interesting race for those of us watching on the ground.

Standard class were set a 631km fixed task, while Club were given a 501km FAI triangle, allowing those who hadn't already to claim their diamond goal badge. Competitors then proceeded







FROM TOP:  
Jakub Pulawski from  
Poland.

Robin Smit from the  
Netherlands.

Sebastian Nagel from  
Germany.



to break the records set on Day 6 as Dutch team members Robin Smit and Ronald Deerenberg jointly won the day with a blistering 158.16kph, and Lucas Delobel from France achieved a similarly impressive 126.27kph in Club class.

### MASS OUTLANDING

Day 10 seemed a world away from the previous day. A cold front to the south became unpredictable, which gave the task setters a hard time. As the fleet launched on task A for Club and task C for Standard, it seemed as though the front would stay south of the task area until the early evening - enough time for a task.

Both classes were sent on 391km tasks to the north. Trackers showed that on task climbs to well over 10,000ft were available, but the cold front was making its way toward the task area and the sky was looking very unappetising.

The first three finishers in Standard class made it around at over 135kph, but it quickly went very quiet on the finish line. The finish line crew were just about to head home when a gaggle of nine more perseverant finishers appeared on final glide, finishing with a speed of 84kph. Club class weren't so lucky with just one pilot, Boyd Willat from the USA, making it around in the world famous Cirrus Zulu Romeo.

The day ended with 46 outlandings and a few late night retrieves, but it wouldn't be a world championships without at least one mass outlanding.

### FINAL DAY TACTICS

The final day dawned and the cold front had cleared, leaving behind a classic postfrontal day - almost identical to Day 2 with lower blue conditions. A 366km fixed task awaited Standard class and a three hour AAT for Club class.

The day was a tactical one for most pilots. In Standard class, Matthew Scutter was just 280 points ahead of Robin Smit from the Netherlands. He knew that he had to stay with the pack and not make any mistakes to maintain his lead and win the competition. Other teams knew that 280 points could be made up if they could break away from Matt. Club class was a much tighter affair with 300 points covering the top eight competitors, all of whom were flying to win.

Marek Niewiadomy (Poland) took out the final day in Club class at 95.85kph and Joris Vainius from Lithuania won in Standard class at 105.53kph.

Importantly for the overall results, Matt Scutter finished in 22nd place for the day. However, he was just 102 points behind first place, meaning that he maintained his lead and finished overall in first place in Standard class with Robin Smit from the Netherlands in second and Sebastian Nagel from Germany in third.

The British team had a good final day with Tom Arcscott jumping up one place to be first overall. Philipp Schulz from Germany came second and Sam Roddie from Britain came in third. Full results are available on the competition website [www.jwgc2015.com](http://www.jwgc2015.com)

### PARTNERS

Along with their trophies, both winners won a week's all expenses paid gliding trip in South Africa in a JS1, with \$1,000 towards their airfares thanks to Jonker Sailplanes, plus a pair of Milvus gliding trousers and a set of CloudDancers covers kindly donated by our sponsors.

Also hard fought out is the Teams Cup, presented to the highest performing team overall. This was a close affair



with places changing on a daily basis, and was taken out by team Germany. Poland came in a close second, team GB in third and Australia in fourth. A prize was also given for the highest placed female competitor, presented to Hana Treslova from the Czech Republic who placed 13th flying a standard cirrus in club class.

All pilots displayed exceptional skill and airmanship during the competition and it was great to see such wonderful sportsmanship between the teams. While the event was, of course, competitive and the teams were out to win, this didn't stop pilots from assisting each other. Teams helped each other with relights, flat tyres on the grid and any other running repairs required during the event.

The friendly atmosphere was also reflected in the fact that the championships proceeded without any protests, and very few penalties were handed out.

As Competition Director, I would like to acknowledge the following people, without whom it would not have been possible to host such a great event:

- Terry Cubley did a great job as Deputy Director and Ops Director. He also provided valuable mentorship for running an event of this size for the first time.
- Lisa Turner put in a fantastic effort as safety officer, keeping a quiet eye on everything.
- As task setter and general Narromine expert, Beryl Hartley thought of and took care of everything at Narromine.
- Paul Matthews used his vast competition flying experience as task setter and smooth talker for government liaison.
- As weather lady, Jenny Thompson organised a good range of weather conditions for the competition.
- Greg Schmidt as chief marshal managed to herd cats and keep everyone under control.
- Jess Stauss, Rachel McEvoy, Nikki Douglas, Sandra Rosse and Marcia Cavanagh worked tirelessly in the competition office on everything from registrations to outlandings.
- Tim Bates expertly handled the scoring, as well as knowing the rules back to front.
- Wojciech Scigala and Jacques Graells set up and ran the online tracking enjoyed by many during the competition.
- John Styles, Sean Young, Al Sim, Greg Fouldes and Katja Soikkeli kept everyone around the world up to date with what was happening at Narromine.
- Andrew Horton, Damien Wells, Sam Schoneveld, Wille



and Wellu Mäkinen, Frank Turner and Jeremy Thompson were invaluable for their help with marshalling, weighing and launching the fleet.

- The Tuggies smoothly managed all launches.
- Vikki Cubley, Amie & Joe Naylor cooked up a storm and Amie supplied general help with oxygen and Narromine knowledge.
- Robyn Ryan from Narromine Council gave great support, especially with the organisation of the opening ceremony in the centre of town.
- Rob Moore provided instrumental support as chief steward, assisted by Brian Spreckley remotely from Europe.
- Max Stephens represented the FAI as Jury President, assisted remotely by Peter Ryder and Rick Sheppe.

The championships would not have been such a success without support from our strategic partners Destination NSW and Simon Hackett who, through the Hackett Foundation, continued his support for the Australian Junior Gliding movement. The NSW Office of Sport and Recreation and Narromine Shire Council also provided much needed support for the event.

TOP: Eric Stauss lands his  
glider.  
ABOVE: Wille and Wellu  
Mäkinen from Finland are  
surely the most energetic  
launch team in the world.

BELOW: The highly visible  
marshalling and launch  
crew stop in the shade.



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**GLIDING**  
AUSTRALIA



**MATTHEW SCUTTER**  
**JUNIOR WORLD GLIDING CHAMPION STANDARD CLASS**

PHOTOGRAPH: AL SIM  
NARROMINE 6 DECEMBER 2015

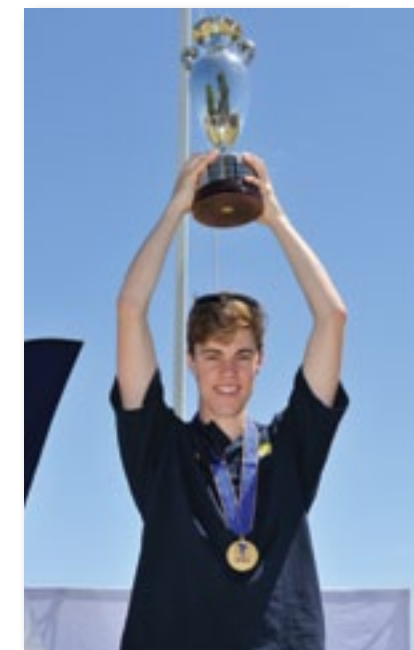




Club Class Champion, Tom Arscott.



The 59 pilots of the 9th JWGC with CD Adam Webb on the grid at Narromine on the final day.



Standard Class Champion, Matthew Scutter.



Club Class winners Tom Arscott, Philipp Schulz, Sam Roddie.



Team Cup winners, Germany.



Dignitaries: L - R, Chief Steward Rob Moore, Narromine Mayor Bill McAnally, Destinations NSW Candace Torres, Ambassador of the Czech Republic Martin Pohl, Competition Director Adam Webb, Task Setter Paul Matthews, International Juror and FAI representative Max Stevens.



The Australian Team



Standard Class top nine - Mateusz Siodloczek and Jakub Pulawski from Poland are seated in the front row with Sebastian Nagel from Germany and Matthew Scutter, Australia.



In a typical Australian setting, teams and well wishers watched from their shelter of gum trees as a magpie sang in the branches overhead.



Safety and Trophies Officer Lisa Turner gets the medals, trophies and cups ready to be presented.



James Nugent, the youngest ever day winner in a JWGC and fifth place winner in Standard Class, is presented with his diploma by CD Adam Webb.



Club Class pilots Jan Jawornik and Marek Niewiadomy with Boyd Willat from the United States.



Hana Treslova (right) from the Czech Republic received a special GFA award for the highest scoring female contestant, stands here with Ailsa McMillan, Australia (centre) and Annemiek Koers, Netherlands (left).

### TEAM CUP

1	GERMANY	907.80
2	POLAND	902.81
3	GREAT BRITAIN	901.00
4	AUSTRALIA	888.77
5	NETHERLANDS	855.38

## 9TH JUNIOR WORLD GLIDING CHAMPIONSHIPS

### NARROMINE

1 - 12 DECEMBER 2015

#### STANDARD

1 A1	MATTHEW SCUTTER	AUSTRALIA	DISCUS 2A	9,070
2 G2	ROBIN SMIT	NETHERLANDS	LS 8	8,815
3 XN	SEBASTIAN NAGEL	GERMANY	DISCUS 2A	8,701
4 Y	MATEUSZ SIODLOCZEK	POLAND	DISCUS 2A	8,685
5 LOT	JAKUB PULAWSKI	POLAND	LS 8	8,660
13 Q7	AILS A MCMILLAN	AUSTRALIA	LS 8	8,300
14 GG	DYLAN LAMPARD	AUSTRALIA	LS 8	8,241

#### CLUB

1 GW	TOM ARSCOTT	GREAT BRITAIN	STD CIRUS	9,155
2 JF	PHILIPP SCHULZ	GERMANY	ASW 19B	9,132
3 DDA	SAM RODDIE	GREAT BRITAIN	STD CIRUS	8,975
4 SM	SIMON SCHMIDT-MEINZER	GERMANY	LS 1F	8,945
5 Q2	JAMES NUGENT	AUSTRALIA	LS 3	8,942
12 WUQ	ERIC STAUSS	AUSTRALIA	LS 3a	8,699
21 Q	JOSEPH O'DONNELL	AUSTRALIA	LS 3	8,166

FULL RESULTS AT [www.soaringspot.com/en\\_gb/jwgc2015/](http://www.soaringspot.com/en_gb/jwgc2015/)





MANDY TEMPLE TEAM CAPTAIN

It is not every day that Australia has a World Champion. I enthusiastically congratulate Matthew Scutter for his success in becoming Junior World Gliding Champion in Standard class. It has been 24 years since Brad Edwards took Gold for Australia in Uvalde, and since then we have had two podium finishes with Peter Temple finishing 3rd in Rieti, and Tobi Geiger finishing 2nd in Argentina.

ABOVE: Martin Piskacek Czech Republic.

BELOW: Matt Gage with Ailsa McMillan (top). Jenny Thompson (lower left) giving the weather briefing. Jess Stauss (right) in the office.



