

GLIDING

AUSTRALIA

Issue 45 December 2018 - January 2019

www.glidingaustralia.org



MULTICLASS NATIONALS

MORNING GLORY

**NARROMINE CUP - ETA - COACHING COACHES -
VINTAGE GLIDING - BATHURST SOARING CLUB AT 50**



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GLIDING AUSTRALIA

No. 45 December 2018 - January 2019

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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.

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FROM THE PRESIDENT

IT SYSTEM REVIEW

Well, disappointment is probably my main feeling regarding this review. We often get complaints about the IT system, and decided to do something about it. A total of 21 responses were received - certainly not the groundswell of opinion I had expected - and most are being fixed up as we speak.

I still suspect we need to do something different, but without a useful amount of feedback, I doubt there is a willingness to make wholesale improvements and change in this area.

MEMBER COMMUNICATION

Some years ago I was looking at data regarding the best way for businesses to communicate with their age profiled customer groups.

Basically, at that time, the favoured forms of communication came out as follows:

The Silent Generation (born before 1944) preferred 2% internet, 1% social media, 6% electronic messaging, 1% smartphone and 90% telephone.

Baby Boomers (born 1945-1960) used 7% internet, 2% social media, 24% electronic messaging, 3% smartphone and 64% telephone.

Gen X (born 1961-1981) chose 21% internet, 12% social media, 28% electronic media, 11% smartphone and 29% telephone.

Gen Y (born 1981-1999) used 24% internet, 24% social media, 21% electronic media, 19% smartphone and 12% telephone.

It's interesting that these are the most popular in those demographics, but recent feedback from our surveys show our magazine also has a high rate of contact. Print media does not even rate in the data shown.

GFA communicates by a number of media: Print media using Gliding Australia magazine, electronic messaging using direct emails including 'mandy news', internet and web chat via the websites and GFA forum, social media via Facebook and, of course, telephone and smartphone when the key contact details of the GFA leadership team are available.

We don't use a number of other types of communication such as Twitter, Snapchat and so on. Should we? That's the million dollar question. What is the gain, and most of all, who is going to do the work, monitor and support it? We are predominantly a volunteer organisation. If this type of system is not used correctly, the message often becomes lost in the background, misconstrued or incorrectly sent. If you want this responsibility, put your hand up. We are not against it, but have to be careful in this PC-controlled world.

CASA FUNDING

A number of follow-on meetings and discussions have progressed funding efforts.

The first discussions were held in Sydney at a meeting of all nine Sports Aviation Organisations that are CASA funded and, to be fair, CASA funded the travel of one representative from each group, as had been previously agreed. This meeting was held on 13 November. At this meeting, the nine groups tried to find common ground and get a quality outcome. Eight of the nine groups agreed that the CASA-proposed model was unacceptable, as it did not manage the size and complexity of each one.

We had initially agreed to use the CASA model as the fall back option, as we considered it to be so bad that no one would actually choose to adopt it. We were wrong. The RAAus thought we should follow that formula, even though it would decimate some of the smaller groups and potentially cause major safety issues as a result.

GFA is attempting to support and sustain the complete sports aviation sector, indeed the general aviation sector, of which sports are major contributors. (See AGAA later in this article.) The result of the CASA formula is that some groups lose some funding while others gain the funding that the others have lost. RAAus is the big winner and GFA one of the big losers. The eight groups, including some who gain in that process, are attempting to support the whole



sector and they should be applauded for that.

As a result of that meeting I, representing all of the groups, sent an email to the head of CASA advising that we accepted an offer to extend the deadline for our deliberations to 11 January, and that we had agreed that Option 1 was the preferred model and was defensible. Option 1 was the current 'deed model', but we were still working on three other options, should that not be acceptable. RAAus abstained on Options 1 and 3, and reserved the option to discuss the situation separately with CASA. We all agreed to follow up on political channels for top up or separate funding options.

Five of the groups held a further meeting at an ASAC meeting, of which we were all members, and again went through some new formulas. These again proved to us the difficulty of getting an equitable and fair outcome for our individual organisations as well as the whole sector. Work is continuing, and a further meeting in Brisbane on 13 December reviewed another option that appears to be better suited to a quality outcome. We will move forward without RAAus, as it is clear we are on separate paths in this particular matter, although everyone feels it would be beneficial to move together on the subject of further funding.

Members should be aware that travel and accommodation for

these meetings is not cheap, but is a factor of protecting what we stand for, although again, there is no guarantee of the outcome. We are also not trying to start any wars with other groups - on the contrary, we are attempting to manage the processes while supporting the best outcome for all. To say it is difficult is an understatement.

I know it's not riveting reading, and there will be more to come, but it's important that you as our members have an understanding of some of the complexity surrounding what sometimes seem like simple issues.

