

GLIDING

AUSTRALIA

Issue 38 October - November 2017

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AUSTRALIAN WAVE***

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GLIDING AUSTRALIA

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Other large files and photographs

and can be uploaded at

www.glidingaustralia.org/ga

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RETURNS

If you are sending documents they must be emailed to returns@glidingaustralia.org

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

GFA OFFICE

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

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

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Broadmeadows VIC 3047**

SUBSCRIPTIONS

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FROM THE PRESIDENT

THE FUTURE

I was walking through an automotive supply company factory recently, one that was in the throes of huge change, and saw a sign that said, "Find out what the customer does not know they want." I thought of how profound that was. I thought of the iPhone that brought cameras, intuitive actions and apps to us, even though we didn't know we wanted them. I also thought of the internet, that all-embracing thing that started as a small military communication tool that we now cannot do without.

What has that all got to do with gliding? Its simple, really. The company was in the automotive business and, with all the car companies closing down, it had to diversify or die. Gliding is similar in that we are in the soaring business and a large part of our membership is aging and not far off leaving the sport. We need to change or die.

There is no middle ground. We must change. We know that change is difficult although, as an organization, we have few skills in this area. But what we have is enormous enthusiasm, knowledge and a history that has proved our resilience. It will not be easy for some, and we have to remember these members were, and are, part of our proud 58 year history.

To harness this change, we have started the Soaring to the Future (S2F) program, initially in a limited number of volunteer clubs. They will be supported in a number of ways, including financially, but they will also be our test groups. What works and what does not, will need to be assessed by them and the GFA Soaring to the Future (S2F) team, for we will not be right every time. There will be missteps, mistakes and wrong directions. But this is what happens with change. We must allow mistakes to happen, because if we don't we can never really move forward.

So, welcome to the new world. Our Soaring to the Future (S2F) program is well funded and

already moving forward under the tutelage of Chair Mandy Temple, our former President who is well versed in the complexities, and has the wherewithal and knowledge to push through our survival.

Make no mistakes, Soaring to the Future (S2F) is our last best option. If we continue to decline in numbers as we have in the recent past we will have 300 members left in 2046. However, I expect the number of older members leaving our sport to increase dramatically. Look around you at the next gliding meeting. Perhaps we won't make 2046.

But Soaring to the Future (S2F) is not the only thing that will be happening. I am pleased to say that the GFA Executive and Board have been supportive of a number of recent initiatives to make things easier and better for our members. Most of these have come directly from the member survey. Two of these are:

1. The GFA Simulator project is moving forward, and now has our new Vice President specifically supporting that aspect of the future.

2 Family membership has long been a topic of conversation in our sport, but why should our families not be part of what we do? Well they can now, with the new, no-cost family membership. This is intended to allow both pride and support for family members, and we hope this new family membership will bring both.

This is my second stint on the Executive. One was a long time ago when I was Chair of the Operations panel and I find the current Executive and Board are very focused on the best outcome for gliding in every decision they make, including the financial aspects. We often ask, "How many members fees are needed for that?"

I am also a competition pilot, and I am thrilled that we have so many competitions. I am one of those members who enjoys competitions because you simply



fly on days you normally would not even fly your glider, and it's a great social scene. Many don't like competitions. That is their choice. They don't have to compete, but I do believe this is an area where electronics can make it easier and simpler. Relatively simple scoring systems need to be further developed and standard systems for entering and registration need to be developed to make it easier for the organisers to run comps, especially smaller ones. This is a real challenge for the sports committee.

But really what we most need is to participate. Competitions or not don't matter, but we sometimes forget that we love to fly.

Be critical of the future changes in a positive way. Tell us how to do it better, don't grumble and remember that change is here.

I believe one of the single most important individual aspects will be feedback from members who simply do something differently to others, and I ask that they think about why do they do it differently. Is it better, easier or simpler? I suggest they discuss it with their mates and fellow pilots and see if it works for them. Of course, there will be detractors, but if your suggestion is safe, simple and easy, generally people will adopt it. It could even be given your name, for example, 'Bob's idea'.

At all levels - national, regional,

club and committee - we introduce rules and regulations, generally to assist safety, security or pleasure. However, sometimes it's easier to make a rule than get the best solution. Gliding is no different in this area. Unwise rules can inhibit ease of organization. They add complexity, make life 'harder' and we lose people because it is simply getting too hard. If you think there isn't a really good reason for a new rule, or no reciprocation by taking an old rule away, please say something. Of course, be respectful and think about how you phrase your

thoughts. All I ask is that you don't be silent if this happens.

Gliding is a wonderful and exhilarating sport, it allows us to do things most mortals see as 'magic' and it is in need of some change. Please help and assist. Without your support, the necessary changes will not happen and the Gliding Federation of Australia will end up as a short footnote in the history of aviation.

PETER CESCO
PRESIDENT

president@glidingaustralia.org

CLUB INSURANCE

Clubs are reminded that the Broad Based Liability Insurance carried by all GFA members has a maximum of \$1M public liability. Clubs who have the GFA Hangar Keepers Liability Insurance have a \$10M limit. Clubs and glider owners are encouraged to contact their broker to arrange the necessary level of cover for their own situation.

SOARING TO THE FUTURE

Since the AGM we have made good progress with this initiative. The Discover Soaring website

discoversoaring.com.au is taking shape. In the longer term it will be a resource for new potential members. At the moment we are

also using it as a working space for existing clubs and members as we transition and polish the 'product.' Thanks so much to everyone who has helped so far, and for those who have offered.

The website now has a News

section and the Pathways and the Document section are being populated.

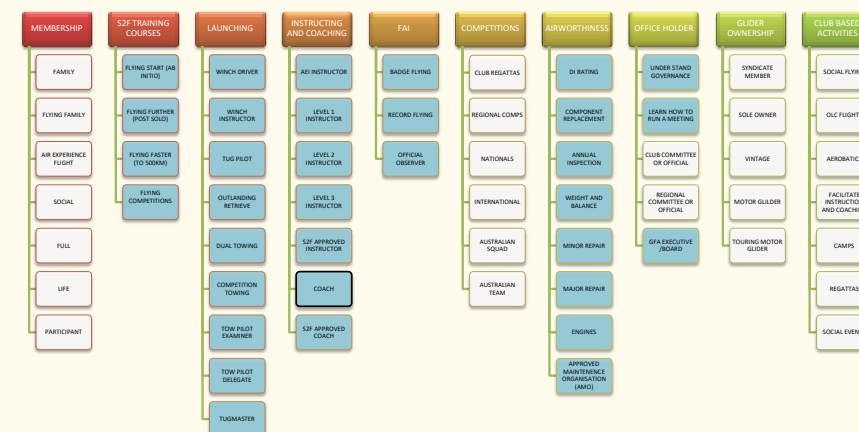
There is a new style Club Finder with comprehensive up to date information on clubs, and an S2F Calendar with One week courses, Webinars for Club Officials and dates coming up soon for Gap training for Instructor and Coaches.

The diagram here shows the many options that members of GFA can aspire to. Having said that, this is Version 7 so I expect it is not final yet! We will be adding another section on how AAFC pilots and Junior pilots fit into all of this.

Many of the areas listed will have a Pathway associated with them. For example, you can go to the website, go to the Pathway page and click on Coach. It will take you to the Coach Pathway printed below, left, which shows you the process to becoming a coach. This is a work in process and more pathways will be added over the next 12 months.

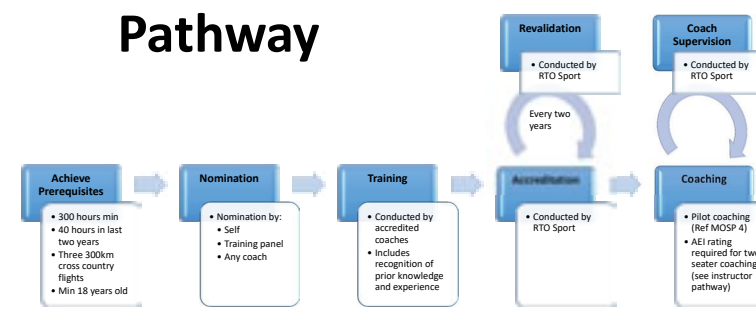
Clubs should be aware that, over time, we plan to sell AEF vouchers on this site - let me know if your club would be interested.

MANDY TEMPLE
CHAIR S2F
s2f@glidingaustralia.org



Note All Blue Boxes will have an Associated Pathway. Those outlined in black are now available.

Coach Pathway





FROM THE EO

WEATHER MODEL FOR GFA MEMBERS

Previously, weather models like RASP were available free to all glider pilots, but this relied on a large number of volunteers to host the servers and update the various weather information. These people did a great job for quite some time but eventually, all except for the NSW RASP site, provided by Bernie Bauer, have stopped working and haven't been updated for some years.

Some very good commercial products are available that cost in the order of \$100 + pa to subscribe to. Many of the serious cross country pilots subscribe to these. For the large number of GFA members who are focused in their GPC and early cross country, this information really helps them to plan their flights, but many are not yet committed to purchasing the commercial product.

The GFA is currently in discussion with some commercial providers to provide a model free to GFA members, at a level equivalent to RASP so that all members can learn how to utilise this information. Details will be provided once we are able to negotiate a suitable arrangement.

CLUB AFFILIATION - CHANGE TO TIMING

Due to the timing of many club AGMs we are changing GFA club Affiliation from April to October starting this month.

Every club will receive an invitation to update club data (officers, contact information etc) in the next couple of weeks. We ask that you return any changes by the end of October. There is no charge for this. You will then be asked to repeat this process in October every year.

The club information is being expanded so we can provide more details of the services your club offers on our Discover Soaring web page 'Find a Gliding Club'. We have added options such as Family friendly, Accommodation on site, Week long courses, Cross country coaching in a 2-Seater, etc.

ARE YOU AN OFFICIAL OBSERVER (OO)?

If you are then you will have received an email asking you to renew your OO rating. This is simple, just follow the link and answer a simple question on the new Sporting Code, and your rating will be re-issued for 2 years. If you do not follow the link, or cannot answer the question, then you will need to re-apply for your OO rating.

If you are a pilot wanting to apply for your Certificate, or Silver, Gold Diamond Badges, or Records remember to check with your preferred OO that they have renewed. Otherwise your certificate application will not be successful.

FLARM UPDATE

Firmware version 6.40 has been released for all FLARM devices. It introduces intuitive obstacle warning behaviour, full antenna diversity, a redesigned range analyser, and a supplementary privacy option. See <http://flarm.com/>. All flarms should be updated annually as part of the Form 2 process.

SOARING TO THE FUTURE (S2F)

The Discover Soaring website continues to be developed and has regular updates including a news section.

<https://discoversoaring.com.au/>

It shows the various pathways that are being currently developed by a range of small working groups. Watch for opportunities for you to develop along pathways that are of interest.

TWO PROMOTIONAL VIDEOS

Matthew's story and Andrea's story are listed on the discover soaring web page under the various pathways. The passwords are not being made public at the moment because we hope to use these amazing videos for major promotional events to attract Women and Youth to our sport.

If your club is planning on a



TERRY CUBLEY
EXECUTIVE OFFICER
eo@glidingaustralia.org

significant promotion event and would like to use these videos you can write to me at eo@glidingaustralia.org

to request the Passwords. There is a very stringent agreement in order to protect these videos from public exposure, as this may remove their value for future promotion.

COACH THE COACHES PROGRAM IN NSW

This being arranged by NSWGA and Narromine GC, and will involve a mix of instructors and coaches looking at developing coaching skills to better support the Flying Further and Flying Faster pathways, supported by Gee Dale, British gliding coach and international competitor. If you are a coach or instructor and would like to participate, please contact Narromine GC.

NEW MEMBERSHIP CATEGORIES

We have introduced four new membership categories over the past two months.

Tug Pilot Membership. With GFA taking over management of Tug Pilot training and licensing, and because we are very conscious that we need the support of tug pilots at more of our clubs, we have reduced the membership fee for tug pilots to only \$15.

Registered Operator and Registration Holder (Owner) membership enables non-pilots or organisations that have ownership of gliders, to purchase a relatively

cheap membership. This costs \$70. Initially this was considered an Affiliation (same price), but insurance is much clearer if it is called a membership. A non-pilot or a business entity that owns/operates the glider is covered by the BBL once membership is paid. We have been made aware that in the case of an accident, the pilot, the Operator and the Owner may all be held liable for any public liability claim. If any of these parties are not financial members of GFA then they would be liable for the first \$1 million of the liability claim as they would not be covered by the BBL

We have a number of gliders for which the Registration Holder is an entity (business, trust, family trust) or an individual for whom we do not have full details. We are currently writing to Registered Operators to advise the Registration Holder so that they are aware of their risks if they do not take out membership. The Registered Operator must be a GFA

member and will not be able to access Form 2 paperwork until they are financial.

The office has to manage the registration process on behalf of CASA, and therefore organisations making use of this facility need to pay for the privilege by paying a membership. The BBL insurance cover is a key added benefit.

FAMILY MEMBERSHIP

This new membership is FREE and aimed at encouraging family members of current GFA members to become more engaged with the sport, and giving them recognition for their volunteer efforts. They are covered by BBL when volunteering at their club or other events. They can participate in private passenger flights (without handling the controls), are not required to join a gliding club and have no voting rights with GFA. This membership does not expire. Family members can join via the web page, click on Gliding

Information, 'hover' over membership and click on Family Membership.

Flying Family Membership:

Family of current GFA member who would like to have instructional flights are welcome to become a Flying Family Member, which costs \$60 per year. You must also join a gliding club. You will not be able to fly solo or apply Pilot In-Command privileges, and have no voting rights with GFA.

We are hoping that clubs will also make the club membership option attractive to these important family members.

GFA STRATEGIC PLANNING - TEMORA

The GFA Strategic Planning Board meeting will be held at Temora on the weekend 4-5 November. Thank you to the Temora GC for making us welcome. We will hold a members forum on late Saturday afternoon so if you are in the neighbourhood please feel welcome to join us.

GFA Safety Seminars 2017

2018: The first of these was held at Narromine on 16 September and, judging from the feedback, members enjoyed the new, more participative format that included a very interesting session on Airworthiness and sessions on Human Factors in gliding. There are two seminars in every state and/or region except WA and I encourage you to attend if you can. Check the GFA Calendar for dates and locations.

STUART FERGUSON
GFA NATIONAL SAFETY
MANAGER

SAFETY MANAGEMENT

There have been two changes on GFA Safety Management front in recent months. The most significant was the redefining of the role of the Regional Safety Managers, which resulted in a change of the position title to Regional Safety Advisor (RSA).

The role of the Regional Safety Managers, now Advisors, has been an evolving one. Originally it was created to assist clubs with their initial Safety Management Policies and was a regulative requirement. We are now in a period where clubs should be benefiting from improved safety management practices and while some clubs are moving forward others are still following practices born in the 1960s and '70s and they need to be brought up to date if they wish to attract new, younger members. The role of the RSA is to assist clubs in this stage. The contact details for your RSA are on the GFA Contacts details page.

The second change is the nomination and acceptance of Mike Cleaver to the role of RSA

NSW, Mike has a great depth of experience across several fields in aviation which makes him a valuable member of the team.

Safety posters: By now you will have seen some of the GFA branded safety education posters that have been produced for us by Richard Geytenbeek. Intended to be both engaging and educational, if you look closely you will find subtle messages embedded in most of them. These posters will be available in electronic formats for clubs to use on web sites and anywhere else the members would like to use them.



GFA CALENDAR

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

WOMEN IN GLIDING WEEK

21 - 29 October 2017
Kingaroy Gliding Club is hosting the Women in Gliding Week. Contact Wendy Medicott on mobile 0428 499 774 or email wendymedicott@optusnet.com.au for more details.

WOMEN IN GLIDING WEEK WA

6 - 10 November 2017
Narrogin Gliding Club is calling all ladies keen to learn more about the wonderful sport of soaring. 2017 Women's World Championships Top 5 finisher, Ailsa McMillan, will be here to offer expert coaching. If you would like to attend this annual experience, even if only for a couple of days, email Robyn on robynbecker@y7mail.com

KEEPIT FAST - LAKE KEEPIT

11 - 18 November 2017
Keepit Fast is a cross country training and coaching week for competition and XC pilots wishing to improve their skills and competition results. While remaining a fun and relaxed event, this is a bit more intense than the Keepit Regatta. Proven coaches and national champions will do briefings, present topics and fly with participants. Everyone will have at least half a day in a dual-seater with a coach. Entries are limited to 15 in order of arrival. Entry fee \$180 if paid prior to 30 Sept, late entry post-30 Sept, \$230. More information and registrations at www.keepitsoaring.com or email Jacques Graells. jg.gliding@gmail.com

WAIKERIE ORANGE WEEK

18 - 25 November 2017
Contact John Ridge
johnridge16@gmail.com

VINTAGE GLIDERS AUSTRALIA MELBOURNE CUP RALLY

4 - 7 November 2017
Bacchus Marsh. All welcome. Contact Dave Goldsmith, 0428 450 475 or daveandjenne@gmail.com

AUSTRALIAN GLIDING MUSEUM OPEN DAY

5 November 2017
AGM and barbeque lunch on Sunday at Bacchus Marsh. Members and visitors welcome. Contact Dave Goldsmith, 0428 450 475 or daveandjenne@gmail.com

AUSTRALIAN GLIDING MUSEUM FABRIC COVERING COURSE

8 - 11 November 2017
wood repair course 12 to 15 November, at Bacchus Marsh. Full details from Jim Barton, 03 93094412 or 0419 562 213

NARROMINE CUP

18 - 25 November 2017
Contact Beryl Hartley email arnie.hartley@gmail.com

NSW STATE CHAMPIONSHIPS

9 - 16 December 2017
Temora Aerodrome
Contact Secretary Daryl Connell
djpconnell@gmail.com

FORMULA 1.0 GLIDING

28 December - 5 January 2018
Leeton Airfield, NSW
www.f1gp.com.au

VINTAGE GLIDERS AUSTRALIA'S ANNUAL RALLY

6 -13 January 2018
Bordertown Fun for all! - for information contact John "JR" Marshall on 0407 417 747 or jma99350@bigpond.net.au

MULTICLASS NATIONALS

8 - 19 January 2018
Waikerie

Contact John Ridge
johnridge16@gmail.com

JOEYGLIDE NARROMINE

20 - 27 January 2018

SAILPLANE GRAND PRIX HORSHAM

20 - 26 January 2018
Contact Contest Organiser - Arnold Neiwand mob 0429 857 275 or email nieci@aanet.com.au or Contest Organising Chairman - Selwyn Ellis Mob 0427 824 925 or selwyn@willisworks.com.au

HORSHAM WEEK COMPETITION

3 - 10 February 2018
www.horshamweek.org.au

AUSTRALIAN NATIONAL 20 METRE CHAMPIONSHIPS 2018

Feb 11 - 18, 2018
Narromine Aerodrome
For further information: Contact Beryl Hartley 0407 459 581 www.narromineglidingclub.com.au

KEEPIT REGATTA - LAKE KEEPIT

24 February - 3 March 2018
All pilots are invited to the Lake Keepit Regatta for a week of fun, friendly competition and coaching. Ideal for beginner and intermediate cross country pilots that want to start competition or improve XC skills, as well as seasoned pilots who want to take it easy and share their knowledge. Daily talks and briefings by experienced coaches and seasoned competitors on topics of interest and of course we will finish Saturday evening with the traditional extravaganza dinner at the Dircks. We have 8 new cabins and lots of camping sites but make sure you register early as the cabins get booked very quickly. Bring your glider, borrow your club dual seater, or rent one of ours (limited availability). Come have fun at the gliding paradise. Entry fee only \$180 per glider and \$50 per additional passenger if paid prior to 31 Jan, late entry \$230 per glider and \$70 per additional passenger post 31 Jan.