Also at the Junior World Championship, James Nugent from Mildura placed 5th in Club class, an excellent result for James who, at 17 years old, was the youngest pilot ever to win a day at a Worlds, and also had a day win. The team placed 4th in the Team Cup, only a couple of points behind Great Britain in 3rd place. Several factors contributed to our success this year, not least of which was our home field advantage. For example, while we briefed in Shinzo's air conditioned building and our gliders were in his hangar, many other teams were huddled under precarious tents out in the paddock. We found out on the final



night that the Czech team were relying on a weather man in Prague – which didn't work out too well - while we had Alex at his fifth World Championships with exquisite bespoke weather programs just a radio call away.

No doubt, the support the team received contributed to their success and allowed them to follow a comprehensive training program, including flying overseas, two Squad Weeks and flying hors concours at the Lake Keepit Nationals. So, on behalf of the team, I offer a huge thank you to everyone who contributed in any way, large or small. We could not have done it without you.

### MEMORIES TO SHARE

I have many memories of the competition and I'd like to share a few of them to give you a flavour of how it went.

On Day 1 pre-start, we heard Matthew call, "Dylan I'm critically low and need a climb." Immediately James, flying in a different class, came back with, "Come on guys, let's get over there and find him a climb", which they did and thankfully prevented an outlanding on the first day.

About 20 minutes later, James announced, "For information, I have approximately 1 to 1.5m of tape loose on my starboard wing. I will keep you informed." On hearing this, his poor crew and father managed to stay incredibly calm in spite of the possible implications. Fortunately, the tape separated a short while later.

On Day 6 after leading out all day, Matthew was pipped on the line by Polish pilots Jacob Pulawski and Mateusz Siodloczek. At briefing the next morning the winners were given day prizes. Jacob gave his prize to Matthew and said, "I give this to Matthew because he led out 90% of the day and he deserved to win."

Pilots were praised for not throwing their trackers out of the window when telemarketers called during flight. Muting was applied.

On Day 10 we had 34kt winds on task, Dylan flew on ahead to find climbs to ensure that Matthew got home, even though he ultimately outlanded himself. When invited onto the podium, Matthew commented, "I couldn't



have done it without my teammate Dylan, so I'd like him to come up here with me."

One day Dylan Lampard lost a door spring on ground roll. We managed to get him back in the air after a relight with only 30 seconds on the ground, showing amazing co-operation and co-ordination.

On the last day, with James highest placed in Club class, Eric and Joe started four minutes in front and called him into the first climb, which allowed him to gain three places overall.

Quotes from Jenny Thompson the Weather Lady include, "Today there will be weather". Later, on a storm day, she told competitors, "You asked for cu's. You should be careful what you ask for."

The GFA M&D department managed to put together an incredible package of prizes including Brietling hats that sell on eBay for a good price, Milvus trousers, CloudDancer wing covers and canopy covers, Smart watches and, for the winner of each class, a one-week, all expenses paid trip to South Africa to fly a JS1. Last I heard, Matthew had given away most of his prizes to his crew and team mates, while his proud father had a death grip on the trophy.

An Oudie donated by Al Sim at Go Soaring was won by Jacob Pulawski, who had the biggest grin on his face all day.

During the three weeks I was at Narromine, I gave a number of media interviews and, apart from the ABC talking about the Junior Hang Gliding Fly on one occasion, it was very good exposure.

At one stage I was asked if there was any crossover between my role as Australian Team Captain and GFA President. I replied that the two roles were completely separate, but the advantage of being Team Captain was that I can get directly involved in our sport so that when I am dealing with the regulator and negotiating on behalf of members, I know why I am doing it.

In closing, I commend the team to you. They showed maturity beyond their years, incredible sportsmanship and a great sense of what it truly means to be part of a successful team.

### TEAM EFFORT

As GFA President I hope you will all join me in congratulating the Organising Team of the 2015 Junior World Gliding Championships.

We put together a great team with Adam Webb as CD, Terry Cubley as Ops director, Lisa Turner as Safety Officer, Greg Schmidt as Scrutineer and Grid Marshall, Jenny Thompson as Weather Lady, Beryl Hartley as local liaison and general go-to person, Tim Bates on scoring, Wojciech Scigala on tracking and Paul Matthews as Task Setter. Jesse, Marcia and Rachael were in the office, Sean Young, Al Sim and John Styles handled media, Katja wrote the blog, and Neil Dunn served as tug master with seven other towpilots.

If you haven't been involved in an event like this yet, it is hard to convey the amount of preparation and planning that has to be done, along with the long hours on the ground to make an event successful. At the end everyone agreed that our team pulled it off with fairness, good humour and grace under fire.

Now we must dust ourselves off and prepare for the Senior World Gliding Championships at Benalla in January 2017. If you would like to be part of this great event, you will be able to express your interest in helping out in the near future.



TOP: Club Class Champion Tom Arscott GB comes in to land.

ABOVE: James Nugent prepares to launch.

BELOW: Team Coach John 'Buch' Buchanan discusses the tactics for the day with Eric Stauss.



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#### TERRY CUBLEY OPERATIONS DIRECTOR

In all measures, the Junior World Gliding Championships, held at Narromine in December 2015, was a great success. 59 entries from 18 countries, all aged 17-25 years old, flew 10 contest tasks plus three practice days. Feedback from the contestants and their support teams was very positive in relation to the flying and enjoyment of the competition, and very positive about their Australian adventure.

The Australian gliding team did very well with one Gold medal and another pilot in the top 10, and overall placed 4th in the Team Cup. They had great support and worked well as a team to ensure this great outcome.

It takes a long time to plan and organise such a large international event, and it takes a lot of people who are prepared to spend their time and energy and ideas making it all happen. The JWGC organising committee worked for more than two years to prepare the event and then run it to achieve great success. Organising committee members were located at Brisbane, Canberra, Narromine, Sydney, Melbourne

and Adelaide, and therefore held regular web and phone meetings and the occasional face to face meeting.

The GFA and I certainly express our appreciation and thanks to the 30-plus volunteers for their great contribution to making the event happen.

#### SETTING UP

The first week of the event, which included a number of unofficial practice days, saw major activity devoted to setting up the airfield for the competition. It actually started some weeks earlier when Beryl organised the installation of 20 flag poles and the administration centre, and the Council arranged airfield improvements and signage across the town.

While the technical team started the inspection of the gliders - checking weights, instruments, winglets, wingspan, oxygen and so on - the Admin team were busy setting up the office and registering all the participants and visitors that were rapidly moving into town. Registration was fairly complex, with all helpers, pilots, crews and family requiring security passes so that we could control access to the airfield.

They also set up phone and email groups to make communication a lot easier. They ensured that all documents and records were maintained, printed and available as required.

The event budget was in excess of \$300,000, and accounting for expenditure and income was a major responsibility for the GFA and for our strategic partner Destination NSW. This was the work of Nikki Douglass and Beryl Hartley, who are still heavily involved in paying accounts and chasing up payments a month or two after the event.

The GFA's main objective for hosting this event was to promote gliding across Australia with a focus on promotion to youth.

John Styles GFA Chair of Marketing & Development did a great job in preparation for the world championships with major national promotions in Sydney and

Melbourne plus some great promotion within the Dubbo/ Narromine region. At Narromine, John was joined by Sean, Al and Greg and Katja who ensured we had some excellent promotion material on the web page and live tracking, with interviews and live footage of the action, as well as looking after the many media crews that came out to the competition. We had some great rural promotion, although as normal, city promotion was a little harder. Robyn Ryan from Narromine shire council worked well to engage the townspeople with the event, with various businesses promoting the event and supporting teams.

Promotion was assisted by the use of live tracking for the competition. Glider tracking is a strong draw card for international spectators, keen to see how their team is progressing so far away in Australia. It was going to be important for us to make some tracking available and Jacques Graells from Lake Keepit came to the rescue, designing and building 20 trackers based on 3G/4G mobile phones. Jacques had these ready to trial at the Lake Keepit nationals and used LiveTrack 24 to display the flights. GFA Marketing & Development paid for the trackers which could be used at LK and Benalla Nationals as well as the Benalla world comps in January 2017. This was a huge success at Lake Keepit and equally so at Narromine. Discussion is now focussed on determining how many trackers we wish to have for Benalla and making sure that we can purchase the extra ones needed.

#### A DAY AT NARROMINE JUNIOR WORLDS

The task setters met at 8am, by which time Jenny had a good handle on the expected weather. The template ensured that they got the distances and timing right, with possible start limitations, launch direction and finish direction to ensure maximum support for the pilots. Tim, the scorer, set up the task sheet ready for printing.

Adam, Lisa and Terry reviewed the proposed task, looking for any conflicts and checking details, along with Steward Rob Moore.

With the runway and launch time decided, Greg Schmidt then got his marshalling and weighing team into action to weigh each glider on the way to the grid, and make sure gliders were put into the correct place. On some days they needed to get teams to compress the grid, moving everyone back to give enough space for the launch when winds were light.

The Team Captains' meeting at 9am clarified any issues - usually a relatively quiet meeting, thank goodness.

Pilot briefing at 10am had some standard elements such as results, weather, tasks, operations, but usually a bit of fun. On one day there was a presentation of lookout and gaggle techniques which involved some 'volunteers' simulating a gaggle, which gradually became larger, arms held wide to simulate wings. You had to be there!

The decision to launch at the nominated time, or to delay or change tasks, was the most crucial discussion, involving the key organisation team. We had some issues with cross winds and slower thermal development, and high cloud and cold air intrusion, and so on. Of course, the various teams were quick to explain their perspective of the decision options. We learned to ignore the teams and just work with the facts. Of course, we always made the right decision.

After launch and the task start was a quiet time, filled by relaxation, planning meetings or watching the tracking. Then we had to estimate when the first finishers would arrive and all headed down to our allocated positions. The finishes were



#### WANT TO SEE MORE?

##### VIDEOS - STORIES - PHOTOGRAPHS

To get the full picture of how the championships unfolded, you can watch interviews with many of the daily winners, task briefings from Paul Matthews, the Opening Ceremony and other videos that were made during the competition. In addition there are photographs and daily news stories.

#### GLIDING AUSTRALIA WEBSITE

[glidingaustralia.org](http://glidingaustralia.org)

**Videos** - click videos menu item or go to [tv.glidingaustralia.org](http://tv.glidingaustralia.org)

**Daily news stories** are all on the homepage (scroll down).


#### JWGC WEBSITE

[jwgc2015.com](http://jwgc2015.com)

The videos and articles are also on the JWGC website with other information including tasks, weather and more.

Videos and photographs are in the **Galleries** section with direct links on the homepage (scroll down), or from the menu bar. Links to the articles are also on the home page.

#### YOUTUBE

The videos are also available on the **JWGC Youtube channel**. Click the  on the [jwgc2015.com](http://jwgc2015.com) menu bar or go to [youtube.com](http://youtube.com) and search JWGC2015

**GFA Youtube channel** - [youtube.com](http://youtube.com)  
search Gliding Australia

#### FACEBOOK

More information is available on the JWWGC Facebook page [www.facebook.com/jwgc2015](http://www.facebook.com/jwgc2015)

#### FLICKR

There are more images at [flickr.com/photos/jwgc2015/albums](http://flickr.com/photos/jwgc2015/albums)



ABOVE: Dylan Lampard landing.

BELOW: The Big Day. On Day 9 there were cu's in all directions to 9,000 ft before launch.







ABOVE: James Nugent on tow.

BELOW: Terry Cubley Operations Director

often quite spectacular, and I must commend the skills of the pilots, landing in close proximity when a gaggle of 20-plus gliders finished within a few minutes of each other.