AUSTRALIAN GENERAL AVIATION ALLIANCE (AGAA) AND THE SENATE

One of the things the strategic plan suggested last year was that we be more proactive in the political sector and get our brand out there to more groups and people. The first reason for this is that it increases the potential for more members and the second is that it gives us another avenue of support, if and when it is needed.

You would have seen and heard that we have joined the AGAA, along with 14 other groups. Some will say we don't fit in this area, others that we do. Our view is that general aviation covers effectively everything that isn't the airlines. Often in the current CASA view, they will ask for opinions from people from the airlines, airfield organisations, and others that have no understanding of either the General Aviation sphere or sporting aviation about subjects that affect us. However, because AGAA is an alliance, we can respectfully disagree and get support for some of our grievances. At least we have the opportunity to discuss and air our views.

This is a two-way street, and we need to understand the other organisations as well. Recently the AGAA has been arguing for medical reform beyond the recent reform that did not achieve much. CASA had not answered some questions put to them about a number of items on this subject until they were brought up recently in public forums.

A senate standing committee is looking into the matter and it would appear that the situation was not as CASA has portrayed it. We are supporting the general aviation sector with our history of safe operation in this area, which is not without risks. For example, CASA could, under the pretext of 'harmonising' industry standards, require us to have full CASA medicals. I don't think that will happen, but the next time the senate meets, I will ensure they are aware of our concerns.

Link to the Senate enquiry tinyurl.com/y8s23mhb

AGAA JUNIOR PROGRAM

For an exciting and positive bit of news, read about the AGAA Junior program that we are joining.

The GFA Board has agreed to join the AOPA junior pilot program as part the AGAA to support youth engagement in our membership.

Historically, this is everything we have talked about, but for many reasons never done. Currently, AOPA has a youth program that engages with juniors when their AOPA bus travels to aviation events throughout the year. Last year, the first year of their program, they travelled to 35 events and engaged 15,000 juniors, gaining an extra 1,500 members as a side result. Why? Because it's about aviation and goes to aviation identified areas and shows. The percentages of junior age groups were 30% 5-10 years of age, 35% 11-16 years, 25% 17-21 years and 10% 22 years and above. Perfect.

Now this is the plan. The bus, labelled with a large GFA logo travels to a venue where an event is being held. Representatives put out 'teardrop' flags from the organisations participating in the process, including GFA. Then they set up six computers on tables with chairs under tents. These computers, of which there will soon be more, have a demonstration version of the Laminar research X-Plane version 12 on them, and three of them will be set up for gliders. We need one enthusiastic volunteer glider pilot to serve as mentor on each computer. Meanwhile, the parents are nearby drinking coffee from GFA cups and

all the information is available to give to them - in other words, sign them up.

No more sitting around getting bored. The volunteers work interactively with the kids, and it's exciting. The Board has discussed and approved a special \$20 GFA junior membership fee. Perhaps clubs could do something similar to make it easy for juniors to join and be engaged when the bus comes their way. Juniors at some venues may get to fly in a glider - how good will that be? The key part is when they appear at your club. You need to ensure it's what they want and make sure they are supported. S2F fits perfectly with this scenario.

This procedure is now an AGAA program and we will be committing to it initially with \$6,000 and a further \$4,000 for support, materials and so on. Since we have a lot to do to make it work, I can hear you asking, "How can I help?" Easy. We need keen, enthusiastic people, ready when the bus comes near your club. The itinerary has not yet been confirmed, but if there is a special gliding program and we can get it there, we can take the bus. One of the issues at the moment is the lack of bus drivers, as the bus is big. Perhaps we can support this in a practical way. More news is to come on this fabulous initiative, or ask your State Board representative, who will have more information by the time this magazine is printed.

OTHER MARKETING INITIATIVES

Beryl Hartley is purchasing and preparing a standalone marketing booth. When completed, it will be held at the GFA office and shipped to those clubs who need it. If it is used enough, the board will consider increasing the number of booths to one per state.

Isn't that positive for our sport? Remember, we have a great sport that is worth fighting for. Please support these initiatives when you get the chance.

Fly well, fly often and fly safe.

PETER CESCO
PRESIDENT

FROM THE EO

INSTRUCTOR AGE AND DIVERSITY PROFILE

Now is the time to increase the number of AEI and Instructors, as we are seeing a significant number of instructors stepping down from their role, a trend that will continue over the next few years as a result of the age profile. In particular, we have a significant shortage of young and female instructors. A plan is now in place to run more instructor courses to ensure supply.

WHAT IDEAS DO YOU HAVE TO PROMOTE THE SPORT IN YOUR AREA?

Funding is available for activities you believe will assist your club to promote the sport at a local or regional level. Contact eo@glidingaustralia.org with your suggestions and an indication of the financial support you will need to implement them.

GFA has commissioned the production of standalone marketing materials – posters, flags banners etc - that will be available for clubs to use on request. The plan is to make the materials available in each state.