More information and registrations at www.keepitsoaring.com or email Jacques Graells jg.gliding@gmail.com

VSA ALPINE REGATTA

3 - 9 March 2018
Please contact Ian Grant, ian.grant.gliding@gmail.com or VSA website www.gliding.asn.au

FAI GLIDING BADGES TO 25 JULY 2017

A BADGE

RIDER ROBERT J	12275	QLD AIR TC 100
MILLER PETER J	12278	BEVERLEY GC
BISHOP JACK	12279	LAKE KEEPIT SC
BREDA VITO	12280	DARLING DOWNS SC
HO HO YIN	12283	LAKE KEEPIT SC
JACKSON BRITTNEY C	12285	DARLING DOWNS SC
MILEDGER DANIEL	12286	MELBOURNE GC
WONG LOK K	12288	LAKE KEEPIT SC
YU CHI H	12292	NARROMINE GC
SCHLISTER NATANEL G	12293	BUNDABERG SC

B BADGE

WONG CHI S	12191	LAKE KEEPIT SC
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A, B BADGE

HOLZHAMMER DIETMAR T	12276	BYRON GC
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BERYL HARTLEY
FAI CERTIFICATES
OFFICER
faicertificates@glidingaustralia.org

LEE YING K	12289	LAKE KEEPIT SC
O'DONOHUE JAMES A	12294	MT. BEAUTY GC
CLOSE MICHAEL D	12295	G.C.V.
GILL CALEB	12296	NARROGIN GC

A, B, C BADGE

KNIGHT TERRY CH	12274	MT. BEAUTY GC
STERNBERG MATHEW J	12277	WARWICK GC
NELSON GREGORY C	12281	LAKE KEEPIT SC
ROSE MAX C	12282	GRAFTON GC
BRUNTON MATTHEW J	12284	DARLING DOWNS SC
JARVIS PETER E	12287	SC OF TASMANIA
FUNAKOSHI HIROYUKI	12290	SOAR NARROMINE
KNIGHT ROBERT	2291	QLD AIR TC 100

1000 KLM DISTANCE DIPLOMA

DURRANT MICHAEL R	684/44	GEELONG GC
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BADGE CLAIMS ALL BADGE FLIGHTS WITH THE EXCEPTION OF HEIGHT CLAIMS MUST BE PREDECLARED AND OVERSEEN BY AN OFFICIAL OBSERVER PRIOR TO THE COMMENCEMENT OF FLIGHT. ALL BADGE FLIGHTS MUST BE FLOWN SOLO (NO PASSENGER, NO SAFETY PILOT). ALL BADGE FLIGHTS CLAIMS MUST BE SUPPORTED BY AN IGC

EASY PEASY SILVER C

The Silver C distance flight is well placed to be the first exercise in gliding to test the basic skills of flight planning and navigation. The training for this first adventure in crosscountry flying is planned to be a task for the club coaches. I hope this short message is of assistance both to the aspiring new Silver C pilot and to club coaches.

For Badge flights: The pilot must be alone in the aircraft.

The pilot may not be provided with any in-flight assistance or coaching during the flight.

Find an Official Observer for your flight. I encourage clubs to place a list of Official Observers on club notice boards and club websites.

Make your flight plan and place the declaration of your flight in the logger to be carried on board. If the

BADGE
DECLARATION

Click the **BADGE DECLARATION** button on glidingaustralia.org to go straight to the form. Or use this address inyurl.com/hsp4h7p

logger does not have the capacity for declaration, use the declaration page on the GFA web site. tinyurl.com/hsp4h7p

Make sure you declare: Pilot name, Glider type, Task details.

Enjoy your flight - The distance must be more than 50kms straight distance from the start.

Download the IGC file from the logger in the company of the Official Observer.

Complete claim form, available on the GFA website under Sport Forms, and have it signed by the OO.

Send the file and claim form to: Beryl Hartley, PO Box 275, Narromine NSW 2821

Or, if more convenient, email the file to: arnie.hartley@gmail.com Post your green gliding certificate book.

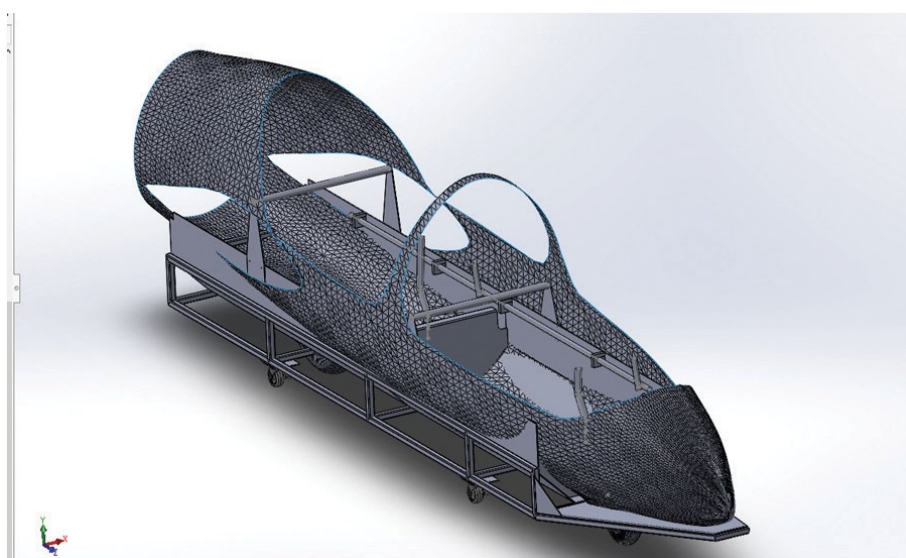
Make the payment on the GFA web site in the shop. Safe soaring, **BERYL HARTLEY**

TO ALL OFFICIAL OBSERVERS

All Official Observer rating as now due for renewal. If you have not received a message from the GFA office to renew your rating please contact the office with your Official Observer Number so your member profile may be updated. Your will receive a message to answer a basic multiple choice question on a current sporting code requirement to renew your rating. Official Observer rating will be renewed each two years.



GFA SIMULATOR UPDATE



After the initial fanfare, the development of the simulator is moving along at a reasonable pace. As mentioned in previous updates, there are now three separate groups working on parts of the system.

Compared to the existing projects that have taken place in Australia, we've been focusing on being able to build the simulators in a reproducible way. Where previous projects have started with a cut-down fuselage of a real glider, we're building these from scratch. The result is the ability to build as many as we want and make them all identical. That requires a lot more work upfront to get the design right, rather than taking what you've got and adapting what you can to fit.

We've been fortunate in that the

gliding community has many people with extensive experience in the simulator world - instructing, building and software. On the building side, **Ian Kerton** is a professional simulator builder for the DSTO, while **Alby James** is an electronics technician with many years of building control circuitry experience.

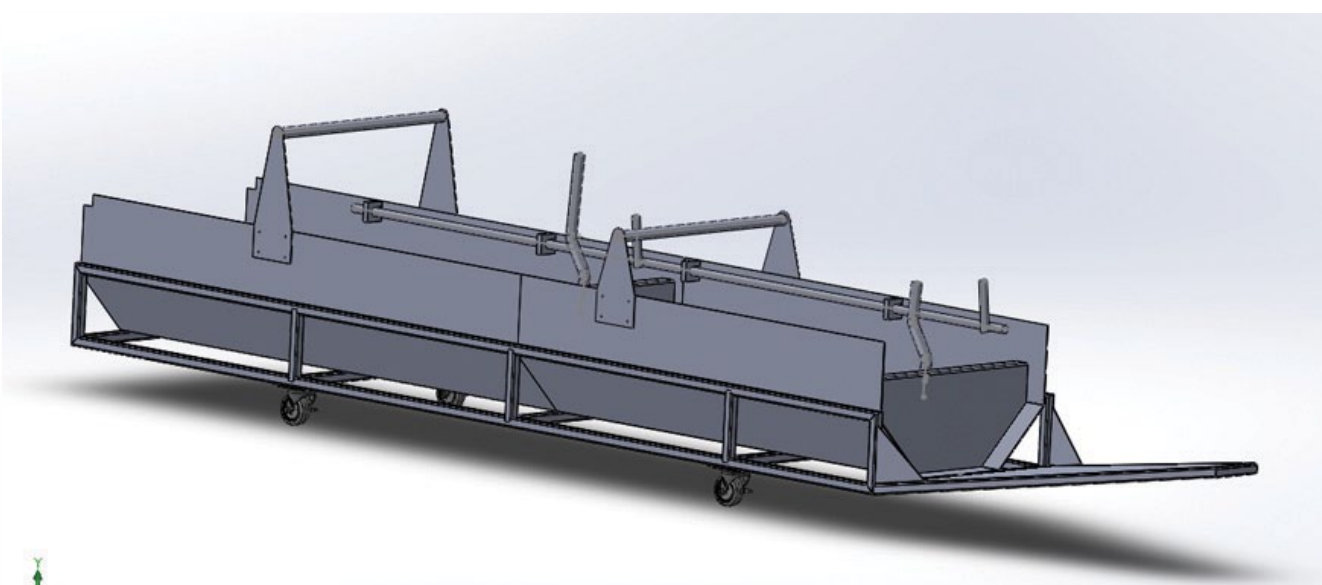
Despite only having some computer-based designs (see accompanying pictures), many important decisions have been made. For example, all the electronics are coming from specialist simulator equipment maker **Leo Bodnar**, supplemented with some packaging for our needs. The fuselage itself is coming from a set of moulds of a Twin Astir, thus saving a lot of

effort to build a fuselage from scratch. The underpinnings of the control linkages and frame are all heavily influenced by Ian's experience building systems for the military that have to be easy to maintain and survive the abuse of hundreds of students spending thousands of hours at the controls.

On the software side, no final decision has been made. Silent Wings and Condor are still continuing to promise v2.0 very soon now - and have been for 5+ years! We made an effort to purchase source code from Silent Wings, but the conditions attached were not favourable to our requirements to be open and shared. That still leaves commercial software such as X-Plane and the open source OpenFlight as contenders. Both of these have extensive glider models, but not very good soaring weather models. Given the work on the syllabus side, and the intended first iteration of the training packages, the weather model issues are not important to us right now.

With the distraction of the soaring season imminent, we are hoping for the first prototype to be ready to play within the next three months. If you're around the Bacchus Marsh area, then feel free to drop in, have a look and chat with the crew about progress.

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AGM AND GFA AWARDS 2017

The GFA Annual General Meeting and Member Forum 2017 was held in Melbourne on 26 August, attended by GFA members and board members, RTOs and volunteers. At the Dinner in the evening, the annual GFA Awards were presented by out-going President Mandy Temple.

For the first time, the entire AGM and Forum was streamed live on Facebook while members from across Australia watched and sent instant feedback via Facebook messenger. After the success of the streaming, it is planned that future AGMs and other board meetings will be streamed as well, including the next Board Meeting, to be held in Temora.



Mandy Temple, president for the last two years, welcomes the incoming President Peter Cesco.



Iggulden Award for Services to the GFA as a Volunteer

GEOFF BROWN

The GFA Operations Panel nominates Air Chief Marshal Geoffrey Brown, AO, (Retired), of Canberra Gliding Club, for the Iggulden Award for services to Gliding.

One of the most significant boosts to the gliding movement in Australia in the last decade has been the reinvigoration of gliding activity through the Australian Air Force Cadets (AAFC) system. Geoff Brown had the strategic vision, outstanding leadership and energy to persuade Government and Defence

to invest in the future aviation talent pool in Australia.

Under his stewardship, Defence has invested in the procurement, support and operation of a modern fleet of ASK21MI and DG1000S sailplanes, the upgrade and building of new cadet gliding aerodrome facilities, and establishment of an expanded network of AAFC Squadron gliding clubs and training organisations.

AAFC gliding clubs now have resources to offer pilot experience flights to many thousands of young people each year. Gliding training courses are now offered to groups of cadets in all Australian gliding regions. New clubs have been established in Victoria and Queensland. GFA is seeing great benefits from collaboration with AAFC through development of improved training systems documentation and operational safety insights. Some gliding clubs are benefiting from an infusion of AAFC-trained junior pilots, eager to expand their skills and experience post-solo.

Rather than setting up AAFC gliding under RAAF registration and control, Geoff Brown had the vision to establish this expanded gliding training system under GFA-managed systems for operations and airworthiness, underpinned by formal agreements. Many fine GFA people contribute to safe and effective operation of AAFC Gliding Clubs and cadet gliding courses, and the gliding movement is now richer for their participation in the sport of gliding. Geoff Brown has enhanced his example as a competitive role model for future pilots by winning the 2016 Horsham round of the Formula One Gliding Grand Prix. He has made lasting changes to benefit the entire Gliding movement and is a most deserving recipient of this award.

The Hoinville Award For Services To Operations

JOHN WHITTINGTON, DENNIS MEDLOW AND RICHARD GEYTENBEEK.

The GFA Operations Panel nominated a team of three people who have made a major contribution to the improvement of operations and gliding training - Mr Dennis Medlow of 600 Squadron AAFC GC, Dr John Whittington of Adelaide Soaring Club, and Mr Richard Geytenbeek also of Adelaide Soaring Club.

Over the last several years, they have worked as a team to develop both the draft Blue Book Training Record and the new GFA Glider Pilot Training Record, which has now been issued for use by Gliding Clubs across Australia. The finished product is of excellent quality and provides a standardized document for recording pilot progression through the GFA Glider Pilot Certificate (GPC) syllabus, from ab-initio to solo and then to GPC. The document also provides checklists plus excellent diagrams and illustrations to assist instructors in providing flight-line briefings, as well as assisting students in studying and preparing for future training sequences.

The Glider Pilot Training Record had its genesis in the SA Blue Book, which was upgraded by Dennis Medlow for AAFC use. The GFA Operations Panel supported the development of this into a generic training record, suitable for national use in aerotow, winch and powered sailplane clubs, with GFA standard content. Dennis Medlow and John Whittington made extensive improvements and revisions to the training record contents, with new illustrations and diagrams provided by Richard Geytenbeek. They were most responsive to feedback on the discussion draft Blue Book. Their collective initiative, professionalism and enthusiasm have been critical to successful completion of the White Book Glider Pilot Training Record.

This achievement will be of lasting benefit to the gliding movement, helping to improve standardisation and quality of training, progression and mobility of students in the training system, and safety and operational performance outcomes in the long term. The new GFA Glider Pilot Training Record is now a world-leading gliding training reference. Mr Dennis Medlow, Dr John Whittington and Mr Richard Geytenbeek are to be commended for their exceptional efforts and services to operations and training.



John Styles received the J R Muller Award Promotion and Marketing.



Tobi Geiger received four awards this year - the Bob Irvine Trophy Flight with the highest OLC Classic points score of 1105 points; Roger Woods Trophy Best Place by an Australian in World Club Class at WCG, Lithuania; RAS Shield Highest Speed World Club Class at 95.19 kph; and Decentralised OLC Top 50.



Hoinville Award for services to Operations - specifically, the production of a new Glider Pilot Training Record book - was won by a team of three from SA comprised of John Whittington, Dennis Medlow and Richard Geytenbeek. In the photo above are Brenton Swart, Sean Georgenson-Day and Mandy Temple, who will deliver the awards to the winners in SA.

Wallington Award for Services to Sport

ALEX WALLIS

Alex has been involved with the Australian team since the World Gliding Championships in Slovakia in 2010. He subsequently attended the Junior World Gliding Championships in 2011 in Musbach, Germany which was Matthew Scutter's first World Championships. He then accompanied the Australian gliding team to Uvalde, Texas and more recently supported the Junior Australian gliding team at Narromine where we had two top five finishes with Matthew Scutter finishing as World Champion and most recently he supported the senior Australian Gliding Team at Benalla in Victoria.

Alex works professionally, tirelessly, enthusiastically and with good humour.

He travelled to all of these competitions at his own expense and took time off from his own business to support the team.

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The Ryan Award for Services to Airworthiness was won by Rob Hanbury and received for him by Andrew Simpson.

He procured and assembled the incredible team aerial which was used by the team in Aussie base and he provided outstanding daily weather briefings and task information. He also gave in the air updates, which inevitably improved the team performance and pilot results.

Alex is such a great team player and so generous with his time I believe he would be a very suitable recipient of this award.



Brenton Swart accepts the Wally Wallington Trophy for services to Sport on behalf of the winner Alex Wallis.



OSTIV representative Murray Stimson and GFA board member Owen Jones enjoy the evening together.

Award	Awarded for	Recipient
Wally Woods Trophy	Longest claimed X/C flight of the season (May 2016 to April 2017)	Matthew Scutter (1096 km)
Martin Warner Trophy	Greatest claimed Gain of height for the season (May 2016 to April 2017)	Rick Agnew gain of height 17,838ft on 11/6/2016.
Bob Irvine Trophy	Flight with the highest OLC Classic points score	Tobi Geiger (1105pts)
Roger Woods Trophy	Best place by an Australian at World Club Class	Tobi Geiger (29 th , Lithuania)
RAS Shield	Highest Speed World Club Class	Tobi Geiger 95.19 kph
Ryan Award	Services to Airworthiness	Rob Hanbury
J R Muller Award	Promotion and Marketing	John Styles
Hoinville Award	Services to Operations	Dennis Medlow, John Whittington, Richard Geytenbeek
Wally Wallington Trophy	Services to the Sport of Gliding	Alex Wallis
Jack Iggulden Award	Services to gliding in general as a volunteer	Geoff Brown AO
Decentralised OLC	Top 50	Tobi Geiger
	> 200 Hrs	Brian DuRieu
	< 200hrs	Steve McMahon



BUILDING THE DREAM OF EVERYONE'S GLIDER

BY MIKE BURNS

Is it possible for an otherwise intelligent person to become infatuated with a sailplane and have that infatuation linger for over 60 years? Well, the writer pleads guilty on all counts.