We had one day when the weather did not quite meet expectations and all but one Club Class glider ended in a paddock. It was a long evening for the crews and for the organisation, ensuring that pilots and gliders were found at the end of the long dusty dirt roads. Using lowcrop.aero, pilots can submit their location and the system then provides detailed maps for the crews.

### THE VOLUNTEERS

A crew of volunteers worked nearly full time for three weeks during the event, and many were involved for the two years leading up to the competition.

**Adam Webb** Competition Director

**Terry Cubley** Operations Director

**Lisa Turner** Safety Officer

**Paul Matthews, Beryl Hartley** Task Setters

**Tim Bates** Scorer/Verifier

**Jenny Thompson** Weather Forecaster

**Greg Schmidt** Technical/Launch Manager

**Andrew Horton Wille and Wellu Mäkinen (Finland),**

**Damien (Damo) Wells, Sam Schoneveld, Frank Turner,**

**Jeremy Thompson** Technical & Marshalling and Launch crew

**Neil Dunn** Tug Master

**Jess Stauss, Marcia Cavanagh,**

**Rachel McEvoy, Joanne Stauss** Administration

**Nikki Douglas** Finance

**John Styles** M&D

**Sean Young** Video Production & Editor

**Al Sim** Photographer

**Greg Foulds** Photographer

**Katja Soikkeli (Finland)** Webmaster, social media

**Wojciech Scigala (Poland)** IT, Tracking

**Gus Stewart** Telecommunications & AV

**Rob Moore** Chief Steward

**Brian Spreckley (GB)** Remote

**Max Stevens (NZ)** Steward International Jury

**Rick Sheppe, Peter Ryder (USA)** Remote Juror

### THE BOSS

The Championships Director was Adam Webb, a 26 year old ex Junior pilot and member of the Canberra Gliding Club. We were keen to have a young face running the competition, and really made a great decision by inviting Adam. He is a young face, but also very experienced, enthusiastic and clear thinking with a relaxed approach that encouraged support from all involved in the event. Feedback reflected an organisation that was efficient, willing to listen and able to make the correct or even hard decisions when required.

### IN SUMMARY

The Championships were a great opportunity for Australia to show our positive attributes as a gliding nation, and to introduce international teams to our weather, terrain and free airspace. It was also a great opportunity to increase the Australian community's understanding of our sport, and promote this to young people across the country. In all of these objectives, the Junior World Gliding Championships at Narromine were a huge success. It will be a long time before we are able to repeat this particular opportunity.

We had one major disappointment in running this event, and that was the very limited support provided by our current juniors. Despite many offers to help, we ended up with only three juniors involved in the organisation among the 40 people required. This just wasn't good enough. It would have improved the atmosphere of the event immensely if a group of young people had been there, helping to run the competition – as well as being good fun for those involved.

GA



# WIND SHEARS

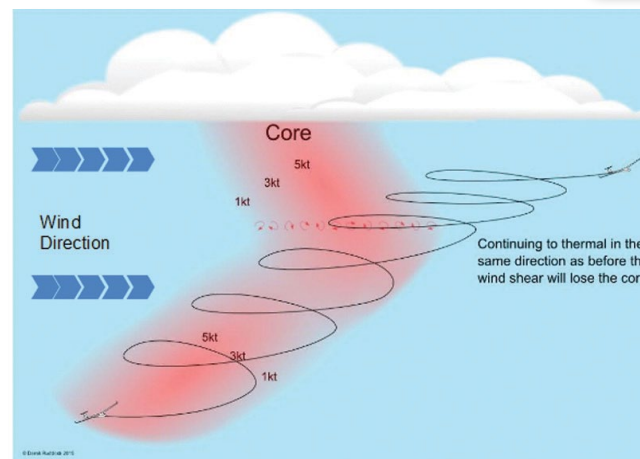
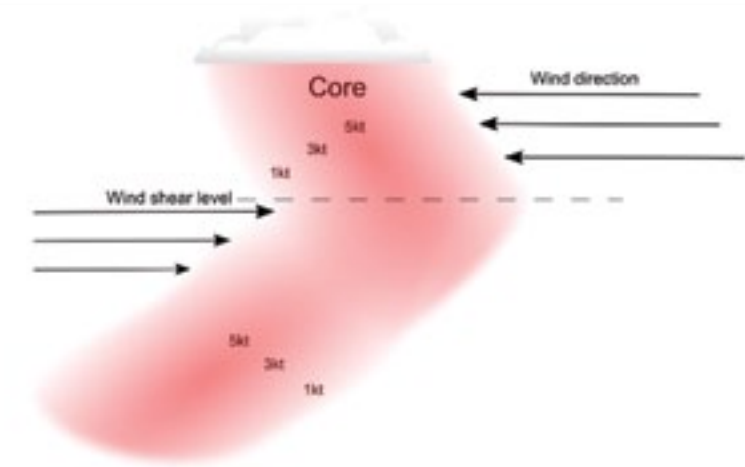
RICHARD FRAWLEY  
NATIONAL COACHING DIRECTOR  
cit@glidingaustralia.org

### EFFECT OF WIND SHEAR ON A FULLY FORMED THERMAL

Depending on the atmospheric conditions on the day, there may be levels in a thermal where the turbulence is more extreme. This is most often associated with wind changes and shears.

A lot of people struggle with wind shear. Thermals have massive momentum and do not just stop, although sometimes it feels like they do.

The reality is that you have simply moved away from and out of the core.

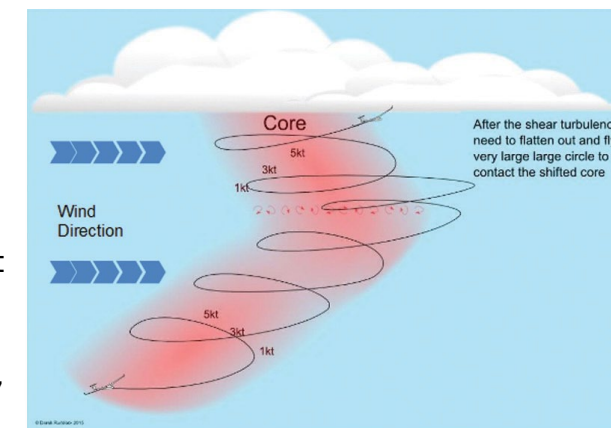


Many people miss the wind shear by opening out the circle in the same direction of the wind in which they have been thermalling, when the thermal strength starts to decrease.

### TWO THINGS HELP

Look at the day's forecast. Be aware of the shear height and direction, and keep a mental reference.

Open the circle in the direction of the new wind direction, not the old one.



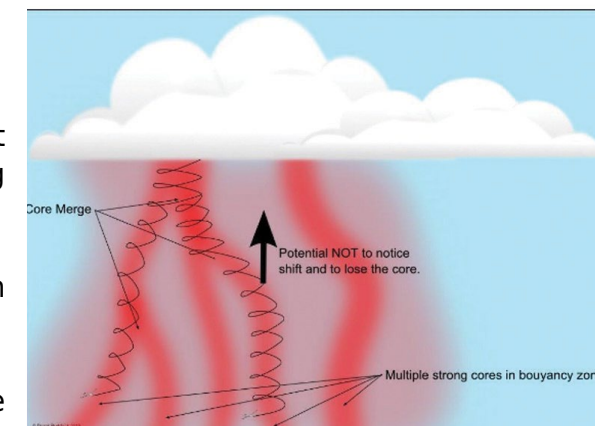
### MULTI-CORE SHEAR RE-CENTERING

When is shear not shear? When it's a merge.

Humid conditions, big troughs and positive wave effect often combine to create VERY buoyant conditions, resulting in very large CUs and many strong cores.

Cores merge and the core position shifts. This can occur in any direction.

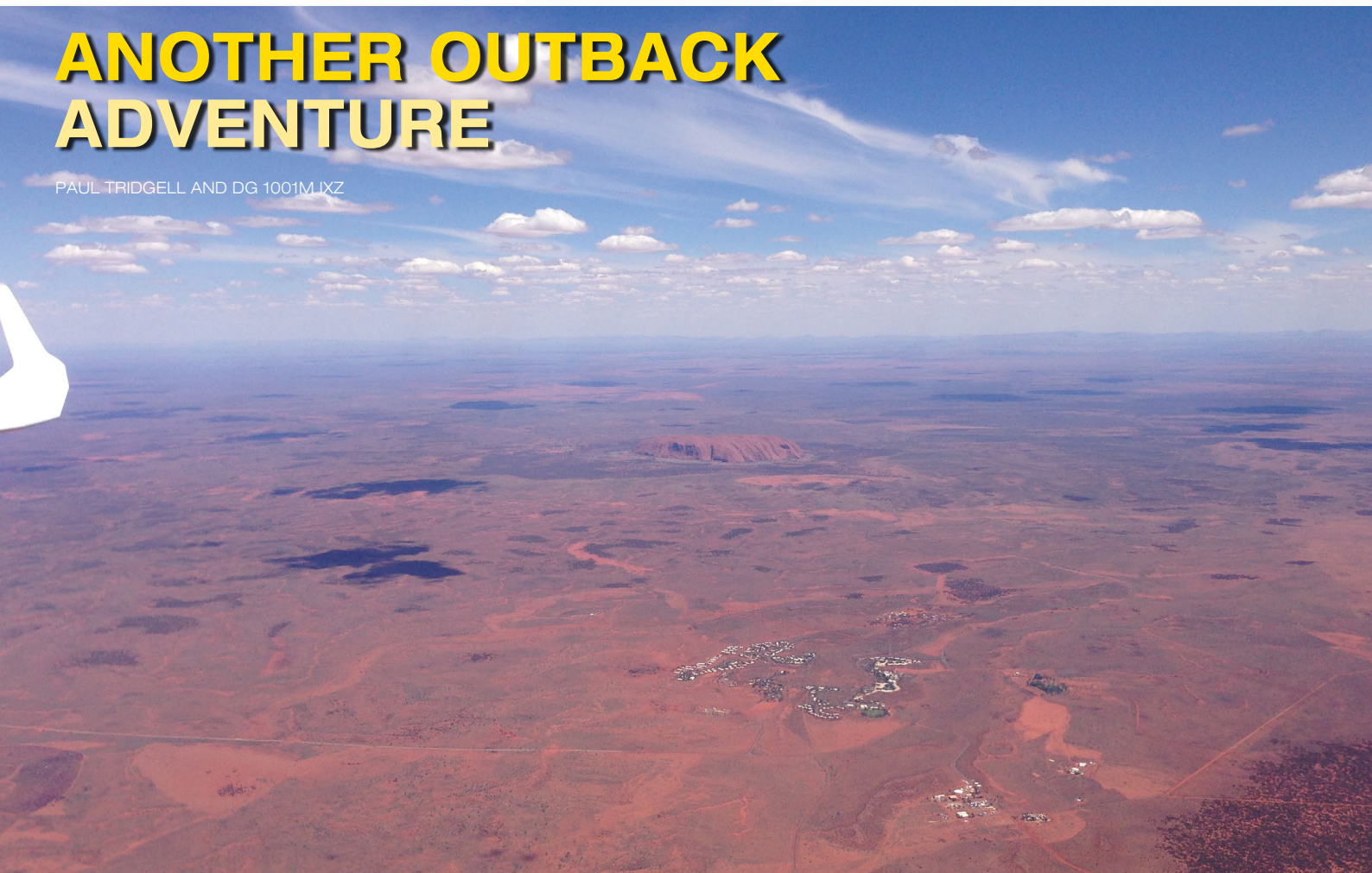
Fast re-centering requires a sensitive feel toward the more buoyant air, which leads you back to the core.