GFA is cooperating with AOPA, who have built a marketing bus equipped with desktop simulators using Condor. This bus is now travelling around the country and will visit sites close to gliding clubs. The aim is to attract young people to experience aviation, and to create an opportunity for local gliding clubs to engage and sign up some new members.

SUPPORT FOR JUNIOR MEMBERS

The Australian Junior Gliding Club (AJGC) is a national organisation for Junior GFA members. The Club's major focus is the annual Joeyglide Competition and Coaching event, which will be held in Waikerie, SA in January. GFA is supporting AJGC by agreeing to pay the \$10 annual fee for all Juniors who sign up with their membership renewal.

Through the efforts of their Youth Ambassador Cooper Gibbs, Gliding Queensland has established a Youthglide group aiming to promote and support Junior members in their

state. They held a weekend event in November and we are waiting on feedback. Other states have expressed interest in following this approach as well.

IT SURVEY FEEDBACK

A small number of members responded to the survey on the GFA web page seeking feedback on ways to improve our IT system and web pages. Many of the suggested improvements have already been implemented. A small working group is producing a proposal to change the look of the web page, while ensuring the functionality of key member information is retained.

NEW MEMBERSHIP CARD

A simplified GFA Membership card is being introduced. It will only contain basic information and relies on your membership profile, which is issued electronically when you renew your membership and provides details of your qualifications and authorisations. The card is not re-issued. This will save \$20,000 pa once the initial card is issued.

COACH THE COACHES EVENT

John Buchanan, the National Coaching Director, ran a Coach the Coaches event at Narromine in mid November, with support from the five regional Soaring Development Mangers (SDM). This focussed on several topics – to coach new pilots from each region, to finalise the coaching process, agree on training resources and so on. The group was supported by G Dale who is a British team pilot, coach and author of 'The Soaring Engine'.

WOMEN'S WORLD GLIDING CHAMPIONSHIPS

I was recently at the National Championships at Narromine where seven of Australia's top women competitors were participating to qualify for the Women's Worlds, which will be held at Lake Keepit in January 2020. Three other women will join them to compete at the Lake Keepit Nationals in January



2019, which will be the final selection event.

We will announce the team for the World Championships by the end of January, and run an extensive training program throughout 2019 to ensure they are well prepared for the competition.

A number of proposals are underway to help fund the team's participation, including an ASF donation scheme, plus raffles and a number of local club fundraisers. We hope that you will be able to assist with this great opportunity.

ON-LINE BADGE CLAIM FORM

The FAI Badge claim form is now online. No more paper forms, photocopies and lost mail. You can now claim your FAI Badge flights – Silver C, Gold C, Diamonds, Distance badges etc using the one form. The system will send the details to your Official Observer and the Badge Lady (Beryl Hartley) to ensure recognition of your great flights. You can pay through the form as well, rather than having to battle the GFA Shop, and it is cheaper.

The only impact is that you pay in advance to lodge the claim. If the claim is not successful, you have lost your \$20. When you talk to your Official Observer, ensure that your flight plan meets the standards required. Thanks to major efforts from our IT man Tim Shirley in developing this tool. Go to My GFA on the web page and select badge claim form – simple.

POSITION RECORDER LIST EXPANDED

Your Flight Recorder is used to record your GPS position over time and we use this to prove where you have flown, heights, track, etc. It produces a .igc file that can be interpreted by software such as SeeYou. All badge flights require the flight to be recorded by either a Flight Recorder or a Position Recorder.

A Position Recorder is less expensive because it does not meet all of the security requirements, and as a consequence it cannot be used for high level badges and records, but is OK for Silver C and Gold C badges.

The Soaring Development Panel has now expanded the list of acceptable Position Recorders to include all devices that are acceptable to the On Line Contest. So your flarm, or Oudie or phone with XCSOAR are now usable.

You need to enter a declaration into the device or use the online flight declaration form which is on the Gliding Information tab on the web page

GLIDER HIRE FOR WWGC LAKE KEEPIT 2020

Thanks to those who have already responded - but we need more!

Overseas pilots are seeking gliders to fly in the Women's World Gliding championship at Lake Keepit from late December 2019 to 17 January 2020. Gliders for Club, Standard and 18m class are all needed. GFA have a pro forma contract that has been successfully used at previous international competitions. Pilots who wish to make their gliders available are asked to contact Ian Downes iandownes@optusnet.com.au

Ian can give you guidance on typical hire rates. Another popular option is a glider swap - perhaps spend three or four weeks flying in the French Alps, paying only for launch costs. Lots of permutations are available and we are standing by to make your dreams come true. Let us know what you have to offer and we will match you with an overseas pilot.

TERRY CUBLEY
EXECUTIVE OFFICER

eo@glidingaustralia.org

S2F

NOT ALL RULES ARE BAD

I recently returned from an overseas trip to Myanmar (Formerly Burma). Myanmar has recently emerged from the shadow of military rule with its first democratic elections in 2016. As you can imagine OH&S is somewhat underdeveloped and it was interesting to see how that played out.