It all started, I suppose, when I was awarded a NSW State Bursary, allowing me to go from primary school to Sydney Technical High School, the only technical high school in Sydney at that time. Getting to school required me to take the train from Kingsgrove to Central Railway Station and then the tram up the hill, close to Moore Park. After school, we would walk down the hill to Central, saving the tram fare.

At the exit from Central was a book stand where I often stopped to look at the latest edition of 'Flight' and other aviation magazines, although my pocket money usually didn't allow any purchases. Then, one fateful morning 64 years ago, I saw this half-sized magazine on the book stand - 'Australian Gliding'. After a quick thumb-through, I was hooked. Would the bookstore guy hold it for me until I got my pocket money?

"Sure kid, I'll stick it under the counter," he said.

He did that for me for the next two or three years. That pint-sized magazine got me hooked on gliding and convinced me that I had to be part of aviation in some form.

EVERYONE'S GLIDER

A few magazine issues later, the name Fred Hoinville became prominent due to his efforts to create the 'glider for everyone', something small, low-cost and build-it-yourself to get the masses flying. It should be a young, would-be aircraft engineer's dream. Sitting on a seat with wings sprouting from your shoulders was my impression of getting as close to being a bird as we

ABOVE: The Twin Plank now in the Powerhouse Museum.

RIGHT: Prototype EPB1 was tested by the Mississippi State College as part of their program to see how much performance could be gained by simple aerodynamic changes.

could hope for.

Fred was working closely with Al Backstrom in the USA who, with partners, had built a 26.5ft span, tailless, single-seat sailplane that fitted Fred's concept of a 25ft span 'Minimidget Glider' category. At Fred's request, drawings were made available for a 25ft span version.

Somehow I managed to borrow £10 from my grandmother and soon had a set of Backstrom EPB1A Plank drawings on the walls of my bedroom. A rib jig was carefully constructed and ribs were slowly manufactured. I bought square Spruce stock and plywood at the local hobby shop and mixed my own casein glue, courtesy of De Havilland Aircraft.

At that time, my mother was a fully qualified fabric worker with De Havilland Aircraft, a leading-hand employed initially at Mascot, then later at Bankstown. I often did some 'moonlighting' and assisted her on weekends by re-covering the odd aileron, flap, elevator and so on off of classics like Puss Moths and Tiger Moths. By the age of 14, I could cover airframes with fabric as well as any professional and was taught how to check structures for damage and glue failure.

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All of this was done in our home kitchen with a big combustion stove in the corner, working overtime during winter to keep things warm. No gloves, no masks, no ventilation, but plenty of red acetate dope under the fingernails. I certainly did not have a GFA authority for external finishing!

TOP: The prototype EPB1 Plank glider at 26.5ft span.

MIDDLE: Reg Todhunter on the right with Fred Hoinville in the EPB1A (Little Splinter!) during the test flight program.

BELOW: Twin Plank general arrangement. Some D and D was done to also have a self launch version with a rear mounted engine.

LITTLE SPLINTER

One of Mum's regular customers was the late Reg Todhunter with his Glidair, a glider repair and construction business at Bankstown, needing the odd glider fabric job. Perhaps the biggest job she and I did for Reg was to fabric-cover the Australian-designed prototype of the 2-seater Twin Plank sailplane, which put young Michael under some stress. We had the job half done when Mum had to go to hospital and would be out of action for a few weeks. Reg needed the work finished quickly so, undaunted, I fronted up. "She'll be right, Reg. I will get it done" - and we did.

Reg, of course, built the first official single-seat EPB1A Plank for Fred Hoinville, which was seen as the only way to get Australian DCA certification. The resistance to Fred's project at that time from many of the naysayers in GFA was pathetic. Luckily for me I knew nothing about GFA.

In the words of Grace Hoinville, Fred's wife, "We nicknamed the Plank, 'Little Splinter', and it got under a lot of people's skins and inflamed quite a few of the old sober sides and diehards."

FATEFUL MEETING

My bedroom construction slowed down as I read all about Fred's endeavours to get certification. I wrote to Fred a few times. Years passed and by early 1959, I was working at Bankstown Aerodrome on the design and construction of the prototype of the agricultural aircraft Yeoman YA1 Cropmaster. In one of my letters to Fred I suggested that I would be more than happy to help with any engineering, drawings and other tasks that might help speed up his work. Fred replied, suggesting we meet at the Royal NSW Aero Club hangar at Bankstown on 18 April 1959 at around 10am.

We met and he was able to explain a lot of the issues and delays around the Plank's certification program. We shook hands and I watched him taxi the RW3 powered sailplane out and take off, headed for Goulburn to re-fuel on his way home to Melbourne.

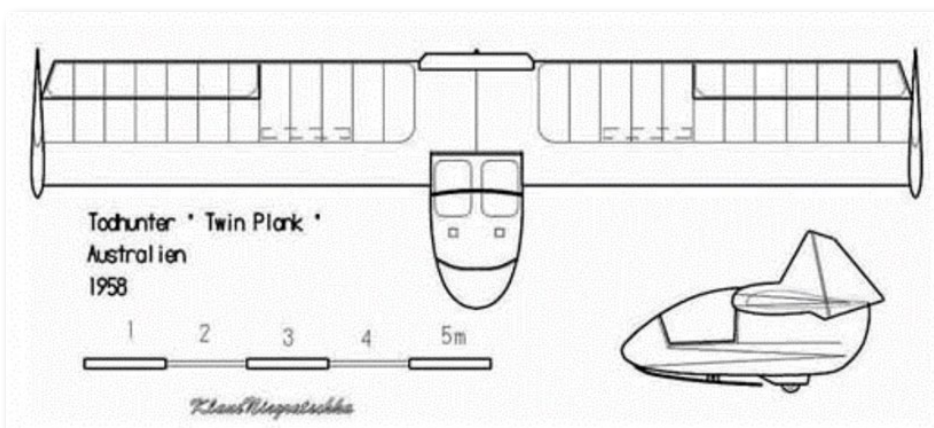
I went back to work for a while, then went over to the Aerodrome Cafe to have a late sanga and coffee. While I sat at one of the tables, about half way through lunch the phone rang and the proprietor answered. Afterwards, he announced, "Listen up everyone, Fred Hoinville just died at Goulburn."

Aviation can be very cruel, claiming so many over the years who had much, much more to contribute.

HOMESICK ANGEL

A few years later, with a partner, I had my own business on Bankstown Aerodrome and ironically was able to employ Reg Todhunter, utilising his amazing skills in wood and plastic work. Reg had been battling to get the Twin Plank certified, a long drawn-out process that took around 12 years. Luckily for me, while in my employ he achieved that certification and I was able to spend an hour or two flying the Twin Plank at Camden with Reg.

Two features of the Twin Plank have



DREAM GLIDER - EPB1A

stayed with me. One is the fact that we were able to thermal up the INSIDE of gliders like K6s. It climbed like a homesick angel. The second is that, from inside the cockpit, you had no idea that it was tailless. The only thing it would not do was spin.

In the words of CASA Chief Pilot Cliff Tuttleby after a number of flights, "The Twin Plank is a good little aircraft." Cliff examined me for my Private License, so his opinion held my respect.

The Twin Plank was intended to be a low-cost trainer for GFA, fulfilling the same role as the early Kookaburras, but that was never to be. Far too many comments such as, 'What, no tail?' and 'It has side by side seating!' emerged from the gliding fraternity, combined, of course, with lack of developmental funding. It literally broke Reg financially.

I still have the drawings for the single-seat Plank, the EPB1A. Obviously, it will never be built but the redneck in me would dearly love to see the Plank single-seater, as originally designed, achieve Australian Certification, just to thumb noses at the naysayers although many of them are no longer with us.

PLANK RE-VISITED

Occasionally my mind wanders and I doodle what might be if we re-visited the 25ft Minimidget Glider concept today, combining our modern CRF and KFR materials with improved aerodynamics. Maybe we could 3D print it? Would we get performance into the 30:1-

plus area, as Mississippi State College predicted after extensive wind tunnel testing of improvements to the basic Plank? A self-launcher would only need about 15HP.

No, no, no. That would be back to grass roots flying and low-cost sailplanes with minimum instrumentation that require pilot skill to fly. I feel very guilty even suggesting such a thing. We are now a chequebook, high-tech sport with no room for going back to basics.

Fred Hoinville's dream of an everyman's glider eventually came into being with the development of the hang glider. The role I played in that development, I believe, was due in part to my association with two men who could think of something outside the square and do it, a talent we seem to be very short of in this age of bureaucracy and political correctness. And you know, I have never seen a hang glider with a tail!

If anyone is interested in perhaps a 'Plank 2018' project aimed at a modern Plank, please get in touch. But we would have to use your bedroom!

REFERENCES

Many can be found through Google
Half Way to Heaven Biography by Fred Hoinville
Waikerie Gliding Club
Australian Gliding Magazine archives
AOPA magazine article re-run May 2001 by Grace Hoinville.
Contact: mike38burns@gmail.com GA



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SOARING THE MORNING GLORY

BY WAYNE HARE



Another chance for the trip we had planned last year came around again in late September. At this time last year, we had a severe weather front moving across Australia that hit Queensland and NSW as we departed Sydney from Camden Airport and landed at Narromine. The weather system hit us at Narromine, where it grounded us for four days until it passed through.

The severe weather had caused a lot of flooding up the centre of Queensland, which we were travelling toward. To our disappointment, it was decided to turn back and head home for Sydney. We said to ourselves, "There will be always next year!" Since the weather looked excellent for this year, we agreed to try again.

We had been talking on the phone to Ian McPhee from Byron Bay Gliding Club who gave us the information that the Morning Glory would appear in September on around the 20th. So, we decided to have another crack at the Morning Glory with two Ximango 'S' motor gliders - XCQ and ZBF, both from

Camden in Sydney. My father Robert Hare and I, Wayne Hare, travelled in XCQ, and Barry Bowerman and his daughter Sharon Bowerman flew in ZBF. Brian would also be joining us in a motor glider.

TRIP OF A LIFETIME

The four of us departed on our trip of a lifetime on Saturday 16 September with high expectations of what Ian McPhee had explained to us on the phone. We landed at Narromine to go to the Narromine Club seminar for the GFA safety meeting and dinner for that night.

After the ice had melted off the wings, we left Narromine the next morning to travel to Walgett, a 1.2hr flight, 242kms in distance, where we re-fuelled and continued to Charleville, a 440kms, 2.3hr flight, where we stayed overnight. The next morning, we travelled 551kms to Winton (3.1 hr) and stayed overnight before travelling to Normanton (555kms, 2.4hr) where we re-fuelled and then continued on to Karumba, a 36kms, 22min flight.

We arrived at Karumba on the 19th, experiencing good tail winds and averaging between 10 to 20kts over all our legs. This gave us a ground speed of up to 120kts at times, cruising between 4,500-10,000ft at 90kts between stops.

The next morning, as there was no Morning Glory, we decided to go for a local fly up the Estuaries Rivers for an 1.3hr flight north of Karumba, where we looked for crocodiles. But unfortunately, that day passed quickly without an opportunity to see any crocodiles.

The next morning, we checked our phones on the radar but, again finding no Morning Glory, we travelled to Sweers Island, both planes calling in at

BELOW L-R:
Wayne, Sharon,
Robert and Barry
prepare for
another amazing
flight in pursuit of
the Morning Glory.



ABOVE: The rows of Morning Glory clouds appeared to extend endlessly in both directions

Burketown for a re-fuel. Tying the two motor gliders down at the end of the airstrip, when we went to re-fuel and clicked the fuel nozzle, only about a tablespoon of petrol came out. I said to Robert, "This doesn't look so good!"

I called the airfield manager to let him know that our two planes were waiting to re-fuel. He said, "I will be out there in 20 minutes." So we waited around, and by the time the airfield manager came out to see us, six more motor gliders had just landed and needed to re-fuel as well. After an hour the airfield manager got the fuel flowing, which meant we could be on our way again.

ON THE RADAR

One of the motor gliders that had flown in after us was Ian McPhee, so we had a good chat with him. He said that the Morning Glory would be on the next day and we would be based at Burketown.

With sheer excitement, both of our Ximangos pressed off to Sweers Island, a 25min flight north of Burketown, where we landed on a dirt strip and booked in for two nights.

The next morning, a Morning Glory was on the radar. We were up at 4am, tapping on Barry's door to say, "It's on,

Barry. Let's go!" We headed for the motor gliders, getting ready while watching the Morning Glory pass over our heads at about 5am. It was heading in a southwesterly direction, heading for the mainland of Australia.

SIX IN A ROW

The two Ximangos were ready to depart by the time enough light was on the ground. With pure excitement, we were airborne, chasing the famous cloud. We could see the Morning Glory forming in front of us, clearly enough to turn off our motor and soar on it for an hour or more. Afterwards, we returned to Sweers Island for lunch.

BELOW: Wayne and his father flew XCQ, one of the group's two Ximango 'S' motor gliders, over the country around Karumba and Burketown.

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ABOVE, BELOW & OPPOSITE: Catching Morning Glory clouds like to those in the photos here, affording flights of up to 2 hours, required Wayne and his friends to wake up by 4am each morning to check the radar and be prepared to make a dash for it. As the images show, their diligence paid off.

That night our beer glasses had moisture running down the sides, indicating there would be a Morning Glory the next day. This was our way of predicting the Morning Glory forming.

The next day, Saturday 23 September, it was my birthday. Feeling sheer drive, we woke up, checked the radar at 4am and found another Morning Glory was showing. We hit the floor running, bashing down Barry's door and yelling, "Let's go!"

When we proceeded to the motor gliders, we noticed lots of moisture running off the wings. At 5.30am, three roll clouds were already passing over us. With both motor gliders airborne and climbing up, we proceeded to go behind the roll clouds as we left Sweers Island, climbing to 4,500ft to head for the

primary roll cloud tracking south towards Burketown. Once we arrived, to our amazement we saw six Morning Glory clouds in a row that seemed to be endless in both directions heading in an east-west direction.

FOGGY ADVANTAGE

We had noticed that Burketown was in fog, which was unusual and meant the Burketown motor gliders could not launch. We had the advantage of having the Morning Glory to ourselves, soaring for an hour and a half before the other motor gliders could launch and join us on the mother of all Morning Glory clouds.

We decided to travel west on the Glory towards the Northern Territory border. Getting shy of 20 nautical miles of the border soaring at 90 knots, making a 2-hour flight, we decided to turn back and surf the cloud back to the east, which took us over Doomadgee, recognising that the Morning Glory had travelled inland 77km from where the primary cloud had started.

We planned to head to Adels Grove, where the Morning Glory helped to take us. By then we needed a cup of coffee, so we hopped off the cloud and motored to Adels Grove for some well-deserved coffee and lunch. We stayed overnight. The next morning Barry and Sharon had to depart and make their way back to Camden while Robert and I tracked back to Sweers Island, a 1.3hr flight of 207km.

During our flight back to the island, we phoned Macca on the ABC Australia All Over talk show where we had a 6-minute interview on air talking about the mother of all Morning Glories. We landed at Sweers Island for lunch and some coffee, where we talked to Tex and Lyn, the owners of Sweers Island Resort,

about the massive Morning Glory. Then we tracked back to Karumba to stay overnight.

The next day, as we flew toward Burketown, Ian McPhee gave us a call to tell us that he was soaring the Morning Glory. We decided to head straight there, where we re-fuelled and had lunch with Ian and company after they finished soaring. Then we returned to Karumba to stay for our final night and watch our last sunset over the Gulf of Carpentaria.

FINAL GLORY

The next morning, 26 September, we woke up at 5am. After checking the radar, which showed another Morning Glory coming, we packed our bags in a hurry and made a dash to our motor glider, watching the

Glory pass over us at Karumba at 6am. We were on a mission to get airborne to catch the last Morning Glory of our trip.

We tracked to the primary roll cloud that headed in a north-south direction, with five in a row. The formation of the primary roll cloud over the ocean was higher than the inland primary cloud. The base of the roll cloud started at about 1,000ft. This was an endless cloud as well. We continued soaring the cloud for two hours, climbing to 5,900ft, and then decided to track south to make our way home on the same cloud - the primary cloud that was on the mainland was only 2,500ft high, still with a 1,000ft base.

We continued south, soaring the cloud for 130km at 2,500ft and travelling at 60kts, and tracked towards Winton. This gave us enough fuel to reach Winton and bypass Cloncurry which, amazingly, was a 4.55hr flight including the Morning Glory. After re-fuelling at Winton, we continued to Charleville, re-fuelled again and continued to Lightning Ridge, landing there at 5pm.

The total flight time for that day was 9.3 hours. Overall, we had 42 hours total flying time and spent a total of 7 hours flying the Morning Glory. After this experience, I guess you could say we are all Morning Gloried out!

GA





GLIDING THE MOUNTAINS OF POLAND

BY SIDNEY DEKKER



The biggest danger, I was told, of soaring the ridges and mountains of southeastern Poland is an encounter with a wolf or bear. Wolf in Polish is 'wilk', which I could pronounce with relative ease. But bear is 'niedzwiedz,' which sounds like a frothy 'nitwit'.

Local farmers do not own dogs, but own cats instead. Cats can escape up into the trees, whereas dogs are quickly taken care of by the wolves. Signs warning of both wolves and bears dot the countryside, dissuading hikers and outlanding glider pilots alike. Not that there are many place to outland in southeastern Poland, by the way. The ridges, hillsides and valleys are heavily wooded, and slopes are typically too steep. Forests

stretch east into the Ukraine and south into Slovakia across bulging and increasingly high mountain ridges.

RAW BEAUTY

For want of gliderports, one of the local operators who settled in the region on the Polish side decades ago and fell in love with its raw beauty, flies old Bocians off a ski slope www.bobulandia.pl. He has a little diesel winch permanently perched on top of the slope, and takeoffs occur from the bottom. The winch typically lobs the glider across the ridge, into the wind on the other side.