# ANOTHER OUTBACK ADVENTURE

PAUL TRIDGELL AND DG 1001M IXZ



For many months I'd been planning and preparing for a gliding trip from Sydney, then along the Oodnadatta track and, if time and weather allowed, the Tanami Track. Part of my preparation was scouring past editions of gliding magazines for notes on the airports used, as well as the Pilot's Touring Guide, contacting people who had flown these area, normally with power, and making phone calls. This is an account of the trip and I hope that it may assist others to also have the pleasure of safely flying these areas. This trip will also provide the basis for a safari and camp to Alice Springs in November 2016.

## 6 NOVEMBER 2015 FALSE START

The weather was clear on the Eastern side of the mountains and TAF at Narromine was clear. I started early under power but the headwinds were greater than expected and I would possibly not have made Narromine under power. I diverted to Bathurst and circled overhead for an hour, but low cloud was a problem at Bathurst and Orange. I had enough fuel to get back to Richmond just above reserve and arrived in 100% blue day conditions.

## 7 NOVEMBER 2015 RICHMOND - COBAR

I started early under power to Narromine and refuelled. Then I glided, tracking for Broken Hill, but would have been very close to last light, so I changed course and glided to Cobar. It was nice to have no noise. Emmdale looked like a good landing option as it also had premium unleaded fuel, but when I called them from Narromine to check the status of the strip, I was told it had not been mown and had long grass and weeds.

## 8 NOVEMBER 2015 COBAR - BROKEN HILL - LEIGH CREEK

The sky showed patches of blue and others with moderate high cloud. With a high start, I tried to get west of the high cloud to glide the full day, but I was about 30km short of where the thermals began and needed a short restart. There was high cloud in patches, still to the west, so I landed at Broken Hill for a nice cup of tea in the Aero Club and to start the trip to Leigh Creek with a full tank of fuel.

The thermals were only working to about 6,000ft so I glided when I was close enough to a landing solution but then climbed under power to ensure that solutions were always in place. After one engine start I noted that there was static in the headset on both ignition circuits. I kept the engine on and kept climbing to about 12,000ft, and continued cruising with it on till I landed at Leigh Creek. On inspection, I saw the caps on both rear plugs had come loose but a clip had held them close to the top of the plug. The tops of the plugs were in a bad state due to the arcing and I'd only brought one spare – surprisingly, the engine was still running.

I tied the aircraft down and started walking into town, which had looked so close on the map. A bit weary and looking down at the road, I saw brown scales. The adrenaline kicked in till I noted it had legs. I used the satphone, as the public phone in town required a Telstra Card and I had no cash or credit, and found to my surprise that the local garage had the correct plug. Subsequently, I replaced all the spark plug caps, which now have a better grip.

## 9 NOVEMBER 2015 LEIGH CREEK - OODNADATTA

The local postman offered me a greatly appreciated lift to the airport. The airport has a drinking water cooler that made a good start to the day.

After an initial launch, there was still some high cloud but thermals to about 5,000ft. I needed about 8,000ft with minimum heights of 5,500ft for solutions on track, so I thermalled for about 80 minutes, only to see the height of the top of lift fall to 4,000ft, about 3,000 AGL. Not wanting to face the possible walk into Leigh Creek, I used sawtooth climbing, gliding where possible, for a flight with terrific views of Lake Eyre.

As William Creek was directly on track and looked like an interesting place to call in, I decided to land. It was a nice strip but, like most, it was 18m with lights close to the edge, so one needed to land off the centre line. I had a cool drink - no alcohol for me, although it was available - and noted a great tie-down area with fixed tie-down points. They suggested I should call in and stay on my return trip.

As I got nearer to Oodnadatta, the temperature and lift increased. I stayed at the Pink Roadhouse where they topped up my fuel with AvGas. The staff were very helpful, but one issue at Oodnadatta is the lack of any tie-downs. The ground, hard as red brick, makes it impossible to get even large pegs with a large hammer to make a dent. If you are planning to land there, take a battery powered drill with a masonry bit. Seriously, I'll be carrying one next year, as it needs to be a landing option!

## 10 NOVEMBER 2015 OODNADATTA - BOND SPRINGS

When I gave a short briefing on the trip at the previous Wave Camp, Jim Thomas had offered me a place to stay if I came through Alice Springs. When I contacted Jim and said I'd be coming, he promptly repeated the offer and I accepted. Jim is an L2 instructor and has been flying the area with powered aircraft for decades. I had mentioned to him and a few other Alice Springs gliding club members that I'd like to try for some of the 20m two seat class records, and Jim was first to volunteer.

Lots of little strips are available as options for this section of the trip, and I worked around just outside the 6,500ft Alice Springs airspace step before being cleared by



OPPOSITE, MAIN PHOTO: A view of Ularu while on an 850km glide from Bond Springs to the Olgas.

OPPOSITE, BELOW: The Olgas with thermals pushing above 14,000ft.

TOP: Approaching Lake Eyre tracking Leigh Creek to William Creek.

ABOVE CENTRE: Parked and about to top up fuel at Leigh Creek, with nice big taxi ways and tar runways.

ABOVE: Thankfully the high cloud is almost behind us, with a noticeable increase in temperature.

ATC into Bond Springs. Jim and Alison Thomas were soon there to greet me, and the salmon for dinner was superb.

## 11 NOVEMBER 2015 NEAR BOND SPRINGS - THE OLGAS AND RETURN

The weather favoured an out and return flight to The Olgas. We positioned the start so we could be clear of controlled airspace. We needed a distance of over 800K, and needed to turn at The Olgas by 3pm at the very latest to get back prior to last light. There were thermals to 5,000ft at the start so, at about

continued over page



3,000ft AGL, the trip for the first hour was slow going but we always had glide solutions to the many strips in the area.

The clear red sandy areas, rather than the exposed rock areas, were where the most lift was found. The trip out had a small tail wind with variable winds at different heights that we tried to use on the return. As the day developed, the lift took us to a top of 14,500ft. As we approached Ularu, we made other traffic in the area aware of our intentions. At the airport, control just wanted updates on our position and if we got below 5,000 ft.

The area in the Olgas was a little over developed and we lost a little time taking lower rates of lift to ensure that we remained clear of 5,000ft on the initial leg back. We turned ahead of schedule and in the next two hours made good progress and discussed extending past the out and return finish point for a longer free distance.

The view of the last 100km was 100% cloud cover at about 13,000 ft. We poked round at the edge of this till we were 3,000 ft above final glide. Arriving at the start point at the same height we started at, we then glided to Bond Springs. The time was about 0801 UTC as we approached the 11,500ft step in the Alice airspace that, from my memory, closed at 0800 UTC to become clear to FL180.

Taking more height than needed for the final glide, as well as relying on memory rather than check, resulted in me doing a SOAR report rather than claiming the record flight. The Alice tower closes at 0830 UTC, a time I won't forget and will check in the current ERSA! They had been good about providing clearances to me in the past, so a simple radio call was all that was needed.

## 12 NOVEMBER 2015 BOND SPRINGS - WILLIAM CREEK

The forecast temperature was 39°C but the wind was to be 15kts on the nose. I thought I could make this 660km distance while gliding. ATC were not going to be able to accommodate a departure through controlled airspace till late morning due to jet traffic. So, I took short launch to 2,000ft AGL and then worked the thermals that were easy to find, staying just below the 4,500ft step to travel east to get into the 6,500ft step, and started heading south.

I saw many small strips in this area. The first two hours was tough going - I rarely found usable lift of 2m/s, and yet would find sections with heavy sink. This fact, combined with the headwind, meant that I would fall well short of my goal, and the glider and I did not want to overnight at Oodnadatta with no tie-downs and with stronger winds forecast for the next day.

A line of clouds extended in the distance to where I wanted to go, although it lay about 40km to the west. It seemed worth the significant deviation and, if not, I could look at landing options on the main north/south highway. Lift was much better and I was soon accepting only 3.5m/s on the average. The headwind remained and I averaged a ground speed of 80km/h that made William Creek possible. As the lift died at the end of the day, I was 3,000ft or about 40km short, but briefly starting the motor had me safely tied down with assistance on the ground. The cabins at William Creek are superb - split system airconditioning with ensuite for \$120 per night.



## 13 NOVEMBER 2015

With 20kt southerly winds and blue sky, it was nice to have a rest day and tidy up the wrappers that had accumulated in the glider. A front was due to come through in eastern NSW on the 14th, so I was in no rush.

## 14 NOVEMBER 2015 WILLIAM CREEK - BROKEN HILL

It was a nice day with views of the salt lakes and a height to 14,000ft. I stopped at Leigh Creek for a short rest and some of that nice water from the water cooler - one of the opportunities of a self-launcher!

## 17 NOVEMBER 2015

I waited a few days in Broken Hill for a glide back to Richmond. With some high cloud locally I set a start at about 50km to the north and had a nice glide with lift to about 12,000ft, but required the engine about 100km from Richmond, or 660km gliding.

## FLUIDS AND OXYGEN

I carried about 3,000 cu feet of oxygen - one large D bottle weighing about 25KG and a smaller bottle. I had a 20L jerry can of water with a hose and mouth piece as well as 5 litres in two water bags, plus a urodome and bag system. I felt fresh at the end of each day by keeping up a high fluid intake and using plenty of oxygen, even when below 10,000ft.

## GLIDER

The glider was configured for such trips when purchased. Two solar kits means no charging of batteries. The standard 40L fuel tank provides more than 40,000ft of climb within a sawtooth range of about 600km.

## CREW AND SUPPORT

I had a Spot, satphone and PLB for communications, with Chris Madden and Glenn McLean following and providing weather information where internet and phone were not accessible.



Thanks to my wife who, though reluctant, did not try to prevent me from making the trip. She's hoping this may cure me, but gliding this country may be at least a little addictive.

## ALICE/BOND SPRINGS CAMP 2016

After this trip, I've started planning for the next one in order to give plenty of notice to those interested in joining. I'm proposing to be in Alice Springs from 12 to 20 November 2016 and am currently working on the Richmond Tug and the DG 1000 and looking for other gliders to join. Some may wish to trailer to Alice while others take the trip from Broken Hill and the Oodnadatta Track. This will include some cross country training with Alice Springs club members as well as plenty of opportunities for visitors to attempt some big distances. I'm still in the organising phase but if you are interested, contact me at [consulting@tridgell.net](mailto:consulting@tridgell.net). GA



UPPER PHOTOS & OPPOSITE: More photos from the approach to Lake Eyre tracking Leigh Creek to William Creek.

ABOVE: Having a little 'Snak' over Lake Eyre at 9,200ft with many options available. When at 12,000ft+, there were often more than 10 landing options though there appeared to be none...



## MELBOURNE CUP VGA RALLY & AUSTRALIAN GLIDING MUSEUM OPEN DAY



BY DAVE GOLDSMITH



TOP LEFT: Pirat, Zephyrus and Slingsby make a colourful lineup.