We were lucky to be in Myanmar for the first full moon after the end of the rainy season – a time of festival. This culminates in 400 Fire Balloons being launched over 2 weeks in Taunggyi.

Teams compete to launch the Best balloon judged against 102 criteria such as height attained, design, length of firework display and beauty. The balloons are 7ft by 25ft.

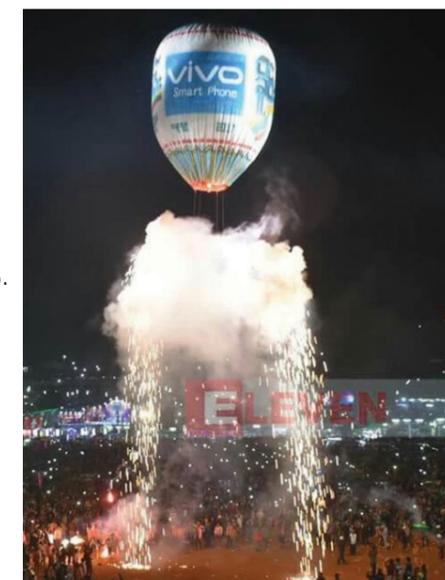
The launching takes place over several hours after dark and alcohol may have been imbibed.

Teams take turns to inflate their (Lotus Paper) balloons over a wood fire, once inflated they attach the payload of fireworks below and launch the balloon over the crowd to much acclaim.

What could go wrong?

Well, as the payload is attached the balloon sinks down and catches alight, staggers into the air and bunny hops into the crowd, landing on its payload of fireworks, which then ignite.

Five ambulances later, the next entry was launched.



Successful



Not successful

This caused me to reflect that sometimes, rules exist for a reason and that what we must strive for is balance. Enough rules to keep us safe, but not so many that we can't expand our horizons, use our judgement and enjoy our brief time on this planet.

MANDY TEMPLE
CHAIR S2

s2f@glidingaustralia.org

Target ZERO

Culture of Safety begins with you

Zero accidents

Zero harm to people



GFA CALENDAR

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

VSA STATE CHAMPIONSHIPS BENALLA VIC

9 - 15 December 2018 - For further information contact Matt Gage Email: matt@knightschallenge.com

FORMULA 1.0 GRAND PRIX LEETON NSW

29 December 2018 - 6 January 2019 Contact Nick Gilbert on 0430 099 771

CLUB CLASS NATIONALS AND WOMENS PRE-WORLD GLIDING CHAMPIONSHIPS LAKE KEEPIT

31 Dec 2018 - 11 Jan 2019 Contact Ian Downes iandownes@optusnet.com.au for more information

JOEY GLIDE-AUSTRALIAN JUNIOR NATIONALS WAIKERIE

12 -19 January 2019 Visit: www.joeyglidejuniorscoring.org Contact: admin@juniorscoring.org

SAGA COACHING WEEK WAIKERIE SA

6 - 11 January 2019

2 SEATER REGATTA TEMORA NSW

13 - 19 January 2019 All Welcome - for inquiries please contact Daryl Connell djconnell@gmail.com

FAIREY HEIGHT GAIN TROPHY GOES TO RICK AGNEW

Dr Richard Agnew has been awarded the Fairey Trophy by the NSWGA for the greatest height gain. Because the original trophy was lost, Kerrie Claffey has had a new one made for this year's award.

Rick flew his flight from Bunyan as usual, achieving a height gain of 20,879ft near Jindabine with a maximum altitude of 25,286 ft. Rick has won the Fairy Trophy 17 times in recent years with height gains exceeding Diamond requirements. He has also regularly won the GFA Martin Warner Trophy.

NSW STATE CHAMPIONSHIPS NARROMINE

19 - 26 January 2019 Contact Mick Webster on email mick260649@gmail.com

HORSHAM WEEK

2 - 9 February 2019

horshamweek.org.au

20M 2 SEAT CHAMPIONSHIPS NARROMINE

9 - 16 February 2019

arnie.hartley@gmail.com narromineglidingclub.com.au

KEEPIT REGATTA LAKE KEEPIT

23 February - 2 March 2019

All pilots are invited to the Lake Keepit Regatta for a week of fun, friendly competition and coaching. This event is ideal for beginner and intermediate cross country pilots who want to start competition or improve their XC skills as well as for seasoned pilots that want to take it easy and share their knowledge.

- Daily talks and briefings by experienced coaches and seasoned competitors on topics of interest.
- We have 8 new cabins and lots of camping sites but be sure to register early as the cabins get booked very quickly. Additional accommodation available at the nearby Reflections Holiday Park.
- Bring your own glider, borrow your club dual seater or rent one of ours (limited availability) and come have fun at Australia's gliding paradise.
- Entry fee only \$180 per glider and \$50 per additional passenger.
- Evening meals available at a modest additional cost.