Landing, provided you make it back to the side of the ski slope, is uphill - seriously uphill. Think ski slope. This requires some getting used to, as the angles are all completely 'wrong' relative to landing on flatland. Needless to say, the landing run is short, with a constant risk of the glider rolling back once you get out.

I arrived in Poland on a summer afternoon, flying into the town of Rzeszow in the southeast. It was threatening to rain, a threat that the weather made amply good on the next day. Michal Ombach, engineering director for Allstar, the manufacturer of SZD gliders, was waiting for me on the apron and welcomed me as one would a visiting head of state. He had once worked for the airport as operations director.

Once landside, we got into his car. He had been able to bring a two-seat SZD-54 Perkoz from the factory with him. We took it in the trailer down south, into the

foothills and mountains. The Bieszczady mountains of this southeastern corner are a forgotten, wild and gorgeous place. Wooded slopes started crowding in on the winding road not long after we left Rzeszow, the towns got ever sparser and the fresh, bubbling creeks and rivers flowed past ruins of castles.

APPETITE FOR RISK

Michal pointed to the site of an overgrown Medivac helipad just down from one of the castles. I listened with growing disbelief as he explained how he had approached and outlanded a glider there once, right onto the helipad, swooping in over the river and plonking it down, completing his landing run on the little pathway leading up to the pad. Crazy Poles, I thought.

I would soon learn that this was nothing - noothing - and that, in fact, the Poles' appetite for risk seems entirely in a class of its own. They thermal inside cumulus clouds to pop out on top, fly ridge and wave in the worst, wildest, wettest autumn storms imaginable, and roll down hillsides to let gravity organize the takeoff for them. They fly the ridges at night, recognizing the shapes of individual bushes and trees to know where they are - all on feel, as there is no way to read the instruments or see the horizon. They also land on ski slopes and jostle gliders on 300km cross country flights a few feet above the trees.

Michal told me of a flight he and our local host did in an old Bocian once, intending to set a duration record of more than 24 hours. This took them into and through a night, of course, which made serious food necessary. Deciding that they'd deserve a hot meal while airborne, our host had brought noodle soup and a little camping stove - butane gas flask and all. With the flame lit and the noodle soup nicely hot, Michal, who was flying from the front, was unable to avoid bouncing into turbulence on the darkened ridge. As a result, there was no soup for dinner, but the loins of the backseat pilot sure got real hot.

The duration record wasn't broken either. It gave me pause to think about the extensive safety management we do, and how it sometimes encroaches on enjoyment, autonomy and common sense. What I saw here, in a country once saturated with central planning, total government control and exorbitant surveillance during Communist times between 1945 and 1989, were these pockets of wild, ravenous freedom.



HARD-WON FREEDOM TO SOAR

For many Poles it meant - and means - cigarettes and alcohol. For glider pilots, it was perhaps the dream of a life in a small noisy cockpit, dancing among the trees and skipping the ridges - unsurveilled, unseen, unmonitored. I know that this is how glider pilots all over the world like to regard their passion, with the freedom to soar, to perform ballet in the sky. But here,

BELOW: Landing is interesting on the undulating strip.

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in Poland, it was of a different order of magnitude altogether. Here, it was a seriously and grimly determined fervor, a hard-won and bitterly defended space to feed an existential, feverish hunger for freedom and autonomy.

As Michal and I criss-crossed the water over old steel or stone bridges with the car and the Perkoz trailer, even the countryside itself seemed to forget what nation it belonged to now - Ukraine, Poland, Slovakia? More about that later, but this countryside had seen it all. What was Ukraine on one side of the river was now Poland or vice-versa and, of course, the Nazi occupation, a viciously brutal episode that cost 1 in 5 Poles their lives, once incorporated it all into a German Reich.

Inhabitants, if you leave them in peace, seem to shrug it off. Just across the current border to the east, people continue living as they have for centuries in little hamlets with no power or running water, places where government, the state or even society are a distant whisper, a mere rumour from across the hills.



EUROPEAN SUMMER

Michal and I left the paved road some 20km north of the Slovakian border and wound our way past more woods, unused fields, an abandoned pond and a whole set of beehives that were ringed by a high electrified fence. Bears like honey, after all. We reached the private airstrip at Zernica Wyzna, slid through the mud to drop off the trailer with the Perkoz, and went in search of warmth, a drink and food.

That took another 30km, to be sure, as there is almost nothing around except an abandoned WWII tank proudly hoisted onto a pedestal in a deserted village, its few remaining youths having departed to find work in the UK. Polish food, you won't be surprised to learn, if you don't know already, is the kind that wouldn't sell well in a wholesome-foodie-health-freak kind of store. Vegetables, if any at all, are typically from last year - pickled. Meat and alcohol are plentiful.

It took another day for the rain to clear away to the east. But when it finally did, clouds gave way to the kind of European summer days that glider pilots might dream of in Australia, enjoyable, humane temperatures, high cumulus ceilings, suitable instability and days that last forever. You could start a 300km triangle after 5pm and still make it back home. Don't get me wrong, though. Having lived in Europe for many years, I am not easily beguiled, and know the price you pay for this in wintertime...

AIRSTRIP AT ZERNICA

The airstrip at Zernica, like all airstrips in southeastern Poland - well, all three or so - is convex because it is stretched across a cleared hill. This means that gliders approach from below, just like at the Lesko ski slope. It is quite counter-intuitive to be able to take pictures of approaching gliders from above. They disappear from sight as they dip below the bulge of the slope, and then

suddenly appear again as they slow down and pull up next to you.

Zernica is short, and the winch didn't get us higher than some 500ft. This meant that ridge work was required to get some altitude for finding a thermal. Soaring in this type of terrain takes a whole new literacy, at least in the lower half of the sky. I think I know how to read flatland sky and that I have some literacy there, although I often get it wrong. I think many glider pilots do. But these wild ridges and ranges produce their own micro-climates, with eddies and ebbs and flows, pockets of heat, cold, turbulence, airflows, and all with local responses to the arc of the sun, to the swell and wane of the wind.

As we were bouncing around, I was shown how to study the colour of the leaves. They turn and present their bleaker underside as a gust of wind billows across the crevasses of a ridge, like a Mexican wave. This is what you hunt for, or better still, what you want to anticipate, so that you're there when it happens. It's a very close-up, extremely local form of flying, an intimacy with terrain that flatlanders are not used to. You're not looking at the next thermal to pop 20km ahead. Instead, you're looking at the next tree.

THE NIMBLE PERKOZ

As I said, it's a whole new literacy, and I only just started learning it. The Perkoz, incidentally, is a hugely capable and elegant glider to do that in. Compared with the loose Polish snappiness of a PW-6U, or the stiff Germanic rectitude of an ASK-21, it combines a nimbleness that allows full aerobatics in shorter wing configuration, with the grace of a long-winged serious cross-country machine. I flew it in both configurations, and cross-country as well as aerobatic, and have to agree with many clubs across Europe and the UK - this might just be the greatest and most affordable option

for clubs that want solidity, performance and flexibility.

Even from above, the foothills and mountains of Bieszczady exude a quietude, an emptiness that seems entirely at odds with the rest of Europe. As I learned more about what made it so, there seemed to be something simultaneously beautiful and tragic about Poland. The geopolitical and genocidal gyrations of the 20th century are inscribed onto this landscape, its people and its gliding.

In the 1930s, with the rumblings of conflict never far away, this region in Poland alone counted 5,200 gliders - 5,200 gliders in just one, small region of a mid-sized European country! The GFA doesn't even have 3,000 members... Most of them were launched from hillsides by bungee or gravity takeoff and consistently seen as the best location for early investment in military pilots.

TRAGEDY TOO

But some inscriptions are more tragic than that. Lesko, the town with the ski slope-turned-gliderport, was 60% Jewish before the Second World War, and had been since the early 16th century. By 1943, it was declared Judenrein - as a place excluding Jews - down to the last 2,338th Jewish inhabitant. During the Nazi occupation, Allstar Glider's own Engineering Director's family was repeatedly pressured, and repeatedly refused, to become German on account of their last name, Ombach. Avant-la-lettre, it was a Nazi version of the kind of WHAM or 'Winning Hearts And Minds' campaign that the Americans waged in Vietnam a couple of decades later.

During the subsequent Cold War, the Polish SZD glider factory, located just south of the infamous Nazi death camps at Oswiecim in the central southern part of the country, employed some 800 people. It not only had its own flight test department, but also its own dentist and firefighters, the model of a totalizing mini-

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LEFT:
SZD-54-2 Perkoz



state in which 'the firm' takes care of everything. But the fall of the Berlin wall and collapse of communism yanked the rug from under all of it.

FACTORIES OLD AND NEW

I visited the factory site on the last day of my visit, after a long drive back with the Perkoz that had taken Michal and me along the southern border of Poland. Today, the SZD facilities are literally an empty shell, vandalized and defaced, with rotting concrete, broken windows, looted doors and sagging roofs.

Now, SZD gliders are built instead by a highly competent contractor who occupies a gleaming new European Union-funded facility down the road. Its glider production and assembly halls are reputedly the most modern in the world. I was there, but photographs were not allowed.

Only a plucky outpost is left in the old peeling factory, where a handful of deeply knowledgeable engineers consult yellowing, musty-smelling hardcover books filled with abstruse tables and equations. Its security force consists of a flowery apron-clad, portly Polish

babunia, or 'grannie', who wields no weapons fiercer than a set of keys, but whom you still wouldn't want to meet in one of the dark, overgrown, forgotten alleys of the factory site.

POST-WAR POLAND

Misery didn't end after the war and accounted for the terrain I soared over. Poland, in its entirety, was yanked westward after the Nazis had been vanquished. The new place on the map for Poland gobbled up former Germany to the river Oder in the West, and ceded huge territories and sizable cities to the Ukraine and Belarus in the East.

But Ukrainian insurgents wanted even more, waging a guerilla war for a couple of years. In the 1947 'Wisla' operation, the new Polish Communist government decided to forcibly resettle almost the entire population of the country's southeastern corner, thus eviscerating insurgent support or sympathy. The new ex-German territories in the West came in handy as a veritable dumping ground.

The insurgent conflict did end, but the drastic measure left the countryside depopulated, its villages depleted, its gardens razed. It explains the lack of people even today. It explains the lack of fields and landing sites. It also explains the bears and wolves, the deer and wild boars and eagles, and the untouched mountain spring from which I drank the purest, coolest, best water ever in a little dark-green gully just off the skislope-glidersite at Lesko.

CHARCOAL, BEER AND CAT

Toward the end of my visit, we dropped in at a so-called charcoaler. This was possible only by virtue of our local host, who happened to know the man. Living by himself, deep in the woods and desperately far, far away from civilization, without electricity or running water, the 72-year-old still hauled about 10 tons of wood each day. Burning the wood in 10ft-shipping-container-sized ovens to turn it into charcoal, he himself



had the grit and dirt of years of this hard labour stuck on his skin.

He told us that he might still have a wife out in Krakow, but then again, he might not. He also didn't have a dog, but he did have a cat and a friendly bear that came to visit regularly. He proudly explained that he consumes 105 litres of beer per month. That's 210 cans of 500ml, on his own, per month. Sometimes friends come and bring it to him, and take away his charcoal. Sometimes he takes his old battered moped to a local shop along a countrylane, but he assured us he has to do this before 10am, otherwise he's unfit to ride it - unless he's completely out of beer, but he couldn't remember when that happened last.

He runs a little generator to keep this beer cold when it's not winter. I had to pinch myself. Here was a true, embodied hermit in the puckered, whirly woods straight out of the fairytales of my childhood, wolves and bears circling his quaint little wooden hut, a chimney twirling smoke, all within the European Union.

On our later cross-country flights, I would spot occasional little twirls of smoke appearing out of deep, dense forest, not a single road or path leading to the place from which it emanated. Now I knew who was there, far below, scratching out a marginal and happy existence with not a worry of the world able to get to them.

DIVINE INTERVENTION

Next to the quiet, remote, private airstrip at Zernica Wyzna, where I did the most flying during my Polish visit, lies a little pre-war orchard, overgrown and with the forest pressing in from all sides. Its fruit trees are unkempt and sagging, but they proudly keep standing in line like sentinels guarding the memory of what once was.

The only buildings left, those erected in brick or stones, for many kilometres around the airstrip, on what is now private land, are two small churches, one Orthodox and one Catholic. There is also a pig sty that was converted into a remote prison farm during Communist times.

The prison farm now houses a couple of decommissioned, cobwebbed Polish gliders. The churches are unattended but in exquisite shape. The landowner, an enthusiastic pilot, was once involved in an accident that killed his fellow pilot. He himself escaped with his life. Attributing his survival to divine intervention, he resolved to restore the two places of



worship on his land in an offering of gratitude. Today they stand silently among the trees and abandoned orchards, smelling of fresh wood and old stones.

Fresh in the mud that leads from the Catholic church to a deserted graveyard, we saw the pawprints of a large male wolf. The orthodox church, not far away from there, features a hand-crafted wooden statue that somehow melds religious symbolism with an airplane.

As I stood looking at it, I recognized it as perhaps the apotheosis of what gliding and flying in Poland represent - a prayer for saintly patronage while on a wild, ravishing, undeterred pursuit of the freedom of the sky.

The Carpathian Mountains arc across Romania, Ukraine and into Poland. They are home to the largest population of bears and wolves in Europe.

GA

BELOW: Sidney with a Bocian operated by Bobulandia, at Lesko in Poland.
bobulandia.pl





Prior to 1970, if you wanted to achieve Diamond Height, you either had to brave flying up in a CuNim, which one or two tried and lived through, or else go to New Zealand and fly in the wave there. Wave did not exist in Australia, according to gliding lore then. Vic Kasak had a go previously from Cooma airport in his BG12A, and found some wave/rotor effects, but as I remember, the runway was at 90° to the westerlies, which made things a bit awkward when the wave was on. Having encountered wave previously around the Snowies when in GA aircraft, I had taken an interest in the subject and studied it.

You have to remember that for these early flights, no one participating had any practical knowledge of flying in wave. It was all theory! Both the cloud and weather conditions were far more severe, and occurred much more often than they do nowadays,

and in those days we did not have radio fitted to the gliders.

WAVE HUNTING

In 1970 I was CFI of the Southern Cross Gliding Club and, with help from the Cooma Gliding Club and our committee, we were able to take the Super Cub and our Open Libelle down to Berridale in August to see if we could find useful wave. Only three of us went there, Chris Colton who also flew tugs and was training to join Qantas, plus Jim Stevenson who was an experienced gliding instructor and myself. We had all practiced dual instrument flying with a turn and bank indicator and compass in a K7 beforehand, including recovery from unusual attitudes, just in case. Also, we set up the Libelle with some decent



ABOVE:
The Libelle in wave.

RIGHT: A 1970 flight map.

continuous-flow oxygen equipment and a rebreather mask, plus refilling gear.

We operated from a paddock beside Berridale, some 3,000ft ASL, as the Jindabyne Strip to the west was the Snowy Hydro property and forbidden to anyone else. The Caravan Park was right beside us. When we arrived and set up the Libelle, I had a head cold not suited for flying, and suggested that the other two should have a go, since there were indications of wave from the gap between the high stratus above.

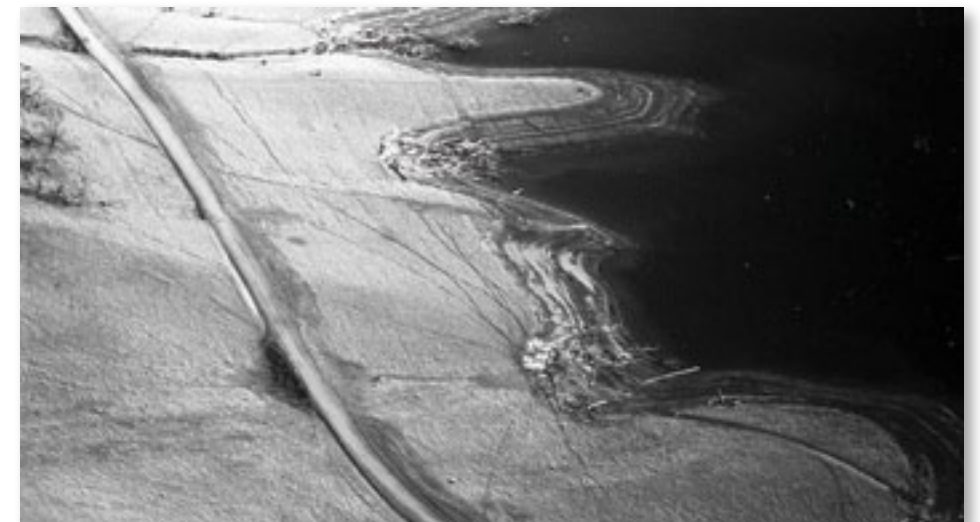
Chris flew the Super Cub and Jim the Libelle, and a hasty departure was made with me on the glider wingtip for takeoff. Up they headed for the window in the cloud in relatively calm air. Jim was waiting for Chris to wave him off for release, and Chris was waiting for Jim to release when he felt it suitable. This stand-off continued up through the cloud gap at some 9,000ft until around 11,000ft, when Chris noticed that the gap below seemed to be closing, so he waved Jim off and dived back down through the hole to land.

STEADY DESCENT

Jim settled himself down in the very calm air, discovered reduced sink, and then also noticed that the cloud gap was closing. Because it was only a thin laminar layer, he decided it wouldn't matter if he descended using his instruments. He flew upwind towards the mountains in search of better lift, but this was not to be, and he drifted slowly downwards to the cloud layer and set himself up to enter it. The Open Libelle had two speed limiting devices. The first is the divebrakes, which only limit the airspeed within its VNE for a 45° dive. The second is a tail parachute that will dangle the aircraft beneath at only 80kts, and can be jettisoned when required.

Well, Libelles don't fly quite like a K7 using instruments, and the inevitable happened. The aircraft started to turn. He corrected it, but it just got steeper and the speed started to build up, so Jim pulled the divebrakes. When this didn't help either, he deployed the tail parachute. The Libelle then settled down into a nice steady descent, and Jim relaxed and waited to break out of the cloud.

He waited...and waited, and still it was all white outside while the altimeter wound down towards 5,000ft, which was not supposed to happen. Then out of the corner of his eye he thought he saw a suggestion of movement, so he opened the side



window to find himself in clear air with no cloud at all, and his first sight from the banked aircraft was nothing but water. It was Lake Jindabyne at 3,000ft ASL at the northern end, and he was coming down fast from the tailchute drag. The canopy had iced up completely during the descent through cloud, and he had lost 4,000ft in clear air quite unaware of this!