LEFT: Open cockpit flying – gadget free and the view is great!

ABOVE: Renee Robinson from 'Scoop' magazine captures the moment with Geoff Richardson's son Chris and Alan Patching.

The usual relaxed and social four day weekend of the Vintage Gliders Australia Rally again suffered the vagaries of the weather at Bacchus Marsh, with rain and wind permitting flying only on Tuesday.

Many Museum members and supporters attended the Annual General Meeting and barbeque lunch on Sunday. The Museum program included acceptance of the world's oldest sailplane in continuous service, as Alan Patching donated the unique and famous 'Golden Eagle'. Built by a young Geoff Richardson and first flown in September 1937, the yellow and white gull-winged glider looked magnificent.

The Museum continues to make excellent progress, having covered the area between the hangars and

installed an 11m x 4m glider spraybooth. The collection continues to grow. With 60 gliders now in our care, we are among the world's largest gliding museums.

On Tuesday the weather improved, and with a light southerly breeze, operations were set up on Runway 19. The usual white gliders were joined on the launching grid by a bright red, strutted, open cockpit two-seater Slingsby T31b, a yellow Zephyrus, a bright orange Pirat and a blue and white ES-60 Boomerang! Winch driver John Buchanan played the throttle like a Stradivarius for eleven gentle launches by the T31, speed sitting just below the maximum of 48 knots to heights over 1,500ft.

It was a day for the girls, as Sue Snell and Jenne Goldsmith had the longest open cockpit flight, 25 minutes, on the day jockey Michelle Payne was the first woman to win the Melbourne Cup! Bob Hickman had the longest vintage flight, 2 hours 35 minutes in his Boomerang, while Beaufort Club pilots in Zephyrus had a number of flights, the longest well over an hour, and John Lawson also enjoyed some soaring in the Pirat he shares with Hans Prem.

Unfortunately John King, who had brought his Slingsby Dart 17R from Benalla, had to leave that day and sadly missed out on flying during the rally.

As far as the weather is concerned, once again we hope it will be better next year!



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**www.jonkersailplanes.de**





ROB HANBURY  
**Airworthiness  
Department Chair**  
cad@glidingaustralia.org

All the best in 2016 from the Airworthiness Department. In 2014 and 2015, we have progressed well in our efforts to update and improve our systems, manuals, training, audits and data. There is still a lot to do but we are starting to get back to business as normal. Please remember that as an airworthiness department we have few staff and we try to use volunteers to reduce GFA costs. If you can help us by clearly pointing out issues, such as ADs that need correcting for your glider or reporting of Service Difficulties, it helps everyone. Feedback is fundamental in continuing to improve our airworthiness system, so please assist.

## SOAR

The second public report on the new Service Difficulty Reports (SDR) in the Safety, Operations and Airworthiness Reports System (SOAR) follows. These are only SDRs reported in the second half of 2015. It is concerning to see the number of defects that could have resulted in accidents. It shows that inspections and SDRs are very useful and important to continuing airworthiness. To ensure that we can all learn from the findings and continue to improve our maintenance programs, it is important that we report all Service Difficulties.

For all SOAR reports raised, our CTO Dennis Stacey will report all major defects to CASA on your behalf. The CTO will also report the findings to the manufacturer. Your RTO-A organizes follow-up and investigation if required.

Note how many are control related and think of the implications. Please consider and inspect your gliders carefully with these in mind. Note how many should have been caught earlier – we need to be careful and thorough. Also, forethought, correct procedures and care could have reduced the issues. How many were not reported? This collection is an eye opener and worries me. It shows we need to improve our inspections – annual and daily!

## TRAINING

There were many training events in 2015 and we know many more are required in 2016. Pete Cesco is also developing the materials, procedures and scheduling courses. We will advertise these soon for winter 2016.

## GELCOAT

Andrew Simpsons, one of our Deputy CADs and GFA Engineers, has been resolving details on gelcoat replacement. This is an old problem that was really solved by AD 278 and AN 069 in 1987, but they are not being followed properly and it is resulting in high costs to owners. Also given time we have confirmed some gelcoats crack and others do not, even if overcoated by paint. More guidance is required on paints and primers requiring approval, as we may be deviating from existing approved data. Paint or gelcoat protects the substructure from moisture and UV, and is critical to the integrity and longevity of the structure.

Andrew is finalizing a new document approving suitable primers and paints available in Australia. Please look out for this and use it. Also, please provide feedback and requests, as we will add more materials based on your responses.

We will also tackle the manufacturers because they still use Vorgelat gelcoat. If you are ordering a new glider, insist that no Vorgelat gelcoat is used. It will crack even under paint, which

happens more quickly in hot dry climates like Australia, and result in very high refinishing costs to remove it. It all has to be removed. Some other gelcoats do not crack but be careful – using the wrong product could devalue your glider by \$20,000 to \$40,000 and cause you headaches.

## CUSHIONS

Various research shows that the choice of cushion that you use in your glider is important to reduce, rather than increase the effect of impact during a hard landing. Please think about this and don't use any old foam or especially thick cushions. See AN 85 and other detailed articles for more detail. There are suppliers in Australia, see the suppliers list on the website. Keep yourself and your passengers more safe.

ROB – THE CAD

## SERVICE DIFFICULTY REPORTS

### HIGHLY CRITICAL

#### COULD HAVE CAUSED AN ACCIDENT

##### SZD-48-1 JANTAR STANDARD 2 - CONTROLS

Material failure. Loose rudder cables due to debonding of cable guide tube in mid fuselage. Rudder inoperable. Check other Jantars.

##### ASW 19B - CONTROLS

High hours. Elevator pushrod (top of fin) shows signs of serious wear. Radius reduced up to 0.5mm in places. Suspect wear caused by rod moving and rubbing while trailering. Protect rods during trailering and inspect for this.

##### DG-1000S - CONTROLS

High hours. Excessive wear in rod end thread of airbrake pushrod in cockpit. Design requires rod end rotates in pushrod, on the thread, to allow airbrake handle rotation. High hours has resulted in excessive wear. Inspect and correct all such designs.

##### DG-500 ELAN ORION - CONTROLS

High hours. Excessive wear in rod end thread of airbrake pushrod in cockpit. Design requires rod end rotates in pushrod, on the thread, to allow airbrake handle rotation. High hours have resulted in excessive wear. Inspect and correct all such designs.

##### SZD-51-1 JUNIOR - FUSELAGE

Age. Material failure. SZD sailplane operators and maintainers must ensure that inspection of the canopy is carried out. This inspection also must include the bond between the canopy and canopy frame. History suggests that the adhesive used by the manufacturer may break down with age and require rectification.

##### PW-5 SMYK - CONTROLS

Procedure. Manufacturers Life Component Schedule, Sailplane Maintenance Manual, had not been adhered to. The PW-5 has a 1,000 hr /6 year life on rudder, release and brake cables. Eight annual inspections had failed to address the oversight. Be aware - this is negligence by inspectors.

##### KR-03A PUCHATEK - TAIL SECTION

Crack noted during 20 year survey inspection in lower fairing rib at lower rudder hinge attachment. Following up.

##### DUO DISCUS - CONTROLS

Fatigue. Inspection required by the EASA AD has led to the detection of the defect described by the AD. Air brake bell crank cones cracked. Mandatory replacement required within 12 months.

##### SZD-48 JANTAR STANDARD 2 - CONTROLS

New genuine parts incompatible with old parts. New aileron pushrod tubes and connections fitted but tight fit prevented locking pin engaging most times. Daily Inspection found potentially fatal fault. Be very careful lock pin actually engages every time it is rigged or pushed in and that, when fitting new parts, they operate properly.

##### DUO DISCUS - CONTROLS

Fine linear gelcoat crack was noted over the lower seam of the rudder. Lap joint seemed to have little in the way of bonding material present. On both sides of the lower rudder there was an area of star crazing. Implication was a combination of lack of bonding and lifting the rear of the aircraft by gripping the lower rudder caused damage. Poor manufacture and damage by poor handling.

##### SZD-48-1 JANTAR STANDARD 2 - TAIL SECTION

Jantar tailplane rigging pin found not locked and partially withdrawn. A common occurrence that is concerning. Improve training of Daily Inspectors. Direction of pin is critical and lock direction is unclear. Be sure it is locked. During DI be sure what is correct.

##### STEMME S10 - ENGINE

Failure to start due to magneto damage - stripped plastic gears probably due to age and impulse action. Magneto failures are a well known problem. Single mag in gliders makes this a major failure for in flight failure. Increased maintenance is required by AD for single mag engines.

##### ASK 21 MI - CONTROLS

Steel pin and bush on relatively new aircraft binding. Appears to be a one off manufacture or assembly defect. Ensure design clearances on fittings, correct grease and no contaminants introduced during assembly and maintenance.

##### PW-5 SMYK - CONTROLS

Modification - capscrews into tapped holes in the sides of the pushrod swaged ends. Two logbook entries referring to pushrod modification as a 'factory recommendation' or 'factory mod'. The manufacturer confirmed not approved and required replacement of all pushrods as holes weakened a critical fitting. Be aware - illegal mods! May have been done to other Jantars - inspect.

##### ASW 20B - CONTROLS

Airbrake pushrod trailering damage partially severed the pushrod. More detail required.

### MEDIUM CRITICAL

#### KR-03A PUCHATEK - CONTROLS

Corrosion, environmental. During 20 yearly survey aileron drive fitting on both left and right were noted to have severe exfoliation corrosion on drive bell cranks, and on one aileron attaching hinge. Once again a defect with the primary control system of a glider that should have been detected on numerous occasions before this inspection. Inspect all similar sailplanes.

##### LS 4 - CONTROLS

Saddle on pushrod to controls and support pushrod damage restricting control movement. More detail required.

##### AMT-200 - ENGINE

Procedure. Stripped spark plug thread in cylinder head. Correct plugs fitted but previous cross threading incident had damaged the thread. Be careful with alloy heads.

##### AMT-200 - ENGINE

Rotax 912 - Corrosion due to condensation or age when not in use. The hydraulic tappet lifters were removed to enable inspection of the cam lobes. Camshaft lobes did not disclose any abnormalities but minor pitting was noted on some of the cam-followers notably on those towards the front of the engine. Early detection saved further damage.

##### DUO DISCUS - FUSELAGE

Age, material failure. Canopy forward (carbon-fibre) hinge arm failed. The two hinge arms are intended to fail as part of the canopy jettison system, so they are a designed weak spot. Inspect frequently to avoid secondary damage.

##### SZD-55-1 - FUSELAGE

Modification. Two 1.5 mm holes drilled in wing carry through tube to mount speaker. Damage may weaken. GFA Engineer approved, subject to installing rivets to strengthen.

##### AS-K 13 - CONTROLS

Corrosion, age, material failure. Airbrake cap glue had failed on three of the four airbrake blades. Adhesive changed to white powder between wooden blade cap and aluminium brake. Inspect all aircraft.

### LOW CRITICAL

#### UNLIKELY TO CAUSE AN ACCIDENT

##### ASK 21 MI - ENGINE

ASK21mi was noisier than the engines in another two ASK21mis operating together. Spot on the exhaust showed localised heating. The engine has a total of 8.06 hours running time. Being investigated.