More information and registrations

soaringstuff.net/KeepitRegatta or email

[Jay Anderson jayoa@bigpond.com](mailto:JayAnderson.jayoa@bigpond.com)

WAGA/ GCWA STATE COMPS CUNDERDIN

23 February - 2 March 2019 For further details contact Rob Hanbury 0429 082 520

VSA ALPINE COURSE COACH THE COACHES WITH G DALE - MT BEAUTY 9 - 11 March 2019

This course will be led by G Dale, renowned alpine coach, focussing the first three days on development of VSA Coaches.

Over the next 6 days, G Dale will lead coaching sessions for all pilots interested in developing their mountain flying skills. Further details will be made available on the VSA website at gliding.asn.au Contact organiser:

Philip Volk philip.volk@horizonswealth.com.au 0418 349 257

ALPINE COACHING-VSA, COACHING MT BEAUTY WITH G DALE 12 -17 March 2019

This course will be led by G Dale, renowned alpine coach with the first three days focussing on development of VSA Coaches. Over the next 6 days, G Dale will lead coaching sessions for all pilots interested in developing their mountain flying skills. Further details will be made available on the VSA website at gliding.asn.au

Contact organiser is : Philip Volk, philip.volk@horizonswealth.com.au Mobile 0418 349 257

10TH WOMENS WORLD GLIDING CHAMPIONSHIPS LAKE KEEPIT

3 - 17 January 2020 Contact Wendy Medlicott

FAI GLIDING BADGES TO 24 SEPTEMBER 2018



A BADGE

PHILLIP	KOTSANIS	19826	MELBOURNE GC/VMFG
DANIEL	PEARSON	19879	MELBOURNE GC/VMFG
SUJAI	THOMMAN	19737	MELBOURNE GC/VMFG
BRUCE	LOVE	12239	GCV
LAURENCE	LEE	20135	LKSC
KA LAM	TSUI	20208	LKSC
OWEN	DERRICK	19329	DDSC
CAMERON	BLACKBURN	19828	DDSC
FINLAY	WINFIELD	18570	BYRON GC
SAMUEL	FRENCH	19664	907 SQUADRON
AAFC			
AIDAN	QUIRK	18968	907 SQUADRON AAFC
JASON	HOLROYD	20252	GRAMPIANS SC
HAMID	NAZARI	19963	GEELONG GC
HARRISON	SMITH	18681	GEELONG GC

B BADGE

WERNER	STRAUSS	18268	GYMPIE GC
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A, B BADGE

NICHOLAS	SIBLY	19454	906 SQUADRON AAFC
FIONA	DUGMORE	18795	THE GLIDING CLUB OF WA
RICHARD	DOWLING	16808	BATHURST SC
JAMES	CURRY	19734	MELBOURNE GC/VMFG
ALICE	BERRIMAN	20021	MELBOURNE GC/VMFG
JAMES	STEPHENS	16989	BOONAH GC
JACOB	VANDERROL	17820	BOONAH GC
GREGORY	BEECHAM	10809	BOONAH GC
ANDREW	JONES	18333	GYMPIE GC
YUMING	SHI	20209	NARROMINE GC
ROBERT	NIEUWENHOVEN	17370	ADELAIDE SC
RICHARD	PINKERTON	18532	STSC
GARTH	FETTER	18107	STSC
JAMES	CHAPMAN	10247	STSC
CHRISTOPHER	MARKOVITCH	19568	STSC

A, B, C BADGE

MICHAEL	BEGG	10651	BATHURST SC
HELEN	CHAPMAN	13446	MELBOURNE GC/VMFG
JOHN	RUSSELL	19821	GCV
LES	VOROSMARTHY	19201	GCV
BRIAN	PURNELL	18288	GCV
LACHLAN	MCVEY	18940	BEVERLEY SC
PAUL	GREEN 1	8781	LKSC
ROGER	PERRETT	18699	SOUTHERN CROSS GC
RYAN	HAMILTON	17188	BALAKLAVA GC
JASON	REID	18487	KINGAROY SC
JACOB	BLOOM	18487	NARROMINE GC
STEPHEN	WHIDBORNE	15966	ADELAIDE SC
DEVON	FOURIE	20173	ADELAIDE UNI GC
XUEFENG	ZHANG	9497	SOUTHERN RIVERINA GC

BERYL HARTLEY
FAI CERTIFICATES
OFFICER

faicertificates@glidingaustralia.org

BADGE CLAIMS

The role for issue of A, B and C gliding certificates has been moved to the GFA office online website. Notice to all instructors and students is to check out the new system at glidingaustralia.org.

Please continue to send your claims for Silver C, Gold C and Diamond Badges. and distance to faicertificates@glidingaustralia.org

OFFICIAL OBSERVERS - HAVE YOU UPDATED YOUR RATING?