TOUCHING DOWN

Next he raised the front of the canopy, which is used for ventilation, crouched down in the seat to get a forward and side view through the horizontal slot it created, and tried to head upwind to reach the closer western shore. However, the tail parachute was mucking up the glide angle to get there, and he did not want to jettison the expensive tail chute over the water and lose it.

So, he slowed down to minimise drag, and turned east with the wind behind and headed for the downwind shore. If he had not done so, the retrieve would have been by helicopter or boat, as there was no road access to the western side.

ABOVE: A sun pillar, a flare of vertical light, mirrors the sun.

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With the ice melting off the canopy and the view improving, he reached the shore and flew parallel to the water's edge, low along the 1,000ft high hillside, jettisoned the chute and failed to notice the lift that was there. The chute ended up falling way up the hill! Looking down at the grassed slope, he elected to land parallel to the water, crosswind across the minor drainage undulations running down the hill. However, as he got lower on the approach they visually grew in depth, so he raised the wheel on the approach, glided down one gully, climbed up the other side, down the next, touched down on the up side, and skidded to the top just before a drop off that would have wrecked the aircraft.

Back at Berridale, four hours had passed with no contact, and we were ready to call in search and rescue when Jim came in the door. We said, "Thank God you are back, but we don't see the glider?" So the story came out.

"Any damage to the aircraft?"

"No, it's fine."

We took the trailer back to the glider and the first thing we noticed was that the instrument panel module, which should be mounted in its slides, was on the floor. Jim never noticed that in the stress of the moment, in spite of the fact that it had to be resting on his legs when he got out! We inspected the aircraft - undamaged - retrieved the tail chute and returned to Berridale, repaired the slide and flew for the remainder of the week.

INTO THE FOEHN GAP

The week brought lots of wave, but as we were operating in the secondaries over Berridale and Lake Jindabyne, and were lacking in skills and the local knowledge gained in later years, great heights were not obtained. Often the wave would

pulse, giving strong lift that would collapse or just oscillate back and forth with cloud forming in front of the glider, requiring fast upwind dashes to get ahead of it. However there were highlights, taken from the report written at that time and reproduced below.

One was an aerotow with Chris in the Libelle, and me flying the tug, to the Foehn gap over the Lake. The clouds from beneath just looked like the base of a large cu, until we climbed into the gap. The cloud pouring down from the west was in smooth streaks descending in layers to the gap, which was a parallel slash aligned along the Lake. The cloud behind us was an incredible mountain rising in a long unbroken wall, rising for thousands of feet upwards. The Libelle released and just dwindled upwards to a speck against that immense backdrop, and I felt an utter insignificance against this vastness of nature.

In the tug I cut the throttle to descend and, while holding the stick between my knees, attempted to film the wave with my 8mm movie camera. However, to my dismay I found myself not only climbing rapidly, but being blown back behind the lower leading edge of the cloud into the cloudwall. With power off, I increased speed to 90kts, just holding height until I overflew the Foehn gap to reach the descending air, where the tug went down like an elevator. Chris rocketed upwards to 12,500ft when the wave and cloud with it simply collapsed, and could not be contacted again.

Some nights we had to lash the car to the caravan to curb its drunken swayings in the gales. On another morning, Chris, due for his turn as tugpilot, couldn't be found when the wave was obviously steaming upwards. Once he was finally located, courting the caravan park owner's eligible

daughters and ignoring urgent messages channelled through their little brother, the romance had to be forcibly broken up.

That day Jim took his cameras up in the back seat of the tug, retracted the tow rope, and took pics of the Libelle while we both slowly climbed in the calm air over the Foehn gap. Jim reckoned that his fingers were turning white out in the slipstream while using up his film in the cameras, and had to stop to thaw them.

MAGICAL FLIGHT

On another day, I had a magical flight. I was soaring over the Lake again around 10,000ft as the cloud behind sloped upwards at 45° with a canopy of very thin cloud extending forwards from above its top. Cloud poured smoothly down over the Snowy escarpments, and dissipated into streamers of snow fading down the contours. I beat back and forth between Jindabyne and Eucumbene over the escarpment - 10,500ft, 11,000ft, 11,500ft as conditions improved.

One end of the beat became misty. Must I have been drifting back? No! The cloud was advancing upwind and overhanging the Foehn gap somewhat. At 12,000ft I flew forward into wind not far under that high thin canopy of cloud. The front hung down like a fringe. I felt suspended in space, with the aircraft and cloud appearing motionless, and the only sign of movement was long, rod-shaped ice spicules drifting past, dancing and glittering in the sunshine that was striking under the edges of the cloud fringe.

Looking down, I saw a brilliant vertical flare of light mirroring the sun, a 'sun pillar'. I was entranced. I flew forward into the leading edge of the cloud canopy and the vario rises to a shriek! The pitch rose even more and, mesmerised by the view, I neglected to look down where I now saw that precious little of mother earth was visible. The sides of the Foehn gap were like two walls of a closing trap, filling in between with broken cloud at all heights above it.

WAVE FLYING IN AUSTRALIA

DOUBLE LENTICULAR

Now I was at 13,000ft, and what about the clear air over Berridale behind me? This was also filling up with cloud, all within five minutes. I quickly dodged my way through these to descend below the cloud base at 7,000 ft, and flew around the clag for about half an hour in the hope that the gap would open up again.

Then, through a hole above, far above my previous paltry 13,000 ft, I saw a beautiful double lenticular at maybe 25,000ft, with no safe way to get up there and then down. I landed to give Chris a go, but in just over half an hour, the system had collapsed to lower heights. He then landed for Jim's turn, who then landed for me.

This time, a sea breeze front was coming from the east as a wall of cloud. I was launched in front of it, and climbed back and forth along the cloud face, riding it back to the mountains with the glider's shadow from the afternoon sun surrounded by brilliant rainbow coloured diffraction rings, flitting along beside me. To the west were the myriad of snow-covered peaks of the Snowies, etched against the blue sky, with the deep blue waters of the Eucumbene and Jindabyne lakes visible nearby.

While high cloud started to form, a snowstorm was obscuring the southern edge of Lake Jindabyne, and as the sun disappeared, the cockpit grew icy cold and the canopy started to ice up from the inside from the exhaled breath. I cracked open the canopy front for ventilation, but the icy draught froze my hands and thighs. As I was slowly freezing, I left 8,000 ft and returned to land.

We learned a lot, and although the heights we obtained were remarkable for this period, they were not what we expect nowadays. We came back enthused, and knowing that we now have useable wave in Australia, we organised a proper club wave camp for the following year. This was also another adventure for many members, but is another story that will follow later.

GA



45TH VINTAGE GLIDER CLUB RALLY DUNAÚJVROS, HUNGARY

BY VINCENZO PEDRIELLI

The 45th Vintage Glider Club Rally took place from 31 July to 8 August 2017 at the Dunaújváros Glider Airport, LHDV, 8km from the town of Dunaújváros on a 1,000m x 60m grassy runway with 14/32 orientation. Some 130 pilots entered the Rally, coming from 18 nations with about 65 vintage sailplanes.

The local club has three tow planes and two winch lines. Flying took place almost every day and in total there were about 300 aero tows and 170 winch launches. All this was done with great efficiency, short waiting times and total safety. The total flight time during the event was 363 hours.

The weather cooperated with almost no rainfall, a few cumulus, blue thermals and daytime maximum temperatures of around 40° C.

Also, as at all the VGC rallies, the famous International Evening at Dunaújváros, with its gastronomic specialties prepared and offered by the participating countries, was not to be missed! The Italian table offered typical Italian products such as Parma ham, Parmesan cheese, Salame campagnolo and Gorgonzola cheese, in addition to various appetizers, all served with generous quantities of Lambrusco wine.

The National Evening was also well organized, with



the traditional Hungarian Gulash, listening to jazz music and watching an aerobatic flight performed by Christoph Zahn in his legendary Habicht glider.

Finally on 8 August, the closing ceremony ended the 45th VGC Rally of Dunaújváros, a wonderful event for participants and organizers. Next year, the 46th VGC Rally is to be held in Germany at Stendal, about 100km east of Berlin.



OPPOSITE, TOP PHOTO: Slingsby T21

OPPOSITE, LOWER PHOTO:
Two Wolf Hirth Minimoas

THIS PAGE, TOP: Schleicher ASK13

CENTRE RIGHT: Ka6E

CENTRE LEFT: The Italian table at the
International Evening.

RIGHT: Sailplane parking.





ACCELERATE YOUR LEARNING



Have you recently started your training to fly gliders and are you eager to get past your first solo? Your progress depends on how much time you can commit, the weather, the ability of the club to provide you with three to five flights per day and your own learning style and ability.

The more regularly you fly, the faster you will progress. Ideally you should attend your club every week or second week. While this may be difficult for you to arrange, there is another way you can accelerate your learning - take an intensive training course.

Here is our updated guide to courses provided by clubs around the country.

INTENSIVE TRAINING COURSES

A number of clubs offer courses, usually for five to seven days with 20 to 30 flights. Flying every day will help you learn quickly due to the regular theory and practical training with a small number of instructors - typically one or two - and focussed support.

Here are details of some intensive training options offered by clubs around the country. You don't need to be a member of the club holding the courses to take part. By visiting another club, you will also meet other fellow trainees and instructors and get a wider view of the gliding opportunities available for new pilots.

Even if you have already made good progress, a course can accelerate your learning and take your training to another level. Once you have completed your course, you can return to your club to consolidate your learning and continue to progress in your own environment.

To investigate the options available, contact the clubs listed and chat about your goals and needs.

NSW BATHURST SOARING CLUB

bathurstsoaring.org.au

CONTACT ARMIN KRUGER 0477 945 387

kruisa@ozemail.com.au

The club offers courses for beginner pilots, running for six days, Sunday to Friday. Two courses are held per year, in March and October.

The training course includes:

- All course materials, log books, 'Basic Gliding Knowledge' textbook, lectures
- Launches - 20 launches to 2,000ft, or equivalent tows to a total of 40,000ft
- Glider hire
- Instruction (maximum three students per instructor)
- Three months membership to the Bathurst Soaring Club and Gliding Federation of Australia
- Bunkhouse accommodation and use of club facilities. Includes the use of kitchen, BBQ, TV, etc.



INTENSIVE TRAINING COURSES

This course is for ab Initio (beginners) or early glider pilots with limited hours.

Cost: BSC Members \$1,600 - Non Members \$1,900

LAKE KEEPIT SOARING CLUB

keepitsoaring.com

CONTACT CASEY LEWIS

bookings@keepitsoaring.com

Here at Lake Keepit we offer courses tailor made to the student. We offer the standard 5-day ab initio course during which a good proportion go solo. Those that don't are a good way towards this goal.

This course covers the GFA syllabus to solo standard plus post solo supervision. We offer training to those who have become frustrated with their slow progress and come to us for an intensive 'push' to solo.

The training week's activities are dictated by student assessment, and a progress plan is drawn up with the students to assist them in achieving their goals, such as flying solo.

We offer training/support to those who have gone solo and are working towards achieving their 'C' certificate and first 50km.

This training week concentrates on post solo development. Student assessment dictates the syllabus, such as thermal centring/selection, good practice to achieve safe landing in unfamiliar areas, plus the 'C' certificate syllabus.

We offer a 5-day 'C' certificate onwards cross country course. This course will cover subjects needed for supported transition from solo to cross country flying. The course will include briefings, flying both dual and solo, debrief and flight evaluation.

We operate 365 days per year. Due to weather conditions at Lake Keepit, autumn, winter and spring are ideal times for ab initio training.

Courses are available throughout the year. We have a range of accommodation options from basic club style to ensuite.

NSW/VICTORIA SPORTAVIATION - TOCUMWAL

sportaviation.com.au

TEL: 03 5874 2734, MOBILE 0427 534 122

SportAviation is situated in Tocumwal, New South Wales in Australia. We specialise in recreational aviation for both gliders and light sports aircraft.

We provide training for the beginner, and our friendly team will always make you feel welcome. We are open seven days a week, 364 days a year. We are closed Christmas Day. So visit us now and enjoy the thrill of flying.

With long summer days and world renowned gliding conditions, experience what pilots have known for about 35 years. We have packages for glider hire to suit beginners and experienced pilots alike. We also have highly experienced instructors and a management team that have been gliding in the Tocumwal region for over 28 years. Let us help you achieve your gliding goals.

Together with the relaxed Tocumwal atmosphere that pilots around the world have come to know and love, your stay will be an unforgettable experience.

Call us or make a booking through our web page.

VICTORIA BENALLA GLIDING CLUB OF VICTORIA

glidingclub.org.au

TEL 03 5762 1058

The Gliding Club of Victoria (GCV) is the largest gliding club in Australia, attracting pilots from around the globe to experience the area's world renowned flying conditions.

GCV offers intensive residential and non residential 7-day gliding packages.

Gliding Intensive training courses are the most time and cost efficient way of starting in the sport of gliding. Many potential glider pilots who join a local club and fly only on weekends can become frustrated with their slow progress due to the process of progression/regression - that is, their training progresses on the weekends and then regresses during the midweek lapse.

Priced at \$2,800 and held over seven days, the course provides 65,000ft of launch height, which translates to approximately 30 to 35 flights, depending on individual progress. While we recommend that it be done within a single week, we are able to offer a 'flexi-fly' option in which you would fly seven days within a month. On average, a third of your launches will be to 2,000ft or above and the remainder to 1,500ft or lower for circuit practice.

The course also includes a 12-month full flying membership of the Gliding Club of Victoria and 12-month membership of the Gliding Federation of Australia. Included in the course fees are all the necessary books and notes, log book and air and ground tuition. Approximately 40 to 50% of students go solo within the seven days and of the remainder, most go solo within the following few weeks. If you go solo before the 65,000ft of height has been used, the remaining height can be used on your solo flights.

Accommodation is available on the airfield at a cost of \$25/night.

A deposit of \$400 is required when booking a course, with the remaining due at the commencement. This enables us to send you the course package so that it can be read prior to the course commencing.

continued over page





**WESTERN AUSTRALIA
NARROGIN GLIDING CLUB**

narroginglidingclub.org.au

TEL 0407 088 314

contactsofficer@narroginglidingclub.org.au

We offer full 5-day, live-in instructional courses that will advance your flying skills. They are generally limited to six students. At least two instructors and two training aircraft are used. You can expect four or more flights each day and theory lectures at night. You will learn quickly within this time, and some students even manage to go solo by the end of the course. Most others attain solo-status within the following few weeks during normal club operations depending on how often they come to fly. If you already have some flying experience, we will tailor flying instruction to your skill level.

We offer two courses every year:

- Easter Weekend - 4 or 5 days, Friday to Monday or Tuesday
- October School Holidays - 5 days Monday to Friday

OR, if you can find three friends we will arrange a personalised course with timing to suit, for example, over two weekends.

Ab Initio (Flying) Course - \$1,600 AUD

**SOUTH AUSTRALIA
ADELAIDE SOARING CLUB**

TEL 08 8522 1877

adsoar@adsl.on.net

GAWLER AIRPORT

The Adelaide Soaring Club provides 5-day intensive ab initio gliding training courses at its Gawler airfield. Some scheduled courses will be advertised, but we can also arrange a course to suit your needs. Contact the club for cost and availability.

AV8

av8.net.au

TEL - 0475 359 288 (0475 FLY AV8)

PARAFIELD AIRPORT, ADELAIDE

AV8 Flight Training is built on the belief that glider training should emphasise the manual.

Our Super Dimona is manufactured by Diamond Aircraft, one of the world's largest training aircraft manufacturers. Sailplanes capable of aerobatics and spins for further training are available.

If you are keen to enter the exciting world of flying sailplanes, we can help. The Super Dimona motorglider offers longer training flights, while only circuits are possible with pure gliders. This helps you progress faster. Pure glider training is also available with both winch and aerotow launching at one of our affiliated airfields.

Residential and non-residential courses are available with accommodation and meals included on the airport at Parafield, and pickup from Adelaide Airport, bus or train stations.

Casual gliding training and ratings such as touring motor glider, controlled airspace, outlanding checks etc are also available. We can relocate to other airfields for groups wanting this training.

**QUEENSLAND
DARLING DOWNS SC**

ddsc.org.au

BOWENVILLE, QUEENSLAND 4404

The Darling Downs Soaring Club runs weekend and midweek courses, which are tailored to meet a wide variety of individual needs and expectations, while providing a challenging new experience of learning to fly a sailplane. Six-day courses are designed to progress you towards achieving solo flight. The club also runs a variety of shorter courses to cater for pilots with previous experience in either gliding or powered flight and for those wishing to experience some early flight training and then continue training at a later stage. For further information on club operations or courses, please contact the course coordinator at courses@ddsc.org.au or visit our website.

Solo Quest - This course involves 32 flights or a maximum of 12 hours to cover the training syllabus, plus reference materials and six nights basic accommodation in the bunkhouse. Occasionally available as an intensive week-long course, it can otherwise be undertaken over a series of weekends. Course costs are shown below.

Includes 3 months club membership, Students (under 26) \$2,020, Adult \$2,350, plus relevant GFA membership fee.

Does your club offer intensive courses and is not listed here? Please let us know and we will include your club in the online version of this guide and in future print editions.

sean@glidingaustralia.org



SAD START TO SOARING SEASON

At the time of writing this article, we are investigating three fatal accidents resulting in the loss of four members' lives. Two accidents occurred within the last fortnight of September 2017, and the third in October at the Club and Sports Class Nationals at Goondiwindi. This is a dreadful opening to our 2017-18 soaring season. Prior to these three accidents, our last fatal accident was on 2 January 2015.

In the first accident, a training flight, the glider was observed to pitch forward to 65 degrees nose down coincident with the airbrakes going from partially open to fully open. The glider was less than 50 feet above the ground at the time and impacted the ground within half of a second. The evidence collected to date suggests the student, who was on their eighth or ninth flight, pushed forward on the control column using more force than necessary to maintain speed in response to the airbrakes being fully deployed. Subsequent flight testing revealed that the instructor would not have had sufficient time to react to such a manoeuvre at that height. This highlights the importance of instructors ensuring their students are not on the controls at low levels until competence in smooth and reasonably accurate co-ordination has been acquired. Additionally, the student should have some idea of anticipation in the use of the controls.