##### ASW 19B - RELEASE

Modification. Nyloc on tow hook pivot found to be not secured. Further investigation showed that part of the locking nut had been ground away to help it fit. Wrong type of nut was used. Must use TOST parts.

##### AMT-200 - ENGINE

Age. Loose cylinder hold-down nuts. A small leak had developed between the cylinder and head resulting in minor scoring by gas and carbon. Cylinder compression was not poor when hot. Showed up by minor oil leak and follow up. Re-torque not required by Rotax but appears it may be a good practice.

##### ASK 21 MI - ENGINE

IAE50R-AA rotary engine. Battery light in Ilec controller remains on with engine running up to 6200 rpm. Seven hours engine time. Following up.

##### ASK 21 MI - ENGINE

LCD display on rear Ilec unit failed in flight. Intermittent display errors. Follow up required.

##### VENTUS BT - TAIL SECTION

One of six tailplane fitting attachment bolts was not fully tightened. May have loosened due to engine vibration or error in maintenance. Apply witness paint, be sure, inspect at DI.

**This is a selection of entries. Refer to the full report on the webpage for more cases. In the future, once we have more reports, we will categorize them to make more sense.**



## DIFFICULT CONVERSATIONS

We are all getting older. None of us are getting younger. Yet we still feel young at heart, gliding keeps us young and, for many of us, we put effort into maintaining our fitness to fly. We glider pilots are often self aware, wilful, focussed, achievement oriented and individualistic characters, with a disposition to explore what we can do, rather than what we cannot.

When we analyse accidents and incidents, or conduct an accident investigation, one of the key questions to be answered is pilot fitness to fly and medical status. In assessing the human factors, we also have to assess the possible contributions of fatigue, dehydration, heat stress, overload, distraction, nutrition or other factors eroding pilot wellbeing or ability to maintain situational awareness, airmanship and make safe flying decisions. We have often found that human factors contribute to serious accidents. Therefore, I invite you to look at the GFA accident and incident summaries online and in [Gliding Australia](#), and see for yourself.

Sometimes we are asked about managing the challenges of ageing pilots. Sometimes advice is sought about having difficult conversations with ageing pilots whose safety and airmanship might be falling below levels for safe cross-country or solo flight.

The responsibility for dealing with this comes down to two sets of decisions:

- the individual pilot making responsible decisions about themselves, mindful of their responsibilities to family, friends and other pilots; and
- the training and operations panel, or club operations manager, mindful of their collective responsibility to all pilots, and their families and friends.

Most pilots can self-declare fitness, and some have GP or Aeromedical certification of fitness. Regardless of this regime, it is incumbent upon every pilot to be aware of disqualifying conditions or temporary conditions requiring a pause in flying, or flight with a safety pilot.

I recall a close gliding friend who declared his intention to give up solo gliding when he reached a significant birthday. He enjoyed good health yet was aware of his ageing, and wanted to go out of gliding on a high, with positive achievements and an excellent safety record, not on a low. We had some great cross country flights just before the date of his voluntary exit from solo gliding. He had a big celebration, too. Now he occasionally enjoys a dual flight as a guest. To this date, I admire his clarity of thought and decision process.

Other gliding friends are still flying solo in good health, yet conscious of their limited timespan of solo flying, and are looking at dual seater glider options. Many pilots are finding dual XC flying a particularly satisfying experience and prospect for safe mutual flying. I have heard several pilots discussing the strategy of a graceful exit, mutual flying with a syndicate partner as a safety pilot, doubling the lookout and the enjoyment.

So, how might we have those difficult conversations? I offer these comments as a professional negotiation specialist as well as in my operations role.

- First, focus on the desired outcomes. Mutual safety, enjoyment in a safe environment, positive reputation, positive impacts on self and club members, families and friends if managed properly.
- Second, do not neglect disclosure of risks and discussing possible negatives, particularly if other club members and pilots have raised concerns about a pilot's health, declining skills and

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situational awareness. In fact, it is your concern for the pilot's well-being that makes this necessary.

- Third, build on common ground, based on graceful exit strategies, to draw the pilot to agree with your preferred options. Mutual flying with colleagues and safety pilots should be on the cards if a two-seater option is available. Emphasise the willingness of colleagues to assist and share flying. If cessation of flying is needed, then emphasise the support and social network still available from other members, through other activities.

- Fourth, be mindful of the collective responsibilities that each pilot has to other pilots, and to families, friends and colleagues. It is not just about the pilot but rather, the community of pilots and the pilot's nearest and dearest. This reminder is sometimes needed to re-frame the outcomes or objectives of this difficult negotiation with the pilot.

- Fifth, be careful about your choice of language and style. Pilot reactions may be strong and emotional. A supportive and collaborative tone is more likely to achieve the desired outcomes than an accusatory tone or ultimatum.

- Sixth, respect confidences and sensitivities. Trust is crucial to successful negotiation of good options. Trust is hard earned and easily lost. Discretion and tact, non-disclosure of confidential information, respect for the needs of the pilot are important.

- Finally, this requires good leadership and a positive club culture. These sorts of difficult conversations should be respectful and the people involved respected, not denigrated. Respect goes to our most fundamental human needs.

**Note** that this might be a continuing conversation over many encounters, not just a single, difficult encounter. Conversations with other people in the pilot's trusted network can help to influence their decision, to shape the environment in which the pilot has to make difficult decisions about their future in gliding.

I offer a final thought. We will all have to stop gliding one day. We might all reflect on how we would like to do this, on what terms. We need to be mindful of the thresholds that we might apply to ourselves to cease solo flying, fly dual only, or cease flying altogether. Good luck, stay safe and enjoy the best flying you can, while you can!

### AIRWORTHINESS ALERT

2015-4

**Arcus M** Inflight failure of an Arcus M propeller brake system.

**The pilot first became aware after engine shut down as the propeller did not automatically stop in the vertical position. The manual brake was also found not to be functional. A landing with engine extended was then carried out without further mishap. It was subsequently found on inspection that the propeller drum brake had catastrophically failed, the remains of the brake drum lying in the bottom of the engine bay. No secondary or further damage was identified.**

**'Preliminary results show fatigue occurred near the hub and progressed either side towards the rim, with final rupture starting relatively close to the rim. Minor corrosion was found on the fatigue fracture surfaces, indicating more than a short time from crack initiation to final failure'.**

**The Type Certificate holder has been advised and is in receipt of the preliminary report.**

**Recommendation**

**No other failures of this kind have been reported through the GFA reporting system. It is however highly recommended that the brake system of an Arcus M be.**

## ACCIDENTS & INCIDENTS OCT - NOV 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](http://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.

### 1-OCT-2015 QSA AIRFRAME ASK 21 MI

During a local flight the experienced PIC noticed the rudder become stiff to operate. After landing it was revealed that the rudder was stuck, would only move with a lot of force and would not reach full travel even when pushed directly. Upon disconnecting the rudder cables and the lower attachment bolt it was discovered that the top hinge pin had become jammed in its bushing by the ingress of swarf from manufacture. The hinge was repaired and the glider re-entered service.

### 4-OCT-2015 VSA MISCELLANEOUS SZD-50-3 PUCHACZ



During a winch launch the rope between the drogue parachute and the weak link broke, catapulting the weak link into the lower fuselage between the winch release and the undercarriage, resulting in substantial damage. Investigation revealed the trace had elastic properties and was covered by hose pipe of only half its length. The ropes used between the drogue chute and the rings should be of a non-elastic type to prevent springing back when tension is released (e.g. wire or sisal). Where hose pipe is used, it should enclose the entire trace. The Club has replaced its rope traces with braided cable fully covered by hose pipe.

### 5-OCT-2015 WAGA AIRCRAFT CONTROL ASK 21

The pilot was conducting a private passenger flight in blustery conditions. Following a routine circuit and while established on the base leg, the pilot identified potential for conflict with a tow plane conducting a long final approach. The pilot radioed the tow pilot to alert him of the potential conflict but the tow pilot did not respond and continued the approach. The glider pilot turned final ahead of the tow plane and commenced his final approach into a 15 to 25 knot gusting crosswind with half airbrakes and 65 knots airspeed. During touchdown the glider flew through curl over from nearby trees and the aircraft bounced. The glider then experienced three sustained oscillations resulting from efforts of the pilot to control the aircraft. During the glider's landing, the tow plane flew overhead with the tow rope coming in close proximity to the glider. Pilot induced oscillations occur

when the pilot over pitches the nose down in response to a bounced landing. When landing at higher speeds, pitch sensitivity is greater so any misuse of the controls is amplified. To correct from a bounced landing, select and hold a steady level attitude and retract the airbrakes. A second attempt at the landing can then be made without further problems. The Club's tow pilots have been briefed to go around during possible conflict situations rather than landing long.

### 5-OCT-2015 NSWGA AIRCRAFT SEPARATION ASTIR CS

An unidentified powered light aircraft made a number of low circuits at a winch site while gliding operations were in progress and without communicating on the allocated frequencies. The Club CFI is working with GFA's AA&A Officer to have Air Services expand the local broadcast area to include the gliding site and therefore limit the chance of frequency ambiguity.

### 6-OCT-2015 QSA AIRFRAME VENTUS-2CT

During the aerotow launch across rough ground the undercarriage lever moved out of the locked detent. Just after the pilot adjusted the flaps from setting -2 to +2, and at around 30 kts IAS, the undercarriage retracted and the glider collapsed onto the ground. The pilot noted that he took 1 or 2 seconds to release as he experienced difficulty placing his hand on the release due to the roughness of the runway surface. The CFI reported that recent dry conditions and erosion had formed solid clumps of grass that made the operational runway quite rough.

### 7-OCT-2015 QSA AIRCRAFT CONTROL LS 7

This low experience pilot configured the aircraft for landing but did not properly engage the undercarriage lever in the locking detent. As a consequence, the undercarriage mechanism did not go over centre and the wheel retracted upon landing. Unfamiliarity with type is most likely to cause serious problems during high workload situations, most commonly during the landing phase. Pilots being converted to a new glider type must make sure that they know and fully understand the function and location of all the controls and systems.

### 10-OCT-2015 QSA AIRCRAFT SEPARATION DISCUS BT

Following a normal aerotow launch to 2,000ft AGL, the pilot deployed the sustainer engine to test it. The engine failed to start and the pilot elected to return to the aerodrome. The aircraft was well-positioned and join circuit but due to the increased workload associated with engine management, the pilot forgot to lower the undercarriage and complete his pre-landing checks. The aircraft landed with the undercarriage retracted and suffered minor damage to the lower fuselage and undercarriage doors. It is not uncommon for motors to fail to start, and when this

happens below 2,000ft and a landing is inevitable, the workload becomes very high. Pilots can reduce the workload by configuring the aircraft for landing before attempting to start the engine. For further guidance, refer Operational Safety Bulletin (OSB) 01/14 - Circuit and Landing Advice. The engine problem was subsequently traced to a loose nipple feeding fuel into the diaphragm on the aft carburettor, which appears to have rotated loose under engine vibration thereby resulting in insufficient fuel supply.