To the official observers who did not renew their ratings from October last year, now is the time to get ready for this season. Log onto the GFA web site and renew now. The renewal is good for two years and the GFA office will contact you in plenty of time to keep your rating current.

If I can be of any assistance don't hesitate to contact me.

arnie.hartley@gmail.com

or 0407 459 581

BERYL HARTLEY

BADGE DECLARATION

Click the [BADGE DECLARATION](#) button on glidingaustralia.org to go straight to the form. Or use this address inyurl.com/hsp4h7p

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 FILE..



Rick Agnew, winner of the NSWGA Fairey Height Gain Trophy, with Colin Vassarotti.

WOMEN'S WORLDS AT CLUB & SPORTS CLASS NATIONALS



The Club & Sports Nationals coming to Lake Keepit in January 2019 will also serve as the Pre-Women's World Gliding Championships, flying in two classes - Club and Sports.

This competition will be the final selection event, along with the Narromine Multiclass Nationals that finished on 7 December, for the

Australian Women's team for the WWGC at Lake Keepit in January 2020.

In addition to Australian female pilots, six international pilots will also be competing, including the reigning Women's World Champion - Club Class, Sabrina Vogt from Germany.

The other overseas pilots will be

Sarah Arnold USA, Sylvia Grandstaff USA and Ayala Truelove of Great Britain, plus Australian residents Akemi Ichikawa, representing Japan, and Diana Schuit, flying for her home country of Luxembourg.

The Australian field will be highly competitive with many of our top female pilots competing, including:

Kerrie Claffey
Catherine Conway
Jo Davis
Jenny Ganderton
Lisa Trotter
Lisa Turner
Ailsa McMillan
Louise O'Grady

This combined competition will be the most mixed event in memory and promises to be a

friendly competition, with the potential for excellent summer weather. Lake Keepit Soaring Club has great facilities with on-site catering. The club has an experienced and dedicated team who are keen to showcase Australia and Lake Keepit to the world.

You can follow the contest online at Gtrack.com and wwgc.com.au with the international gliding community.

YOUTHGLIDE QUEENSLAND



YouthGlide QLD is a new initiative under the regional body Gliding Queensland, targeting junior pilots to foster, support and encourage young people to commence or continue the sport of gliding.

During the weekend of 17-18 November 2018, nine juniors had the opportunity to soar to new heights as part of the first YouthGlide QLD weekend, held at the Darling Downs Soaring Club (DDSC). On the Friday before the weekend's activities began, some of the students had the opportunity to rig the DDSC's brand new ASK21B. This was such a unique experience that does not come around very often and it was great to inhale that new glider smell! That night the junior pilots went out to dinner to get to know each other, to share and compare some fun and interesting experiences in gliding, as well as learn where everyone was up to in their aviation career.

Normal flying operations were undertaken on both the Saturday and Sunday, where students were able to fly DDSC's newest addition to its fleet. It is hard to express how excited everyone was to be able to fly this beautiful, brand new aircraft and experience what the latest technology can bring to gliding.

However, as the weather provided such great conditions, it is hard not to highlight two incredible milestones that two YouthGlide juniors achieved. The first of these was Tyler M who set off on a dual cross-country coaching flight, along with other DDSC members in their privately owned aircraft. He achieved a flight of over 300km, which he happily put towards completing his glider pilot certificate. "The wealth of knowledge passed on during not only the coaching cross country flight, but also throughout

the weekend, was invaluable to the up and coming junior gliders," said Tyler. "YouthGlide has presented with us long term goals and made clear to us what we can achieve in the future within gliding and beyond." Another great milestone achieved over the weekend was student Sarina H's completion of all training and

becoming the first YouthGlide participant to go solo. She said, "On my first flight as solo pilot, I went for up for 59 minutes as the thermals were incredibly strong and the views were amazing. I got so excited that at one point during my flight I started singing - 'You Make my Dreams'."