The second accident involved a pilot on their first flight in their newly acquired glider conducting the post maintenance check flight. Investigation is ongoing but it is likely the pilot left the decision to outland too late and stalled the aircraft in a turn at low level while attempting an outlanding. Although the pilot was experienced and had recently passed his annual flight review, his currency was low and his CFI noted he was "rusty". Additionally, the pilot had released the tow below 2000ft AGL on this, his first flight on this type, and had flown outbound from the aerodrome for some distance before reversing direction.

The third accident involved a pilot flying in Nationals competition in a single seater. The aircraft was seen to spiral towards the ground shortly after release from tow but the circumstances leading to loss of control are not known, and investigations have just commenced.

PILOT PROFICIENCY

Unlike other most activities, proficiency as a glider pilot encompasses a wide range of required knowledge and skills, including the ability to handle the aircraft in a precise and co-ordinated manner, an understanding of the regulatory requirements for operations in our airspace system, and a knowledge of the aircraft and its related systems. A glider pilot must also be able to continuously evaluate the effects of a dynamic meteorological environment on the conduct of the flight. Training, conversion flights, cross-country competition flying all demand high levels of proficiency and situational awareness, with a balance of focus both inside and outside the cockpit.

Pilot proficiency, therefore, relates to the pilot's ability to perform tasks associated with the safe conduct of a flight with a high degree of skill and perception. The amount of flying required in any period of time in order for a pilot to retain a high level of skill and perception will vary according to many parameters such as total gliding time, the type of gliding being done and, of course, the pilot themselves.

A pilot may be current at flying locally but may easily not be

CHRISTOPHER THORPE
Executive Manager,
Operations
emo@glidingaustralia.org



current on winching, stalling, spinning, launch failures or landing out - the main things that hurt people in gliding. For this reason, when assessing one's currency, not only should total hours and launches be considered but one should also consider recency in launch failure, stall reinforcement and spin recognition/recovery.

A large proportion of the mind's task is to remember things which are seen, heard and done. There are two ways in which an individual can remember; the first is by having a deep interest in the thing being seen, heard or done, and being impressed by it. We always remember best those things that impresses us most, whereas experiences that create little impression are soon forgotten. If the impression is deep, the retention is lasting and recollection is easy.

The second method, memory by retention or habit, is only resorted to when memory through impression does not suffice and is achieved by repeatedly seeing, hearing or doing. In other words, the adage "practice makes perfect" is good advice.

Consequently, to maintain a minimum level of competency in a specific task, it is important to perform the task on a regular basis. However, it is also known that those tasks most recently performed are best remembered. This means that not only is it important to repeat tasks on a periodic basis, but also within a recent time as well.

Pilots who are coming back into gliding after a long break, or who propose to go straight into competition or cross-country flying without recent practice, should take stock of their proficiency and consider refreshing their skills before tackling those more complex and demanding flights.

Finally, it is understood that many glider pilots engage in other types of flying. For example, glider towing may give the pilot recency in that environment, but not in soaring flight. Care should therefore be exercised when allowing "credit" for other types of flying. While some of the skills do carry over, it is currency in flying gliders that needs to be specifically addressed, particularly when flying close to performance limits.

REMEMBER

Currency simply refers to being up to date or occurring within a recent period of time.

Being current in a task does not necessarily imply proficiency at that task.

Proficiency, by definition, means performing a given task to a required standard with a high degree of skill.

We appreciate that members are shocked and saddened by these events. Our thoughts are with families, friends and club colleagues of those who have died. We seek your support and patience in ensuring causal issues are carefully investigated and analysed.

SO, YOU WANT TO BE CTO/A ? PART 2

The worst days of the week for the CTO/A were typically Saturday and Sunday. Phone calls on those days were very likely to be incident reports, accident reports or worse. Sometimes they involved members you knew well. The following story includes perhaps the second worst phone call I received over 10 years.

CIRCA 1967

While I was serving as Duty Instructor at the Bathurst Soaring Club, a well-known, very experienced, Nationals pilot arrived to fly with us for two or three days. We will call him Joe. The club rule was that all pilots wishing to fly with the club had to have a check flight. With a new Instructor rating and about 300 hours experience, I found myself asking this experienced guy to have a check flight, which went over like a lead sled. He was not amused.

We took off in faithful old Blanik GTN behind the Super Cub, climbing to 2,000ft with Joe in command and me thinking I was just there for the ride. Wrong! At 2,000 ft, Joe moved us from low tow to high tow and during the transition initiated a sharp right turn, pulling on the Blanik release at the same time. I think this was a case of showing the youngster in the back how it was done.

Unfortunately, the Blanik nose release failed to work. No weak link, GTN almost stopped dead in the air and the tug was tipped onto its nose. GTN settled into a flat descent with the tug hanging vertically below. "Joe will fix it," was my first thought. But no, Joe froze solid, and said nothing.

"Mine." I found I had some minor elevator effect, so with a death grip on the release I pushed forward slowly getting the nose down, all the time both aircraft falling vertically, "Where's the tug?" Finally I caught a glimpse of the tug tail and pointed GTN at it. We overtook the tug and as the load came off the rope, the release fired. I recovered as best I could while GTN groaned and creaked. I remember seeing 150kts, but have no recollection of seeing the ground.

When we finally recovered, we were at 50kts and 400ft over Raglan Aerodrome. Observers on the ground thought the main wheel may have just touched the top of the long grass. Daffyd Llewellyn in the Super Cub also managed to avoid the ground, but it was very, very close. Joe? He got into his car and went home.

1984

Saturday afternoon I was in the GFA office packing my bags to head off to Queensland to run an Engineering School at Kingaroy. About 4pm the phone rang.

"Mike, we just lost the tug and the Blanik with three dead."

I went absolutely cold. Before he could continue I described what had happened. "Yes, exactly what happened." It was the same scenario as my incident 17 years before, but this time, the pilots did not survive.

I sat at my desk for quite a while thinking it through. My irreversible conclusion was that the Blanik nose release was faulty by either design or maintenance.

Monday morning at Kingaroy, we had a Blanik on the course, so I took aside a guy who was a Flight Engineer with an airline and briefed him on the incident and accident. I asked him to put the time into developing a test to show if the Blanik release had a fault. Over two days he and his crew did that, showing clearly that once the tow rope load exceeded 50kg, the release locked up.

"OK," I said, "Let's spend the rest of the week finding out why, and fix it."

By the end of the week we had established that it was a design

Mike Burns' influence is worldwide and he has a high reputation. This is the second of six articles he has written, looking back at his experiences and GFA's history.

fault and devised a fix that allowed the pilot to release with up to 500kg on the tow rope, a simple way to test and get a draft Airworthiness Directive written. I had flown to Kingaroy but decided to drive back to Melbourne, testing every Blanik I could find on the way. All failed the test.

An updated GFA AD 015 was the final outcome affecting all of our Blaniks. It must be noted that at no time then or since has the Blanik manufacturer acknowledged that design fault. Once the GFA membership became aware of the problem we had over 12 reports sent to us describing similar incidents going back into the sixties. None had serious consequences, but several Blaniks were damaged in flight with buckled rear fuselages.

OUTCOMES

This event, coupled with others, resulted in the introduction of Weak Links into our operations and changes in aero tow procedures, and also started the move towards testing and proper maintenance of all types of releases. We also tried to implement a standard for the installation of releases in tugs with the pilot's release control fitted into the roof or at least above knee height, allowing the pilot to get to the control under negative G during the upset. Unfortunately, we see many tugs now, particularly RAA types, with floor-mounted release controls. Apparently GFA has no input or control over that standard. There is a slow learner somewhere!

The regrettable thing about this story is that if between 1967 and 1984 any of the incidents had been reported to GFA we may have saved lives. That is still true today. Always report an incident. Combined with other, similar incidents, it may prompt investigation and is one way we can contribute to our own safety.

RAMIFICATIONS

As we were four years into re-building the GFA Airworthiness System at that time, CASA and the Bureau of Air Safety came in heavy. Was it another GFA stuff up? CASA obtained all of the Blanik's documentation from the Tasmanian RTO/A but could only find five completed Form 2s, not the current one it was flying under. A CASA surveyor knocked on my door and explained that the five forms he had were very poorly completed and basically put a shadow over the inspector's capability to do the job.

"In a court of law, it could be considered negligent. Have you got the current Form 2 paperwork?"

I went to my office files and there, to my surprise, was the current Form 2. The surveyor looked through it, remarking. "Perfect, a different inspector and all boxes completed properly." The GFA Form 2 at that time consisted of about six double-sided pages with innumerable places to be ticked, initialed or signed.

GFA was found to have no involvement in the accident.

Several weeks later the Deputy Crown Solicitor's office rang and made an appointment. CASA had given them our Form 2 documentation and it gravely concerned them. They indicated that it was much better from a litigation point of view if signatures for certification could be kept to an absolute minimum, preferably just one. Also, the less documentation is held on file for potential court examination, the better it would be.

We took that on board and the following day the two forms we still use now were created - one worksheet NOT for GFA filing, and one certification sheet for GFA records.

"NEXT TIME: Mike, John died in the HP18 this afternoon."

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accidents & incidents

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

You can read the full SOAR report at <http://tinyurl.com/lmko56>

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



The Gliding Federation of Australia Inc
SOAR Accident and Incident Occurrences
General Statistics
Date From: 01/04/2017
Date to: 31/05/2017

Damage	VSA	SAGA	GQ	WAG	NSWGA	Total
Nil	1	7	3	1	9	21
Minor		1	3			4
Substantial			1		1	2
Total	1	8	7	1	10	27

Injury	VSA	SAGA	GQ	WAG	NSW	GA	Total
Nil	1	8	6	1	9	25	
Minor			1		1	2	
Total	1	8	7	1	10	27	

Phases	VSA	SAGA	GQ	WAG	NSWGA	Total
In-Flight	1	5		1	3	10
Landing		1	6		3	10
Launch		2	1		3	6
Ground Ops					1	1
Total	1	8	7	1	10	27

Type of Flight	VSA	SAGA	GQ	WAG	NSWGA	Total
Training/Coaching		3	2		2	7
Local		4	3	1	6	14
Competition					1	1
AEF	1	1	1			3
Cross-Country			1			1
					1	1
Total	1	8	7	1	10	27

1-APR-2017 SAGA NEAR COLLISION DG1000S -ZODIAC

It was reported that the pilot of an RA-Aus registered aircraft took avoiding action while on the downwind leg of the operational runway to avoid a glider flying directly towards it. The pilot stated that the aircraft were between 30 and 50m apart at the time. A radio call was subsequently made to the glider pilot but no response was received. Around the reported time of this incident a glider was conducting thermalling exercises and had drifted across the runway onto the active side of the circuit. At that point the trainee glider pilot elected to fly toward the circuit joining area but the flight path was against the traffic flow. The gliding instructor asked the student to turn onto downwind around the same time that the powered aircraft saw the glider. Neither crew of the glider saw the powered aircraft or heard its radio transmission. Both aircraft completed a normal landing.

As a consequence of this incident the gliding club has reinforced the need of its pilots to remain clear of the active circuit area, keep a good lookout, and to also beware of aircraft on the inactive side. Instructors will ensure their air work is completed at a height sufficient to enable the student to arrive at the circuit joining area at an appropriate height for the prevailing conditions, and will also reinforce to students appropriate ways to modify their circuits.

2-APR-2017 WAGA NEAR COLLISION SZD-48-1 JANTAR STANDARD 2 SZD-50-3 PUCHACZ

When about 9 kilometres south-west of the home aiWhile travelling north at 3,500ft and about 1km due east of the airfield, the Jantar pilot noticed the flash of a shadow as the Puchacz flew overhead from the rear left quarter. The Puchacz passed directly overhead the Jantar by less than 100ft separation. The Jantar pilot flew parallel to the Puchacz and tried to contact the other aircraft by radio to no avail. The pilot of the Puchacz did not sight the Jantar. It is apparent that while the gliders crossed paths at different heights and speed, blind arc limitations of the Puchacz made it difficult for the pilot to sight the other glider. It may have been possible for the Puchacz pilot to have sighted the other glider had they been looking to the right and significantly down. However, the command pilot's attention was directed elsewhere at the critical time. It was noted that neither aircraft was fitted with FLARM. The primary method for implementing 'see-and-avoid' is lookout, which involves seeing potential hazards and assessing information prior to reacting. The primary source of information is vision. Pilots must maintain a good lookout and adequately compensate for any aircraft blind spots. This means avoiding long periods at a constant heading and checking that the airspace is clear before turning. For further information, refer to OSB 02/14 'See-and-Avoid for Glider Pilots'.

7-APR-2017 GQ HARD LANDING ASK-21MI



The pilot was a highly experienced power pilot with airline experience who had converted to gliders after 14 training flights. This incident occurred on the pilot's first solo glider flight. The final approach commenced high into

[continued over page](#)

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a pilot-estimated 10 knot headwind, resulting in a steep approach with 1/2 to 3/4 airbrake. On short final the pilot recognised an increased sink rate and corrected it by use of the elevator while reducing the brake setting to about 1/2. As the pilot began a slightly high flare, a high sink rate was observed and the nose was further raised in an attempt to arrest the sink rate. To avoid a tail strike the pilot then pitched forward on the control column and the aircraft landed heavily on the main wheel and the aircraft then oscillated between the back wheel and front wheel before coming to rest with the steerable nose wheel assembly substantially damaged. The pilot will undergo some further training before flying solo. Causal factors include low experience, possibly wind gradient, incorrect technique for dealing with the high rate of sink on approach, and over controlling the glider in pitch during flare and hold off prior to ground impact. In addition, in this type of aircraft the nose and tail wheels have a small clearance between the ground, which enhances the tendency for the aircraft to oscillate around the main wheel if the recovery from a heavy landing is misjudged. To avoid this, pilots should always aim to touch down with minimum energy, in a twopoint attitude whereby the tail wheel touches simultaneously, or just slightly before, the main wheel. Before authorising any first solo flight, an instructor must be confident that the student has fully completed all the required pre-solo requirements to a consistently satisfactory standard, including consistently safe, well judged circuits and landings. While some pilots with extensive experience in other flying disciplines may quickly master the basic flying skills of gliding, it is still necessary to ensure that they are taught and fully understand the glider-specific judgement required, particularly in the circuit and landing phases. In simple terms, they need to be taught to think like a glider pilot, which may in some cases require the discarding of some previous learning. In consideration of Duty of Care and legal liability, it is particularly important that not only must all sequences be known to have been properly covered, but they must be properly recorded as such.

15-APR-2017 GQ CONTROLLED FLIGHT INTO TERRAIN SZD-55-1

Under investigation. At low level during the final



approach the pilot noticed the undercarriage was not down and immediately set about lowering it. The pilot changed hands to lower the undercarriage and the

aircraft pitched severely nose down and impacted the ground at speed. The fin and tail plane broke off on impact and the canopy flew off. The glider came to rest 100m from the impact site.

17-APR-2017 NSWGA WHEELS UP LANDING HORNET

This experienced pilot advised that he failed to retract the undercarriage during his post-release check, and then retracted it during the pre-landing check. A visual inspection to confirm the undercarriage was in the down position was not made, and the aircraft was landed with the wheel retracted. The pilot stated that his most recent flying had been in gliders with a fixed undercarriage, and believes he called "wheel fixed" when doing his post-release check and left the undercarriage down. He did not recall checking the undercarriage lever was matched to the placards during the pre-landing check.

OSB 01/14 'Circuit & Landing Advice' confirms that the pre-landing checklist is a 'check' and not an 'action' list.

The undercarriage should be lowered as soon as the decision to break off the flight has been made and preferably before entering the circuit. The pre-landing check should be used to verify the undercarriage lever is matched to the lowered position on the placard.

13-MAY-2017 NSWGA COLLISION WITH TERRAIN TST-8 ALPIN DM - GROB G 109

The glider was recently purchased from a deceased estate and had been transported to the airfield for some minor maintenance by the local Airworthiness Maintenance Organisation. Inspection revealed additional work was required to the engine to bring it up to operational standard, including replacement carburettors and a fuel system upgrade. The pilot, who had been assisting with the maintenance, decided to start the engine and run it up for assessment. The glider had been parked nose-first into a hangar, which also housed a Grob 109. The pilot, working alone, pushed the glider backwards about 10m out of the hangar and placed two 4"x2" wooden chocks at the mainwheel. With the glider facing the hangar, the pilot sat in the front seat and proceeded to start the engine. After some initial difficulty, the engine started with a roar and at high revs. The glider jumped the chocks and

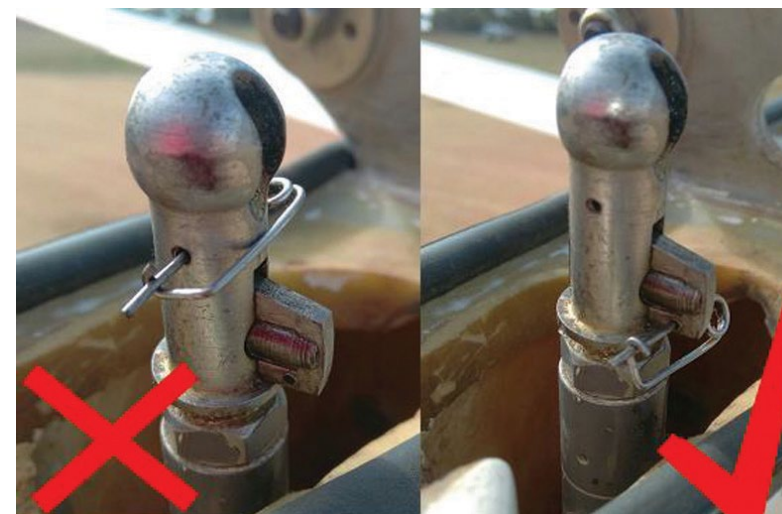


moved towards the hangar. The pilot pulled on the handbrake to stop the glider but the cable had either disconnected or broken, and the glider moved into the hangar. One wing struck a hangar post, the other wing struck a vehicle in the hangar and the forward fuselage impacted the nose of a parked Grob 109 motor glider. After the collision the pilot had difficulty turning off the engine as the instrument panel had been bent backward obscuring the ignition key. The throttle was noted to be in the full open position, however it may have been altered after the event. The glider was substantially damaged and the Grob 109 suffered minor damage. The pilot suffered cuts and bruising to the face, and was transported to hospital.

13-MAY-2017 SAGA FLIGHT CONTROLS ASTIR CS

While de-rigging the aircraft for its annual inspection it was noticed that the safety pin used to secure the elevator l'Hotellier coupling was incorrectly located and ineffective. (Refer to the photographs below.) The aircraft was last rigged and dual inspected in November 2016, and it had been flown for several months in this condition. The elevator coupling on the Astir series gliders can be visually inspected for security during the Daily Inspection by looking from behind and below the elevator with the rudder offset to the left. Over many years, a steady run of incidents has arisen from the disconnection of l'Hotellier couplings on gliders, many of which occurred due to incorrect assembly during rigging. GFA issued AD 177 to alert members to these problems. (Refer tinyurl.com/yc8gqe3.)