### 15-OCT-2015 WAGA AIRCRAFT CONTROL LS 8-18

The experienced pilot had just returned to the home airfield after a four hour cross-country flight of 318kms. A straight-in approach was conducted and the final approach was flown at a speed appropriate for the conditions. The aircraft touched down at flying speed and became airborne. The pilot was slow to react due to a momentary distraction and the glider stalled from about four feet, landing heavily and damaging the undercarriage. The pilot felt he may have been fatigued following the long flight. Fatigue has been identified as a factor in numerous aviation accidents over the years and is a continuing problem facing pilots flying gliders on long cross-country flights, or instructors and tow pilots with long duty cycles. Among the many symptoms of fatigue are increased reaction time, a decreased ability to concentrate on multiple tasks, fixation, short-term memory loss, impaired judgment, impaired decision-making ability, distractibility and reduced visual perception. Fatigue cannot be eliminated, but the risks associated with it can be managed by being rested before flight, maintaining proper nutrition and hydration levels, using oxygen and taking regular breaks during rostered periods.

### 15-OCT-2015 SAGA AIRFRAME DISCUS B

During the take-off roll the undercarriage collapsed. It is not clear whether the undercarriage handle was improperly located in the locking detent, or if the lever moved out of locking detent due to wear. The detent will be restored to ensure positive locking before the aircraft returns to service.

### 16-OCT-2015 NSWGA TERRAIN COLLISIONS ASK 21

Pilot on first solo lost directional control while landing downwind and uphill. The glider turned left through 90 degrees and collided with a picket and chain fence causing substantial damage to the port wing. The pilot, who commenced gliding in late 2014, was participating in an ab-initio gliding course. The aerodrome runways are on a slope and it is usual for the club to launch downhill into wind and land uphill, providing the tailwind component is not excessive. The pilot was familiar with this procedure, having flown 19 flights during the course. The pilot was sent solo on her 20th flight on the course by the same instructor who had flown with her on her nine previous instructional flights. The take off, aero-tow, free flight, circuit joining, downwind, base and approach phases of flight were all





observed by the instructor to be well executed. The pilot was landing with a 5 knot tailwind and mentioned the crosswind component was stronger than earlier. The pilot approached at a shallower angle than previously and did not use much airbrake. With the aiming point moving up the canopy, the pilot eased away more airbrakes. The pilot subsequently over-controlled the flare, causing the glider to balloon slightly, and immediately closed the airbrakes and flew parallel to the ground for a short period. The glider initially touched down at flying speed and a small bounce occurred. The pilot overcorrected the nose down attitude and the glider bounced a number of times from nose to tail. The pilot was unable to maintain directional control during the bounces and the glider turned left through 90 degrees with the wings level. The pilot did not deploy the airbrakes and wheel brake until late in the ground roll when the glider was heading towards the boundary fence. The port wing struck a picket and chain fence at low energy resulting in substantial damage but no injury to the pilot. These incidents usually occur when the pilot does not maintain a stable approach, allows the glider to touch down at flying speed, and mishandles the subsequent bounced landing. Bounced landings and subsequent 'pilot induced oscillation' can be reduced by flying a stable approach at the correct airspeed and using about half airbrake, rounding out at the correct height without adjusting the airbrakes unnecessarily, holding off a few feet above the ground and then allowing the glider to gradually settle as the speed decays. Potential causal factors include low experience, upward sloping runway and tailwind component.

**19-OCT-2015 W VSA PILATUS B4-PC11**  
The low-hours 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 GROB G 103 TWIN II**  
The pilot, who was on her third solo flight, mishandled the round out, ballooned and landed heavily. The pilot had earlier spent a week at another club on an ab-initio course and was close to solo standard. The pilot then travelled to the Women In Gliding Week event at a new site, whereupon she was assessed as solo standard by an instructor after two further flights. The pilot completed two successful solo flights, although her approach on the second flight was shallower than her instructor preferred and he asked that she approach slightly higher on her next flight. On her third solo flight the pilot established herself on a high close final but found herself diving at the aiming point despite the application of full airbrake to maintain the aiming point. The pilot over-flared resulting in the aircraft ballooning. The pilot immediately closed the airbrakes but did not regain flying attitude and the aircraft landed heavily and was substantially damaged.

Causal factors include flying a non-stable approach, sloping runway, and misuse of controls. Advice to instructors: To establish that a pilot has satisfactory performance and skills in flight critical areas for their first solo, the instructor will usually rely on either a training card, a detailed syllabus sheet, word of mouth and/or log-book entries. If you haven't personally assessed the

trainee's progress over a reasonably long period of time, then it is a good idea to talk with the instructor who last flew with the pilot. It will also take you at least four launches to check through the essential exercises. The pilot was unable to lock the undercarriage in the extended position and landed with the wheel retracted. Investigation revealed the undercarriage shaft was insufficiently lubricated which prevented easy cycling of the lever. The mechanism was cleaned and greased to reduce friction and allow smooth movement.

**25-OCT-2015 NSWGA AIRCRAFT SEPARATION ASK 21**



A glider landed short and heavily, and during the course of the ground roll its starboard wing struck the starboard wing of a motor glider holding outside the runway markers. The glider suffered damage to its wing leading edge and the motor glider lost part of its winglet. The motor glider landed shortly before and had taxied back to the take-off point outside the runway markers and was holding adjacent to the runway overrun area well outside the boundary markers awaiting the landing of a glider on final approach. As the taxiway between the runway markers and the airfield boundary fence was only 15 metres wide, the starboard wing of the motor glider was about two metres inside an extended line through the runway markers. The landing glider was on final approach in a left crosswind with half to full airbrakes, the nose attitude just slightly lower than a two point landing attitude, and with a moderately high rate of descent. When still in the undershoot area, about 15 metres short of the glider strip and with no further change of attitude, the glider touched down heavily. Moments later and a few metres short of the glider strip the leading edge of the K21's right wing, about 30cm from the tip, came into collision with the right winglet extension of the motor glider. The accident was witnessed by a number of people and the landing and collision was captured on video. The pilot of the landing glider had no recollection of the presence of the motor glider prior to the collision, nor that a collision had occurred, stating that he was concentrating on landing the glider. While the reason for his not sighting the glider is still being investigated, the inability to perceive the motor glider may be attributable to a failure to attend to it while engaged in the difficult task of landing the glider. This is known as inattentional or perceptual blindness and can occur in any individual, independent of cognitive deficits. Mental workload interferes with processing of other stimuli, so when a person focuses attention on one stimulus, they focus less attention on other stimuli. Pilots need to be aware of this phenomenon and pay particular attention to the landing

area and either side when on final approach.  
**29-OCT-2015 WAGA AIRCRAFT CONTROL STEMME S10**  
The experienced pilot had completed a competition flight and arrived back at the airfield at high speed and about 300ft AGL. The pilot conducted a steep pull-up to regain height and turned through 270 degrees to align with the operational runway with the intention of landing long. Unfortunately the pilot turned too early and close and found himself on a high final approach. The pilot completed his pre-landing check, lowered the undercarriage and employed full airbrakes. Shortly thereafter the pilot realised he was overshooting and made the decision to use sideslip to reduce height rather than land in a paddock at the end of the airfield. The aircraft touched down diagonally across the runway, slightly fast but with full wheel braking applied and the pilot was able to bring the aircraft to a stop within 20 metres of the boundary fence. The pilot provided a good analysis of his actions and identified the following human factor issues:

1. Fatigue. The pilot was not only competing but was also engaged in management of the competition. Prior to boarding his own aircraft and flying the task, he had been running the ropes and assisting with launches.
2. Dehydration. The pilot noted that he was dehydrated before the flight and his assisting with the launching only exacerbated the issue.
3. Decision-making. Despite the race finishing 3kms from the airport, the pilot elected to conduct a low-level finish manoeuvre for no other reason than personal satisfaction.
4. Workload. The pilot elected to conduct a low-level finish manoeuvre with the undercarriage retracted and in such a manner as to require a 270 degree turn to be made to align with the runway. This resulted in the pre-flight checks being left until the aircraft was established on final approach and the pilot being unaware that he was landing with a tailwind. On a positive note, the pilot consciously chose not to attempt to rescue the situation by starting the motor.

**31-OCT-2015 VSA MISCELLANEOUS JANUS C**  
During a winch launch the weak link broke. The broken weak link was catapulted into the aircraft and embedded in the starboard wing. The club had experienced a number of weak link breaks resulting in the cable trace being lost. New traces were manufactured from rope that was elastic, did not have a hose pipe covering, and were longer than the 5 metres recommended by GFA. As a consequence, when the weak link failed the trace and broken weak link rebounded and embedded in the starboard wing. The 6.5 metre long trace then flailed in the airflow and punched two small holes in the tailplane. The club has replaced their traces with braided cable and set up the cable in accordance with the GFA Winch Launch Manual.

**4-NOV-2015 VSA AIRCRAFT CONTROL ASTIR CS 77**  
The low hours pilot flared too high and did not recognise the high rate of descent. The aircraft

touched down very heavily in a two point attitude and the undercarriage collapsed. The undercarriage assembly was substantially damaged. Prior to launch the pilot found his seating position to be low and he could not see directly ahead as the compass mounted atop the instrument panel blocked his view. He did not use any additional cushions and experienced difficulty adjusting the rudder pedals. Adding to his problems, he was carrying a hand-held radio as the aircraft radio was unserviceable. During flight the pilot misjudged his height, got low and entered a right-hand circuit on base leg. The pilot's CFI attributed the accident to inexperience and an unusually low seating position. This accident highlights the importance of proper cockpit ergonomics. Pilots need to be seated in a way that not only ensures comfort but also allows them to operate the aircraft controls and provide the best visual perspective outside the cockpit. Where necessary pilots should use cushions made from energy-absorbing foam to adjust their seating position.

**7-NOV-2015 QSA AIRFRAME NIMBUS 2**  
During an aerotow launch over rough ground the pilot noticed the handbrake lever on the control column moved freely with the vibration, and upon landing the wheel brake did not work. Post-flight investigation revealed the inner wire of the Bowden Control Cable had broken at the wheel. This had caused the actuating lever to rub against the tyre resulting in damage to the tyre wall. The pilot noted that the wheel brake appeared serviceable during the daily inspection but that the cable was old. Probable cause was age related wire fatigue.

**8-NOV-2015 QSA TERRAIN COLLISIONS K 7**



The low hours pilot flew too far downwind, undershot the runway and collided with a wire fence and tree. The aircraft was substantially damaged and the pilot suffered minor injuries. The Club had only operated on eight occasions in the previous 12 months as the CFI had moved residence to another state. As a consequence its members lacked both currency and proficiency. To maintain a minimum level of competency in a specific task, it is important to perform the task on a regular basis. The new CFI noted that contributing factors included low currency, misjudged circuit angles, strong sink on final approach and unsuitable terrain for landing short of the airfield boundary.

**8-NOV-2015 WAGA AIRCRAFT SEPARATION KR-03A PUCHATEK**  
The glider pilot had to take avoiding action on final approach when a tow plane landed across his path. The club was conducting air experience flights for the



A AFC and had been operating on runway 18 which intersects with runway 28 in an 'L' configuration. The command pilot was asked to conduct one final air experience flight and land on the non-duty runway 28 as the aircraft would no longer be needed and could be easily put away. After a short flight the command pilot joined circuit and radioed his intention to conduct a landing on runway 28. During his downwind leg the glider pilot heard the tow plane call downwind for runway 18. The glider pilot sighted the tow plane established on a late downwind to his right and lower. The glider pilot called turning final onto runway 28 and shortly thereafter noticed the tow plane turn onto final for runway 18. The glider pilot gave a further call that he was on late final for runway 28 and the tow pilot responded that he would taxi through. The glider pilot closed his airbrakes and landed long to provide clearance from the tow plane crossing in front of him. The tow pilot subsequently advised that his headset was not functioning correctly and that he thought he heard the glider pilot was also landing on runway 18. The headset is an active noise reduction type and it is thought the pilot may not have turned it on or the battery may have run flat, making it less effective at suppressing noise; especially if it does not fit tightly against the head.