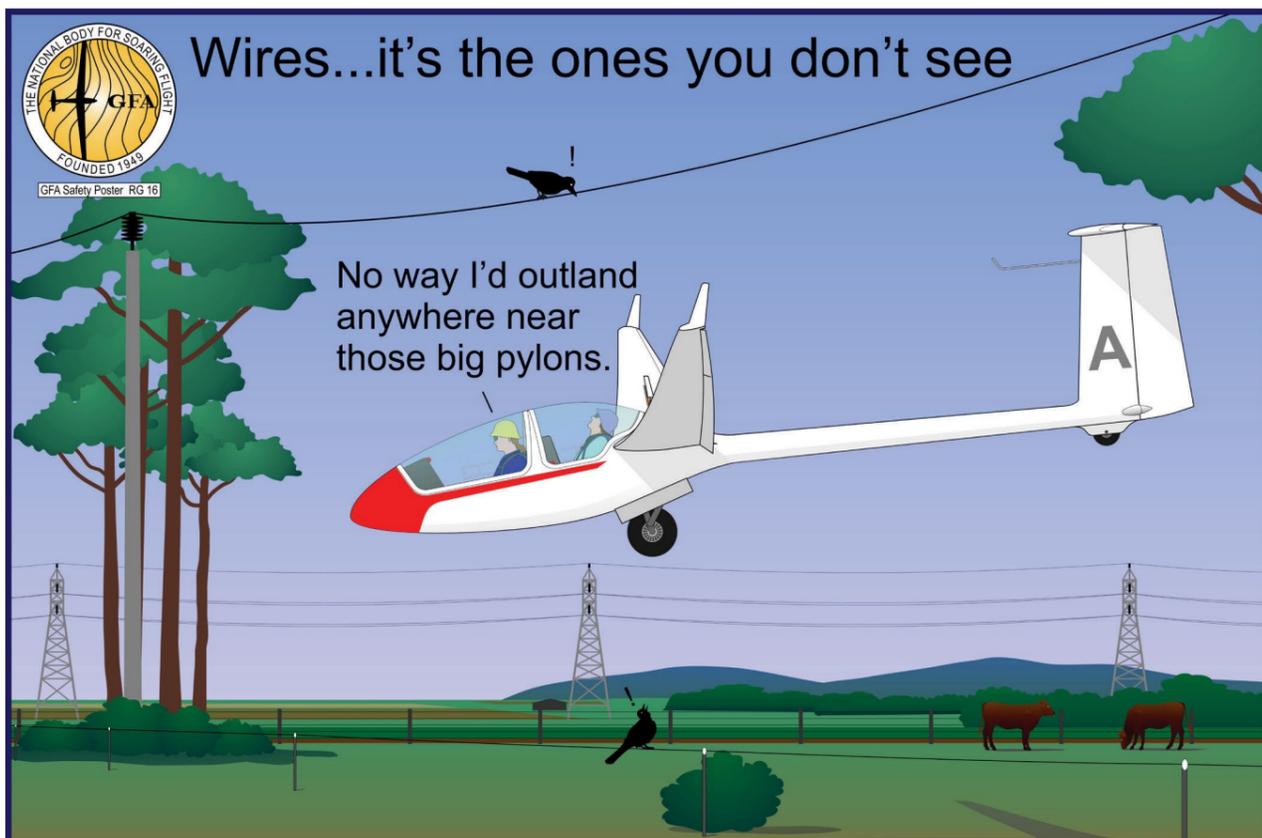
When Sarina came back from the flight, the other YouthGlide students were waiting for her with four buckets filled with water. As per the tradition created by other solo pilots, once she was out of the aircraft, she was drenched from head to toe. Although she looked like a drowned rat, the smile could not be wiped from her face - a feeling that all solo pilots can relate to!

The first YouthGlide QLD weekend was a success on every level. This program provided specific support on a one-to-one basis throughout the camp, while helping young pilots to achieve more of their goals than on a regular club weekend. YouthGlide QLD has also shown students what can be achieved in both the short and long term and helped clarify goals and milestones in their gliding future and beyond. Short term goals include solo, A, B & C certificates alongside the Glider Pilot Certificate, while long term goals are Air Experience Instructor, tug pilot as well as glider maintenance qualifications.

The encouragement and motivation initiated through the establishment of the YouthGlide QLD program has created a positive outlook on the future of gliding and the prospects to come. The enthusiasm and generosity of the DDSC in hosting this program is greatly appreciated, as is the time, effort and knowledge of the fabulous gliding instructors.

If you would like to keep up to date with the latest news and events, be sure to follow us on [instagram at youthglide_qld](https://www.instagram.com/youthglide_qld)

Cooper Gibbs - YouthGlide QLD Executive
Sarina H - YouthGlide QLD member
Tyler M - YouthGlide QLD member



SOARING DEVELOPMENT

An article from the Sports Department is long overdue, given the number of developments that have arisen.

Since taking on the role of the Chair of the Department, I have had feedback indicating that the Sports Department is often regarded as serving the needs of the more elite pilots, and many members do not see its relevance to their activities. As a result, the Sports Department has made some changes in name and structure and is developing plans to increase relevance and participation.

First, we have changed the department's title to the Soaring Development Panel (SDP). We see this as a title that focusses on the soaring pilot wanting to develop skills and have fun, but also retains focus on competitions and goal flying.

Structurally, in line with the other GFA departments, we have included the RTO/Sports for each region within the body of the panel and changed the name of their role to Soaring Development Panel Manager. This initiative will ensure greater regional representation in the soaring development area, instead of leaving the department to deal only with national matters.

MOSP4, the Manual of Standard Procedures for Soaring Development, has been reviewed and updated.