This incident highlights the importance of conducting a thorough Dual Inspection before releasing the aircraft to service, and it also confirms the vital role a thorough



Daily Inspection plays in our risk management system.

21-MAY-2017 NSWGA DOORS/CANOPIES AS-K 13

The aircraft had just been returned to service after the fitting of a new canopy. The pilot reported having difficulty getting both of the canopy locking pins to engage and called a member of the ground crew for assistance. The crew person observed the canopy was

sealed well externally and confirmed the rear lock was engaged and the lock handle in secured position. The passenger in the front seat advised that the locking pin was not engaged in the canopy frame, however this was misheard by both the command pilot and crew member. The pilot pushed up on the canopy frame overhead to confirm the canopy was locked and the launch proceeded. At approximately 500ft on the winch launch the canopy flew open with considerable energy and a loud bang.

The command pilot immediately lowered the nose of the glider to get clear view of horizon and, together with the passenger, made two brief and concerted attempts to pull canopy closed. Unfortunately the force of the airflow prevented the canopy from being closed, so the command pilot released from the cable and assessed the options. As it was no longer possible to conduct a landing straight ahead, the command pilot commenced a left-hand turn for a modified circuit.

During the turn the airflow forces on the canopy changed and the command pilot was able to secure the canopy with the assistance of the passenger and a safe landing ensued. The maintenance personnel inspected the canopy and advised it will need some minor adjustment as it settles in. In the meantime, canopy locking will be checked and confirmed by both pilots prior to every launch, or by a third party externally checking both locks if one of the occupants is not a qualified pilot. The minor defects section of the Maintenance Release has been endorsed to this effect.

28-MAY-2017 SAGA PILOT INDUCED OSCILLATIONS SZD-51-1 JUNIOR

The pilot had rounded out during the final phase of landing and was beginning the hold-off phase when the glider ballooned about 1m. The pilot responded by pushing the stick forward and closed the airbrakes, which resulted in an increase in speed and the glider touched down and rebounded into the air. The pilot levelled the aircraft but opened the airbrakes causing the aircraft to again touch down. Subsequent mishandling of the controls led to a series of bounces, or pilot-induced oscillations, before the aircraft came to rest. The top of the pilot's head hit the canopy causing it to crack.

The aircraft suffered no other damage. Pilot-induced oscillations occur when the pilot of an aircraft inadvertently commands an often increasing series of corrections in opposite directions, each an attempt to cover the aircraft's reaction to the previous input with an overcorrection in the opposite direction. The correct action when becoming airborne after a bounced landing is to select and hold a steady level attitude and retract the airbrakes. A second attempt at the landing can then be made but be careful when opening the airbrakes.

GFA APPROVED MAINTENANCE ORGANISATIONS

AEROSWIFT COMPOSITES	BALLARAT	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
AIRCRAFT KITS	TAREE	OLE HARTMANN	02 6553 8100	aircraftkits@bigpond.com
AVIATION COMPOSITE ENGI	TOCUMWAL	PETER CORKERY	0439 842 255	corkerys@bigpond.com.au
AVTEC AVIATION	BOONAH	ROGER BOND	0409 763 164	avtecaviation@virginbroadband.com
CAMDEN SAILPLANES	CAMDEN	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
GCV WORKSHOP	BENALLA	GRAHAM GREED	0428 848 486	gcvworkshop@benalla.net.au
HOLMES HOLDINGS	BRISBANE	PETER HOLMES	07 5464 1506	holmbros@gmail.com
KEEPIT GLIDER TECH	LAKE KEEPIT	GRANT NELSON	0417 843 444	keepitglidertech@outlook.com
MADDOG COMPOSITES	IPSWICH	ANDY MADDOCKS	0400 809 080	andrew@maddogcomposites.com.a
MORGY'S GLIDER WORKS	WAIKERIE	MARK MORGAN	0427 860 992	morgans@sctelco.net.au
SL COMPOSITES	TEMORA	SCOTT LENNON	0438 773 717	scottl@internode.on.net
T & J SAILPLANES	TEMORA	TOM GILBERT	0427 557 079	tnjgilbert@internode.on.net
ULTIMATE AERO	BOONAH	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au
UNIVERSAL PLASTICS	PERTH	DARREL LONG	08 9361 8316	universalplastics@iinet.net.au

Test Instruments

Conrod Bearing Clearance Tester (CGCT) required for 50 hour maintenance of 2 stroke engines

John Amor jbamor@optusnet.com.au 0408 178 719 03 9849 1997

Bert Flood Imports david@bertfloodimports.com.au 03 9735 5655



GFA CLUB LIST

Please send any corrections, updates, additions for inclusion in the club list to

sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

Operations weekends, Public Holidays and school holidays. Club aircraft 1 two seater. Tel# 08 9571 7800

2 WING AAF

Operations from Warwick airfield shared with Southern Down GC. E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Aerotow on 1st Sunday and third weekend of every month plus first week of school holidays. Club fleet 2 x two seaters and single seat with Tug. Facilities include own hangar complex. Tel 07 3879 1980. www.2wg.aafc.org.au

ADELAIDE SOARING CLUB

Operations every day except Tuesday Hangars, Bar, Clubrooms, Bunkhouse, Caravan park, Camp sites, Workshop, Club leases airfield Easter Regatta (April), Gawler Week (December), Flinders Ranges camp (May) Gawler (YGAW) -Ward Belt Road Gawler P.O. Box 94, Gawler, SA 5118 Tel (08) 8522 1877, Fax: (08) 8522 3177 Aerotow, Piper Pawnee (BOT PIT) www.adelaidesoaring.on.net

ADELAIDE UNIVERSITY GLIDING CLUB

Operations from Stonefield with Barossa Valley Gliding Club. Winch launching weekends and public Holidays year round. Facilities include, Clubhouse, bunkhouse, toilets, showers, Kitchen, BBQ area and entertainment. The club owns 5 gliders including 2 x two seaters, 4 private gliders. Tel 0412 870 963. www.augc.on.net

AIR CADET GLIDING CLUB

Ward belt Road Gawler airfield. Facilities and operations shared with Adelaide Soaring Club. Located at: -34° 36' S, 138° 43' E. Operations weekend and school holidays or by arrangement. Aerotow and self launch. 2 private two seater motor gliders. Clubhouse, Bunkhouse and briefing room. Tel 08 8522 1877.

ALICE SPRINGS GLIDING CLUB

Located at Bond Springs 20km's North of Alice Springs. Winch launching Saturdays and public Holidays. 4 club aircraft including 2 x two seaters. Facilities include Club house, camp sites, Hangars, Tel 08 8952 6384.

AV8 FLIGHT TRAINING AV8 FLIGHT TRAINING SOUTH AUSTRALIA

0429 803 705 AV8.net.au

BALAKLAVA GLIDING CLUB

Weekend operations by winch 10km's NW of Balaklava on the Whitwarta Road. Tel 08 8864 5062. Located at. 4 Club aircraft including 2 x two seaters, 10 private gliders. Facilities include Bar, Canteen, clubhouse, caravan Park, camp sites, workshop, Hangar sites, Club owns Airfield. www.bgc.asn.au

BALLARAT GLIDING CLUB

15 members operating from the Ballarat airfield. Airport Road Ballarat. 47.5 E Tel 5339 2444. Aerotow operations most weekends or by arrangement. Single club two seater. Access to hangarage and airport facilities for Bar, showers and rooms.

BAROSSA VALLEY GLIDING CLUB

Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel 08 8564 0240, Winch operations weekends and public holidays or by arrangement. 2 club Gliders including 1 x two seater, 5 private gliders. Facilities include canteen, clubhouse, caravan park, camp sites workshops, Hangarage and spare sites. Club owns airfield.

BATHURST SOARING CLUB

Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 6 gliders including 3 two seaters. Private fleet is 34 aircraft. Club Facilities include: Clubhouse, ablution block, Caravan park with Power, Hangars, Full Kitchen, Dormitory.

www.bathurstsoaring.org.au

BEAUFORT GLIDING CLUB

Shared facilities with VMFG and Geelong GC at Bacchus Marsh airfield. 26 members, Aerotow by arrangement with GGC and VMFG, operations on weekends and public Holidays. 4 club aircraft with 2 two seaters, 17 private gliders. www.beaufortgc.org.au Tel 03 9497 2048

BENDIGO GLIDING CLUB

Borough Rd, Raywood. Own airfield. Operates weekends and public holidays. Hangars, workshop and club house with cooking and ablution facilities. Aerotow with Eurofox tow plane. Club fleet a PW6 two seat trainer and a PW5. Approx 20 private gliders. Tel 0459 485 281. www.bendigogliding.org.au

BEVERLEY SOARING SOCIETY

Beverley Airfield, Bremner Rd Beverley WA, Tel 08 96460320 Clubhouse, Bunkhouse, Fully equipped Kitchen and Briefing room. Members Caravan Park with Ablution block. Large workshop. Operations Friday to Sunday and by arrangement on Public Holidays. 3 Pawnee tow planes, 8 club aircraft including 4 two seaters Private fleet of 40 single seat gliders. www.beverley-soaring.org.au

BOONAH GLIDING CLUB

is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email info@mail@boonahgliding.com.au for any queries 7 days a week. If you wish to speak to someone about bookings, call our mobile 0407 770 213. www.boonahgliding.com.au

BORDERTOWN-KEITH GLIDING CLUB

Western Hwy 5kms west of Bordertown, Tel 08 8752 1321. Operations by winch every Saturday or all year by arrangement. 5 club aircraft including 2 x two seaters, 1 private

glider. Bar canteen, clubhouse, bunkhouse, Caravan Site, Camp Sites.

BUNDABERG GLIDING INC

Elliott Gliding field, Childers Hwy Bundaberg, Tel 0417 071 157, Winch operations weekends and public Holidays. Club Fleet includes 1 single seat and 1 two seat glider, Private fleet 1 x 2 seat glider. Club Facilities: Clubhouse, Area available for camping & caravans, 2 hangars. Grass and sand runways. www.gliding.inbundy.com.au

BYRON GLIDING CLUB INC.

Tyagarah Airfield (council owned) - E side of Pacific Hwy, 5 kms N of Byron Bay. Entry off Gray's Lane then 2nd left into Old Brunswick Road passed the blue hangars to club white hangars at the eastern end of this dirt road. Telephone (02) 66847627. Operations are 4 days a week, self launch only. The club owns 1 Jabiru Falke and there are 4 private motorgliders - Falke 2000, 2 Dimonas and Grob 109A (some available for hire). Facilities include: Clubhouse with kitchen and bathroom, 2 hangars, with only basic camping on grounds. www.byrongliding.com

CABOOLTURE GLIDING CLUB

45 km's North of Brisbane on Bruce Hwy PO Box 920, Caboolture, Qld 4510 Tel 0418713903 Flying: Fridays, weekends, Public Holidays. Aerotow with Piper Pawnee (SPA) Licensed aerodrome, bar - canteen www.glidingcaboolture.org.au

CANBERRA GLIDING CLUB

Bunyan Airfield, 1297 Monaro Highway, Bunyan NSW 2630 (13km north of Cooma, Western side of highway). Located at: -36° 08' S, 149° 09' E. Tel# 0429 523 994. Aerotow operations weekends and public Holidays. The club has 4 aircraft including 2 tow seaters. Private fleet is 11 gliders. Facilities include: Clubhouse, bunkhouse, club and private hangars, Club own the airfield. www.canberragliding.org Wave flying centre for NSW

CENTRAL COAST SOARING CLUB

Bloodtree Road, Mangrove Mountain NSW 2250, Tel 02 4363 9111. Rope Winch operations Thursday, Saturday and Sundays. 5 club aircraft including 2 two seaters, one private glider. Club facilities, workshop, hangar and clubhouse. www.ozstuff.com.au/ccsoaring

CENTRAL QUEENSLAND GLIDING CLUB

Lot2, Gliding Club Rd, Dixalea. 90 km SSW of Rockhampton Tel 0488 781821 Winch operations Weekends and weekdays by arrangement. Club fleet: Grob103 twin, Astir CS, 5 private gliders, Hangarage Clubhouse, bunks, lounge-briefing room, kitchen, showers, 12V solar power, 240V gen set Club owns airfield 06/24, 1700m, grass/gravel www.cqgliding.org.au

CORANGAMITE SOARING CLUB

Kurweeton Pastoral Co, Kurweeton Derrinallum - Private strip. Tel 03 5593 9277. Winch and self Launch. Club Fleet 1 x two seater, 2 private aircraft. Flying by arrangement.

continued over page

DARLING DOWNS SOARING CLUB

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. There are 26 private gliders. Facilities include: Bar, Kitchen, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. www.ddsc.org.au

GEELONG GLIDING CLUB EST. 1929

Bacchus Marsh Airfield. Operating Weekends and Public Holidays. Bunkhouse accommodation with toilets, & kitchen. Large workshop and hangers. Four two Seaters, five Single Seaters, Pawnee tug, three other tugs available, sixteen private gliders. www.gliding-in-melbourne.org or call 0409 212 527.

GLIDING CLUB OF VICTORIA

Samaria Road Benalla, Tel 03 5762 1058, State Gliding Centre of Victoria. Club rooms with Bar and large lounge dinning, Office, Members kitchen and commercial Kitchen Toilets and briefing rooms with storage. Members Caravan Park with Ablution block and dormitory accommodation. Weekends from April-Sept, 7 day a week operations at other times. GFA approved workshop. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space, Large private hangar complex. www.glidingclub.org.au

GLIDING CLUB OF WESTERN AUSTRALIA

GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. The club operates weekends and public holidays, with sealed runways, hangar, club rooms and a fleet of 7 aircraft and Pawnee Tow plane. The club operates from the Cunderdin airfield and can be contacted on 0417 992 806 or see us at www.glidingwa.com.au

GLIDING TASMANIA (The Soaring Club of Tasmania) is situated half way between Launceston and Hobart on the Midland highway (4km east of Woodbury). 28 members. Operations every Sunday and Saturdays by arrangement. Club owns ASK13, Club Libelle, Pawnee Tug. MotorFalke also available for dual flying. Private fleet includes Nimbus and Grob 103M. Ph. 0419992264 www.soaringtasmania.org.au

GOULBURN VALLEY SOARING INC

Lot 2, Tidboald Road Wahring, Located at: -36.415 145.14E. Winch operations Saturdays and Sundays by appointment. 4 club aircraft and 2 private. Clubhouse, Shower and toilets. Caravan Park, Private units, Hangars. 13 members. Private owned strip.

GRAFTON GLIDING CLUB

Waterview Heights (Eatonsville Rd, 8km W of South Grafton). Tel 02 6654 1638. Winch Operations Saturday or by arrangement mid week. The club has two aircraft including 1 two seater, with one single seater. Facilities include a hangar. .

GRAMPIANS SOARING CLUB

Located at Ararat Airfield (Victoria) the club operates at weekends and public holidays with independent operator mid-week activities by arrangement. Launching is primarily by aerotow; winching also available. Fleet comprises basic trainer (Puchacz) and advanced trainer (Janus C) plus Jantar Std 3 and H201B Libelle; 8 private single-seaters. Hangar space often available for visiting pilots plus club-house and bunkroom accommodation. Locality offers excellent XC, ridge soaring and mountain wave opportunities. Camps at Jallukar (near Grampians) Easter and Queens Birthday. Well-deserved reputation as the Soaring Centre of Victoria. Clubhouse phone 0490 487 708 weekends or 03 5342 9946 weekdays. www.grampianssoaringclub.com

GYMPIE GLIDING CLUB

Located at Kybong 10 km south of Gympie, 26 degrees S, 152 degrees 42 E. on the Bruce Highway. Telephone 54851895/54477647 . Winch operations . Operates Wednesdays and Saturdays and other days by arrangement.Facilities include Club House and Hangars . Gympie Airfield is a CTAF and hosts other power aviation and commercial operations.The Club has 2 Club two seaters, 2 single seaters and 10 private single. www.ggc.gympiegliding.org.au

HORSHAM FLYING CLUB

Horsham airport – Geodetic Road Horsham. Tel 03 5382 3491. Weekends and public holidays, aerotow. Clubhouse, Bar, canteen, Bunkhouse, campsites, Caravan Park, Workshop, hangar space. 5 club aircraft including 2 x two seaters. 8 private aircraft.

HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth), Tel 02 6574 4556. Aerotow operations weekends, Public Holidays and one friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au

KINGAROY SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, Ask 21,2 Discus CS and Astir CS77. 30 Private gliders, Facilities include Club House with licenced bar, Bunk House accommodation for 35 in single and family rooms. New Club hangar was opened in February 2014. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163 www.kingaroysoaring.com.au

LAKE KEEPIT SOARING CLUB

The Club lies within Lake Keepit State Park off the Oxley Highway between Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365 days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders including 4 two seaters, 40 private gliders. Facilities include Flight Centre; Clubhouse; kitchen/

BBQ; double, single, twinshare accommodation; camp sites; workshop; hangarage. www.Keepitsoaring.com

LATROBE VALLEY GLIDING CLUB

Latrobe Valley regional Airport – Airfield Road Morwell. Tel# 0407 839 238, Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders.

LEETON AVIATORS CLUB

Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). 26' 07" E. Tel 02 6953 6970. Winch operations Saturday and Sunday by arrangement. Club A/C 1 tow seater and one private motorglider. Facilities include Clubhouse showers toilets, Canteen, hangar with workshop, Camping.

MELBOURNE GLIDING CLUB (VMFG)

Bacchus Marsh Airfield 8 km's south of town on the Geelong Road. Operations weekends, Public Holidays and Fridays. Tel 0402 281928. 115 members, aerotow operations. Two tugs and 7 gliders in the fleet with 4 two seaters and a two seat motorglider.

MELBOURNE MOTORGLIDING CLUB

Moorabbin Airfield, Grange road Mentone. Tel 0418 511 557. Operates Motorglider AEF's around Melbourne anytime by booking. Royal Victorian Aero Bar and restaurant. Controlled airspace operations. .

MILLICENT GLIDING CLUB

Mt Burr Road Millicent. Tel 0427 977 241. Winch launch operations Sundays or by arrangement. Two club aircraft one two seater, 3 private aircraft. Bar, Clubhouse, Workshop, Hangarage.