**8-NOV-2015 VSA LOW CIRCUIT DG-500 ELAN ORION**  
The solo pilot misjudged the break-off point, entered the circuit low and flew a very low base and final approach. The pilot had progressed to solo quickly and at the time of the incident had a total of 39 glider flights. After releasing from tow at 2,300ft AGL, the pilot focussed on finding lift as he was keen for a good flight. Conditions were not ideal and the pilot eventually decided to discontinue his search for lift and return to the airfield. The pilot encountered stronger 'sink' than he anticipated and considered flying a modified 'right-hand' circuit but was focussed on maintaining the correct circuit direction due to other traffic and decided to join a midfield crosswind before turning a close downwind. Witnesses noted the glider to be extremely low on downwind and during the base and final turns. The pilot turned onto base leg abeam the airfield boundary and completed an uneventful landing alongside the launch point. Potential causal factors include inexperience, high workload, decision biases, optimism bias and goal fixation. The pilot's CFI noted that the pilot had recently commenced power flying and this may have influenced his decision to fly a standard circuit when a modified circuit was the safer option. The pilot will

undergo a period of consolidation with an instructor.  
**11-NOV-2015 NSWGA AIRSPACE INFRINGEMENT DG-1000M**  
The pilot was undertaking an 860km two-seater record attempt from Bond Springs to Ularu and the Olgas. The pilot flew west of Alice Springs to remain outside controlled airspace. After 7 hours flying and with approximately 100kms to his destination, the pilot established final glide. The airspace at Alice Springs is controlled above 11,500 ft when the Tower is active, and reverts to FL180 when the Tower closes. While the Tower closed at 0830z, the pilot mistakenly believed it closed a half hour earlier. As a consequence, the aircraft entered controlled airspace for a short period. The pilot explained that his focus on the task, an overdeveloping sky and fatigue may have contributed to his oversight. He also noted that as he was monitoring the Area frequency above 8,500ft and not the Tower frequency, radio traffic did not prompt him to question the tower hours.

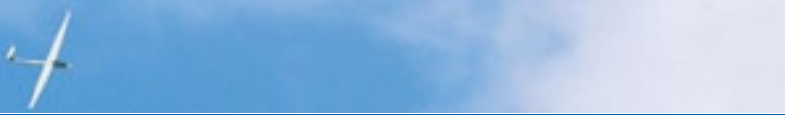
**14-NOV-2015 VSA AIRCRAFT CONTROL LS8-18**  
A tow plane towing a heavily ballasted glider became airborne and climbed out at too low a speed for the ballasted glider. The glider pilot could not match the tug's climb and released just after separation. The glider landed heavily and the pilot suffered lower back injury. All gliders have a minimum speed for towing. This is usually governed by the wing-loading and not the weight or size of the glider. Gliders with a heavy wing-loading will need to be towed much faster than lightly loaded gliders and tow pilots need to get used to the range of minimum speeds of the gliders they tow, and above all to ask if they don't know. Tow pilots should always fly the speed requested by the glider pilot.

**14-NOV-2015 NSWGA TERRAIN COLLISIONS ASW 24E**  
This experienced pilot got low toward the end of a competition flight and elected to outland and then

The Gliding Federation of Australia Inc SOAR Accident and Incident Occurrences General Statistics						
Date From:	01/10/2015					
Date to:	30/11/2015					
Damage	VSA	QSA	WAGA	NSWGA	SAGA	Total
Nil	5		3	2		10
Substantial	4	1	2	5		12
Minor		5	1	2	1	9
Write-off	1			1		2
				1		1
Total Injury	9	7	7	10	1	34
	VSA	QSA	WAGA	NSWGA	SAGA	Total
Nil	7	6	6	6	1	26
	1		1	2		4
Minor	1	1		2		4
Total	9	7	7	10	1	34

Phases	VSA	QSA	WAGA	NSWGA	SAGA	Total
In-flight		1		1		2
Launch	4	1				5
Ground Ops			1			1
Landing	5	4	6	7	1	23
Outlanding		1		2		3
Total	9	7	7	10	1	34





selfretrieve. The pilot configured the aircraft for a landing and, after surveying the selected paddock, joined circuit. When on late final approach and about 50ft AGL the pilot noticed small rocks (100-150mm in diameter) hidden in the short grass with some larger rocks interspersed. The pilot believed he had successfully avoided the larger rocks during his landing roll but later found the disc brake rotor on the main undercarriage had struck a rock. This caused the rotor to distort and loaded one of the rear-facing support arms sufficient to bend a small locating bracket where it attaches to the rear wall of the undercarriage box. The glider was recovered by trailer. The pilot stated that although the grass was quite short, the colour of the rocks and lighting conditions at the time made them hard to see from above.

**15-NOV-2015 VSA  
AIRCRAFT SEPARATION TWIN ASTIR**

At approximately 16:30 the tow plane took off from runway 08L with a glider in tow. The combination flew through strong lift so the tow pilot extended the upwind leg before turning onto a northerly heading. When the combination was at a height of about 1,000ft AGL the tow pilot spotted a glider flying in a south easterly direction on a converging course approximately 150 – 200m away. The tow pilot immediately levelled out and turned left, and once clear of the converging glider, turned to the right again. The tow pilot was about to release the glider on tow when its pilot, having seen the potential conflict, released and broke sharply to the right. The conflicting glider pilot, who was relatively inexperienced, saw the combination at the last minute and turned left to provide clearance. All three aircraft completed their flights without further incident. The tow pilot stated that he was well rested and not suffering from either fatigue or dehydration. He believes the position of the sun may have contributed to him not sighting the conflicting glider earlier. He also mentioned that he was too slow to release the glider on tow and believed he should have done so in conjunction with taking avoiding action. While all the aircraft carried working Flarm units, the conflicting glider did not register on the tow pilot's Flarm. This incident highlights the importance of maintaining a good lookout scan and reinforces that technology problems can compromise alerted see-and-avoid.

**15-NOV-2015 QSA  
AIRFRAME DISCUS-2C**

During a cross country flight, the aircraft flew towards the turn point through stable air behind a storm front and an outlanding became inevitable. The pilot selected what he thought to be a good paddock and completed his pre-landing checks but on landing the paddock surface was rough. Braking was used to minimise the landing roll and in the last part of the landing roll the undercarriage collapsed and the fuselage slid for a couple of metres. Investigation revealed the undercarriage mechanism was incorrectly adjusted, and that there was little or no over centre lock on one side. The aircraft was repaired and returned to service.

**17-NOV-2015 NSWGA  
TERRAIN COLLISIONS PIK 20**

Under investigation. During a cross-country race, the pilot got low over the Pillaga Forrest and was unable to

glide clear. The pilot conducted a controlled crash into the tree canopy and suffered only minor injury. He was able to communicate with a passing aircraft, whose pilot relayed back to the gliding base and the emergency services were contacted. The aircraft descended to the Forrest floor and the pilot was able to extricate himself from the wreckage. The Newcastle-based Westpac Rescue Helicopter was deployed to the scene to rescue the pilot because the terrain was inaccessible for emergency crews on the ground. The pilot did not require hospitalisation and was flown back to the airfield from which he had departed earlier that day.



**18-NOV-2015 NSWGA  
AIRCRAFT CONTROL DISCUS B**

During a long cross country competition flight, an outlanding became inevitable and the experienced pilot successfully landed in a paddock some 21 kms from the home aerodrome. The pilot arranged for an aerotow retrieve which was conducted safely. Upon return to the home airfield the pilot entered circuit but did not go through his pre-landing checks and landed with the undercarriage retracted. The pilot stated he had been flying for over 6½ hours and fatigue may have affected his judgement. He also stated that he was focussed on landing with a 5 to 8 knot tailwind to be close to his tie-down area.

**21-NOV-2015 WAGA  
RUNWAY EVENTS SZD-50-3 "PUCHACZ"**

Under investigation. A RA-Aus registered Jabiru entered and backtracked a runway and did not respond to requests by the glider pilot to vacate the runway until the glider was on late final.

**22-NOV-2015 VSA  
AIRCRAFT SEPARATION DG-500 ELAN ORION**

A glider (Puchacz) turned final above and directly in front of another glider (DG-1000) established on final approach to land on runway 'grass right'. The command pilot of the DG-1000 assumed control and manoeuvred to land on the centre runway. The two gliders touched down almost simultaneously. The command pilot of the Puchacz advised that his aircraft had flown through strong sink and his student elected to turn onto base leg early. He advised that he did not see the DG1000 until he was established on the base leg, and had not heard any radio calls from its pilot. He also misjudged the approach path of the DG-1000, and thought was aligned with the centre runway. The radio volume setting in the Puchacz was found to be low and may have been a

contributing factor. At busy training airfields where aircraft of varying performance are being flown, it is not uncommon for a glider pilot to make a modified approach to land. While this does not give pilots the right to infringe the airspace of other aircraft, occasional errors will be made and pilots must remain vigilant at all times.

**23-NOV-2015 VSA  
LOW CIRCUIT HORNET**

The glider pilot flew a 'low level' finish manoeuvre below 50 feet over a number of people, putting both himself and other people at risk. The manoeuvre was flown in direct contravention of GFA Operational Regulations and the pilot has been counselled by his CFI.

**24-NOV-2015 WAGA  
AIRCRAFT CONTROL PIPER PA-25-235**

Under investigation. During the WA State Championships the tow plane landed heavily and was substantially damaged.

**28-NOV-2015 NSWGA  
AIRCRAFT CONTROL ASTIR CS**

The glider launched in relatively benign weather conditions for a short local flight that was well within the capabilities of its pilot. After about one hour, the pilot decided to break off and land on the operational

runway. On late downwind the pilot was advised by the Duty Pilot that his aircraft was not required for further flights, so he made a broadcast that he would land on the cross strip to be close to the hangar. The pilot executed a 180degree turn and rolled out on a short base for the cross strip. Upon turning final the pilot saw a glider being towed onto the right-hand side of the runway in the area he planned to finish his landing roll. He assessed that his best option was to land shorter as there was a risk of ground looping in long grass if he landed off the runway. With his focus on the glider and vehicle on the ground ahead the pilot did not adequately monitor his airspeed, Flight recorder data indicates the aircraft slowed to between 40 to 45kts soon after the final turn when the airbrake was deployed and remained in this speed range for most of the final approach. When the pilot commenced his round-out, the aircraft stalled and rapidly descended several metres to the ground. The pilot did not close the airbrakes in response to the high descent rate and the aircraft landed heavily. The aircraft was substantially damaged and the pilot suffered minor injury. Causal factors include: high workload; inadequate airspeed monitoring; distraction in the circuit from nonoperational radio calls; the pilot's decision to change runways for convenience at a late stage in the circuit; potential low level wind shear; and landing on an occupied runway.

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