MORAWA GLIDING CLUB

We are a small club located in the best soaring weather of all WA clubs approximately 4 hours drive north of Perth. We operate on Sundays and for nominated blocks of time to cater for training courses and cross country events. Members participate in Club and private operations of winch, auto launching and motor glider flying. ph (08) 9971 1137 <https://sites.google.com/site/glidingwesternaustralia/home>

MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch launching with a two seater and single seat fleet. 30 members with a range of private gliders and motorgliders. Tel 0417 565 514. www.mtbeauty.com/gliding

MOURA GLIDING CLUB

Location: On Moura-Theodore Rd , 5 mins from Moura, Tel 07 4997 1430. 3 members, operations Sunday by winch. Facilities include Club House, hangar, 1 x two seater.

MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Tel 0403 318 277 www.murraybridgegc.com Operations are self launching and by arrangement. 1 club 2

eater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.com

MURRAY VALLEY SOARING CLUB

edlands Road Corowa 3km's west of own. Tel 02 6033 5036. Seasonal rofessional operation, aerotow or self launch. www.australian-soaring-corowa.com arge hangar, clubhouse with office, ternet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery charging services, Paved roads and nways, camping and caravan sites. wo tugs. We own and operate four nique 40ft sea containers to ship 6 liders per container.

ARROGIN GLIDING CLUB

ocated 8 km's west of Narrogin ownship WA on Clayton Road This is bout 200km's Sth East of Perth. The lub features a powered Caravan Park, blution Block, kitchen, workshop, icenced Bar, clean accommodation, ealed Runways. The club fleet omprises three two seaters and three ingle seat A/C with Pawnee Tug. The lub operates weekends and public lidadays and conducts 5/6 day beginner ourses. The club conducts annual wave amps at the Stirlings, Fly-ins to local rms and Cross country courses. ontacts at Tel 08 9881 1795 or 407088314,

www.narroglinglidingclub.org.au

ARROMINE GLIDING CLUB

he club owns and operates Twin Astir, uo Discus, LS4, Libelle, Discus B. Tugs: lub owned Pawnee 260 and private wned C-180.14 private owned gliders. acilities include club house with licenced ar and kitchen. Private owned tourist ark on site with En-suite oms,airconditioning, kitchen, recreation om, laundry. Walking distance from own. The club operates full time lovember to April and Fri, Sat, Sun, Mon or the rest of the year. The club elcomes all visitors.

www.narromineglidingclub.com.au

SW AUSTRALIAN AIR FORCE CADETS

light Commander (Pres) - FLTLT(AAFC) ob Sheehan 0429 485 514 hief Flying Instructor - SQNLDR(AAFC) ill Gleeson-Barker 0408 443 009 istricted full week courses, ADFC and DF Personnel only - mainly during hool holidays. Bathurst A/D

ORTHERN AUSTRALIAN GLIDING CLUB

atchelow adjacent to the township. Tel 8 8941 2512. Operations Saturdays and ublic Holidays. Aerotow operations, 1 wo seater, 3 private gliders. Club House, langarage available.

ORTH QUEENSLAND SOARING CENTRE

orinda Avenue, Columbia, Charters owers, Tel 0428 797 735, Operations by /inch Sundays and public Holidays by rrangement. 5 Private gliders. www.jssoaring.org.au

AAF RICHMOND GLIDING CLUB

ve operate gliders mostly on the eekend using a tow plane (mainly

Sunday), and our motor-glider flights are available 7 days a week. All our operations are subject to Air traffic control, weather and pilot availability. Main Phone: 02 4587 7618

www.richmondgliding.com

RAAF WILLIAMTOWN GLIDING CLUB

Williamtown airforce base 25 km's North of Newcastle on Nelsons Bay Road., Tel 02 4982 9334. Club fleet 2 Two seaters and 2 single seat gliders. Facilities include: workshop. 14 members. Operations weekends by appointment.

SCOUT GLIDING CLUB

Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Tel 0418 815 618. www.airactivities.sa.scouts.com.au Operations weekends and by arrangement. Self launching 2 x motorfaulks. Club House, Bunk house, Full kitchen and dining facilities, camp sites.

SOUTHERN RIVERINA GLIDING CLUB

Gate 3 Tocumwal Aerodrome 2km east Operations 7 days a week all year round. Launching by aerotow. 3 club operated gliders - 2x2 seaters and one single seater 76 members with a range of private gliders and motor gliders. BBQ and full kitchen facilities. CFI 0358 743 052. www.srgc.com.au.

SOUTHERN CROSS GLIDING CLUB

Located at Camden Airport, approx 1 hour south west from the centre of Sydney, the club is one of the oldest and largest gliding clubs in Australia. It operates Saturday, Sunday, Monday, Wednesday and Friday all year round. The club offer 4 two seater and 4 single seater gliders supported by 3 Piper Pawnee tugs. A GFA approved workshop is located on the aerodrome. Postal address PO box 132 Camden NSW 2570 Ph (02) 4655 8882 email secretary@gliding.com.au.

www.gliding.com.au

SOUTHERN TABLELANDS GLIDING CLUB

Lockesleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Tel 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. www.stgc.org.au The club has 2 two seaters and a single.

SOUTH GIPPSLAND GLIDING CLUB

Leongatha airfield 8km's south of Korumburra. Tel 0437 041 709. Operations weekend and public Holidays and by arrangement. Winch launching with rope. Aerotowing by arrangement. 4 club aircraft including 2 x two seaters. 2 Private gliders. 14 members. Camp sites, workshop, hangar

SOUTHWEST SLOPE SOARING P/L

Operations from Bendick Murrell airfield. Tel 0488 531 216. Winch and self launch by arrangement. Club own 1 two seater and has 3 private gliders. Facilities include: Hangar, powered camping area.

SPORTAVIATION – TOCUMWAL

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road

Tocumwal airport. Tel 0427 534 122. 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses.

www.sportaviation.com.au

SUNRAYSIA GLIDING CLUB

Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Tel 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. www.sunraysiaglidingclub.org.au

SYDNEY GLIDING INC.

Operations from Camden Airport.. Tel 0412 145 144. Self launch operations weekends and midweek by prior arrangement. Club has 2 self launching 2 seaters. www.sydneygliding.com.au

SOAR NARROMINE P/L

Operations from the Narromine airfield west outskirts of town. Tel 0419 992 396. 7 day a week aerotow operation 2 tugs. 10 club aircraft including 3 two seaters. Facilities include: Caravan park with En-suit rooms and showers and air-conditioning. Camp Kitchen self cooking, recreation room with TV and Laundry Facilities. www.soarnarromine.com.au

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

Operates from the Camden airfield. See Sydney gliding for location details. Tel 02 9773 5648. Operations with self launch motor glider and 1 two seater glider. Weekends and other sites by arrangement. Membership restricted to youth scout Assn members.

TEMORA GLIDING CLUB

Operations from Temora Airfield 2km's Nth of the township off airport Road.. Tel 02 6977 2733. Operations by aerotow weekends with full time camps in January and others by arrangement. Club owns a two seater, Private fleet, 7 single seaters. Facilities include: Bar, canteen, Clubhouse, camp sites,

WARWICK GLIDING CLUB

Warwick Gliding Club is a small, friendly gliding club located at the Warwick Airfield on the Darling Downs in South-East Queensland 2 hours drive from Brisbane. Tel: 07 3077 6973 www.warwickgliding.org.au

WAIKERIE GLIDING CLUB

Operations weekends and by arrangement, 7 day operations December and January. Waikerie airfield 3 km's east of town. Tel 08 8541 2644. Aerotow operations. 4 club aircraft including 1 x two seater, 17 private gliders. Trailer park. 29 members. www.waikerieglidingclub.com.au

WHYALLA GLIDING CLUB

Tregalana (25km from Whyalla on the Whyalla to Port Augusta Highway on the Right) Tel 08 8645 0339. Winch launching operations Sundays. Two single seat club aircraft, 1 private. Club House, hangarage available.

CLASSIFIED ADVERTISING

glidingaustralia.org

For members' convenience, Classified Ads can be purchased from the Gliding Australia website at glidingaustralia.org. Go to Classifieds then click on the link and complete the online form where you will need to provide the text for the ad and any photos, if required. The cost for the ad will be determined by the number of words and any photos you wish to add. You will then be taken to a secure payment area to process your payment. Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (10th of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

SINGLE SEAT

VH-GML Mosquito

very good condition, wings are pristine. Winglets and regular tips, 4817H. Basic instruments, radio, trailer all in good condition. Ready to fly and has current CofA, new Form 2 if required. Tow out gear, parachute, battery, inspection at Camden or LKSC, motivated seller \$22,500. **David** soar@outlook.com.au

VH-IUS Nimbus

2 SNo. 103, 2010 Hrs 760 Landings LD 49:1. Gympie based. Form2 August 2018. All steel dual axle trailer QLD Reg. \$25,000, for Pics call **David 07 5476 4241**

VH-UKU Jantar Standart2 SZD4841

Ser.No. B1110, 4111 hours next life extension at 6000 hours. Hangar fit 18meter Glider at Lake Keepit. Caravan at Lake Keepit. Contact **Gerhard on 0428 300 370**

VH-GVF PIK20B

10yr survey 2014, LX9000 remote stick, PA chute, Water, Becker Radio, tow out gear, factory trailer plus more, \$20 000 ono contact rogerb_40@hotmail.com or **0427 678 142**



VH-GVR Diamant 18



reluctantly offered for sale. Low hours, recently refurbished and surveyed - performance approaching 45:1 Semi-clamshell trailer with excellent fittings. Asking \$8,500; make me an offer! Please see www.sailplanes.co/sailplanes/single-seat-sailplanes/diamant-18_139 Contact **Caleb on 0414 902 196**

VH-UKD Ventus2a

Competition ready - Cobra Trailer (reg NSW) and basic instruments. Full tow gear. Empty weight 220kg, carries 220 litres water. \$80,000 Call **0407 459 581**



TWO SEAT

VH-GNZ, Kookaburra Mk IV GFA Form 2, expiry's 05/01/2018 Hours-mins, 4,604-53. launches, 22,892.Delcom AIR960 Airdand transceiver.Borgelt B300 club variometer.Open trailer.\$5500.00 **Brian McIntyre. 0419 847 197.** brianmcintyre@live.com



VH-GGO (AVA-101) is two seat (tandem) sailplane, Composite, High performance, in a very good condition, very low hours. Fixed sprung main wheel, T tail, and tail wheel, control rods. GGO first imported to Australia for Avalon Air show 2005.It has Utility category C



of A from overseas. It has Australian expired Experimental C of A (easy to renew). We obtained experimental category C of A for Australian pilot to be able to fly. Max payload of 188Kg, with Empty weight 427Kg. must sale. I cannot store this glider anymore, I take offers! Do not be shy to make offer Ring **"Bahman" 0449 100 600** (Melbourne)

MOTOR GLIDERS AND TUGS

Pipistrel Sinus 503 (RAA reg)

One owner, new in June 2004. Total hours airframe 608. Always hangared with covers. The current 503 Rotax has done 125 hrs. The package includes another Sealed Rotax 503 with 250hrs as well as a licensed enclosed trailer. As part of the deal you can also have the hangar which can be broken down for transport, main truss comes in two 8 mtr halves.With a 30:1 glide ratio you can easily make a safe field landing or if registered GFA it makes a great local soaring machine.\$45kOno Hangared in Esperance WA - would consider meeting halfway with a potential buyer. Contact: **John Whitman 0437 880 817** jjwhitman@bigpond.com.au



LAMBADA 13.7M Two Seat Motor Glider. I have to retire after 62 years of flying and gliding, and sell this lovely aircraft. Currently registered with RAAus but wasted as a cruising recreational aircraft, when it could legally be soaring with GFA. The Lambada is built as a pure carbon/kevlar composite sailplane, fully deriggable for trailering. The propeller feathers, and it has a Tasman electric vario with GPS, VHF, Bose Headsets and lots of instruments. It has delightful handling right down to a stall at 32 knots IAS, and just mushes down afterwards at 400 fpm. The takeoff run is short, and the 1000 ft/min plus climb gets you as high as you want, cheaper and faster than aerotowing. It has easy manoeuvring for 45 kt centering turns for thermalling, but the drag of the tricycle gear at speed limits fast interthermal glides. The 80 hp Rotax runs on the smell of a petrol rag, and starts at a touch anytime you need. This Lambada is fitted with large double slotted flaps rather than divebrakes, 20° for takeoff and thermalling, and 45° for approaches down to 40 kts. It sideslips with flaps for very effective



glide control, but approaches are best done with the engine available. Compared to other powered sailplanes it is half their weight, and I can still move it anywhere myself. It's hardly run in with 430 hrs total, and a steal at \$58,000. Hangared at our residence on the Bombala Airport. Phone **Barry Wrenford at 02 64 583 583**, and leave a message if needed.

VH-XGE,Super Dimona HK36-R VH-XGE TTAf 1440

Rotax 912-A2 TTIS 760, Electric Constant speed prop TTIS 140, Bendix King KT-76A, well maintained based Moorabbin. All weather covers. Contact **Philip Henderson on 0418 511 557.**

VH-XQK, G500M

two seat, self launching motor glider, 60HP Rotax 535C. Has been syndicate owned since being imported new in 1992. Being sold with a recent Form 2 inspection. Always hangared. \$120,000 negotiable. NOW REDUCED TO \$95,000. Link to video- <https://youtu.be/UFNktUg2rSE> For more details contact **Bob Ph 02 6332 9235** bobjmcd@gmail.com

VH-GUE DG500M

1/5 SHARE. Based at Boonah. Built 1995 always hangared. Immaculate condition. New Solo engine factory fitted in Germany by Binder 2014. Equipped for solo independent operation. Australian Agent for Solo Engines is one of the syndicate members. Dual Mountain High oxygen system. Flarm and Mode C Transponder for safety and CTA transit Full avionics panel, flight and engine controls both cockpits, Low utilization. \$35000. **Jim 07 3821 1246** hjgrant@iprimus.com.au

VH-XGE,Super Dimona HK36-R VH-XGE TTAf

1440, Rotax 912-A2 TTIS 760, Electric Constant speed prop TTIS 140, Bendix King KT-76A, well maintained based Moorabbin. All weather covers. Contact **Philip Henderson on 0418 511 557**



VH-GFF, Nimbus 3T

25.5m. Total hours 2900. Engine hours 40.Tilt-up panel mod and full instrument panel rewire completed by Maddog Composites. Panel configured for Ixnav V7 + Oudie IGC + Flarm and Dittel Radio fitted. Cockpit fitted with Mountain High Oxygen system and bug wipers also available. Fully set up for competition or distance flying.

Pfeiffer trailer has been fully refinished and reconfigured (by Maddog Composites) with Cobra style wing dollies stabilised with side bearing runners and hydraulic lift for the fuselage. Comes with full IMI one man rigging system and tow out gear, including tail lift. No heavy manual

[continued over page](#)



handling required with this setup. Glider also comes with full all-weather covers and wing and tail ballast tanks all fully operational. Also comes with 24.5m and 22.9m wingtips and various spares.

Sustainer is fitted and fully operational with min pilot weight 78kg and maximum weight with full fuel 100kg. Glider is fully sorted and in very good condition inside and out. Full PU refinish in 2012. Genuine 1:60 glide performance in a very elegant and capable package. Glider is currently hangered at Bathurst Soaring Club and a package with T-hanger is also possible. Price: \$85,000 negotiable Contact **Adam Gill**, Phone **0417 770 084**

VH-GPH DG400

4-56, 1800hrs airframe, 180hrs engine, BEA mod auto engine retract, refinished 2014, Komet Clamshell trailer, Mountain High, Strong parachute, Tow out gear, Form 2 Dec17, DG service contract, Jaxida canopy cover, Tasman vario and Flight pack system, Tasman EGT. \$80,000. **Contact Jack 0439 398 199**



VH-GUE DG500M

1/5 SHARE. Based at Boonah. Built 1995 always hangered. Immaculate



condition. New Solo engine factory fitted in Germany by Binder 2014. Equipped for solo independent operation. Australian Agent for Solo Engines is one of the syndicate members. Dual Mountain High oxygen system. Flarm and Mode C Transponder for safety and CTA transit Full avionics panel, flight and engine controls both cockpits, Low utilization. Price reduced \$32000. **Jim 07 3821 1246 hjrgrant@iprimus.com.au**

INSTRUMENTS AND EQUIPMENT

VHF RADIOS - Icom ICA-210, Becker AR3201 and AR4201, Funke ATR600.

Becker AR4201 - \$700

Becker AR3201 - \$400

ATR600 - \$500

All in working order - Great prices .

Call Arnie 0418 270 182

or email **arnie.hartley@gmail.com**



TRAILERS

Komet Eurolight Trailer for ASG 29 18m

Purchased August 2008. Double walled aluminium sides, fiberglass/Epoxy top. Lateral guides for wing dollies and outer wing panel holders modified to Cobra style. Stored mainly undercover and used infrequently. Selling due to an opportunity to change to a different trailer. Contact **Craig Vinall 0416 236 662**

WANTED

Trailer suit ASK-13

Must have internal dimensions 8.5M x 1.5M x 1.5M. In condition to gain permit for travel if unregistered. Prefer dual axle and eastern location. **David 07 5476 4241**

PILATUS B4 GLIDERS

for shipment to AUSTRIA for refurbishing, any condition, complete gliders with paperwork preferred, also damaged. CONTACT - Dr. Dietmar Poll EWMS Technomanagement GmbH Wasserwerkstraße 35a.A-8430 Leibnitz <http://www.ewms.ch> **dpoll@gmx.net +43 664 831 53 69**

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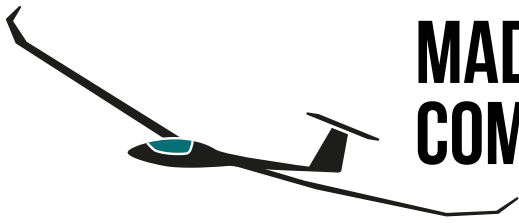
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Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. If you have video footage, feel free to submit this with your close call.

Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.



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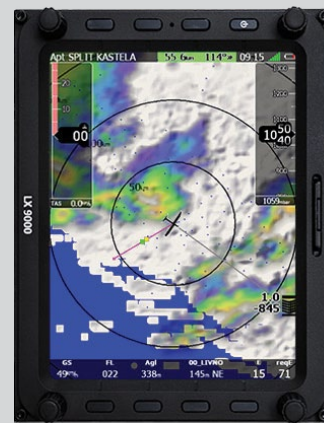
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