Coaching processes and documentation are key functions of the Soaring Development Panel. Coaching was introduced some years ago and has been the domain of the Sports panel. It is a very important component of growing our sport and providing pathways to members to keep improving their skills and enjoying their flying. The Coaching Manual is under review and will be completed by November.

Soaring Development and Operations have commenced work on a combined Training Manual that combines all the skills needed to take a pre-solo student through to Glider Pilot Certificate. Instructors teach the majority of the Pre-Solo syllabus, while coaches teach many sequences to GPC. The coaching manual will predominantly relate to soaring development skills right up to advanced pilots. There will be three levels of coach - Silver Coach to Silver C standard, Diamond Coach to around the 500km standard, and High Performance coaches for competition, records and goal flying.

We have some new faces on the Soaring Development Panel, which is organised as shown here. The Soaring Development component of the website will be updated in coming months.

If you want to know more about coaching developments and how you can access coaching, contact your regional Soaring Development Manager or the Chair of your Training Panel.

Over the coming summer, the SDP's goal is to increase participation and achievements in FAI badges and the Online Competition.

ONLINE CONTEST

onlinecontest.org/olc-3.0/gliding

The Online Competition for Australia commenced on 25 September for the Southern Hemisphere. Australia has around 400 registered participants. The OLC is managed in Germany, and the SDP is attempting to have

our Australian OLC scoring amended and simplified. One of our requested changes is to have a U26 competition.

The goal of the OLC is the easy registration of cross-country soaring flights, without the requirement of a flight declaration, in order to enable a decentralized comparison of current performances.

If you are registered on the OLC, now is a good time to update your details in time for summer. If you are not registered on the OLC, register for the summer and start accumulating points for your club and yourself.

Apart from the personal satisfaction of logging your flights, a number of competitions are held within the OLC. I've included edited versions of some of the competitions and rules below. For full details go to the OLC website.

The winner, and hence **OLC Champion** of the relevant scoring year, is the participant who has gathered the most points over any six of their flights.

Each flight must be entered online not later than 48 hours after the landing.

OLC's **Destination Competition** encourages cross-country soaring in clubs and motivates them and their pilots to enjoy flights beyond the pattern in a larger area. OLC's Destination is an in-house, airfield-based competition - all pilots flying at a specific airfield score Destination points. Achievements are valued according to a pilot's personal experience and proficiency level.

The scoring is based on the distance-points earned with OLC-Plus. The scored distance points will then be multiplied by three different coefficients: home airfield-factor, aircraft-factor and pilot-factor.

The **airfield coefficient** is introduced to encourage cross country flying from your personal home airfield. Cross country flights from other airfields can only score 80% of the points. The **aircraft-factor** is based on the IGC-index of the glider flown.

The **pilot-factor** is based on a pilot's personal cross-country achievements, according to the following table:

Maximum dist	Factor	Percent of points
less than 50 km	4.0	400%
less than 100 km	3.0	300%
less than 300 km	2.0	200%
less than 500 km	1.6	160%
less than 700 km	1.4	140%
less than 1,000 km	1.2	120%
over 1,000 km	1.0	100%

OLC asks all pilots to check their personal pilot-factor and adjust it if necessary.

At the end of the OLC season, each pilot's three best flights are accumulated to evaluate his overall score and calculate the ranking. OLC's Destination Champion is the pilot with the highest overall score.

Each flight is scored for OLC Plus and for Speed OLC (Tabs on the flight record).

OLC PLUS

The scoring software selects from all fixes within the powerless part of the flight - a departure point, up to 5 turn points and a finish point - and scored as follows:

1. The raw point score (1 point per km) is allocated from the departure point, via all way points, and to the finish point.

2. The departure altitude must not be more than 1,000m above the finish altitude.

3. The scoring program checks whether FAI triangles can be fitted into the flight route and, if so, determines the largest such triangle for calculating the FAI bonus - FAI distance is the sum of the lengths of the legs between the FAI turn points. An FAI bonus of 0.3pts per km is then applied.

4. To compensate for the differences in glider performance, the raw point score is multiplied by 100 and divided by the valid OLC index.

5. The result is the final score for the flight. The minimum score for a flight is 50 points. Shorter flights are shown on line, but not included in the scores.

SPEED OLC

The basis for scoring is an OLC task flown in a 2.5 hour weather window, selecting the best speed for the flight.

The startpoint and endpoint are positioned such that the sum of distances between them is as large as possible.

There must be three turnpoints between the start and finish, and the start and finish must be within a 15km radius of the airfield.

IGC-OLC WORLD LEAGUE SOUTHERN HEMISPHERE

The IGC-OLC World League Southern Hemisphere is a team competition for clubs, whose pilots compete in the OLC. The competition commences on the third weekend in October and there are 19 rounds, scored from weekend flights.

The league system means the positions can change during the season based on the relative formula-one scoring. Similar to other sports, this is a very exciting competition continuing throughout the year, and the decision on who will be champion can come down to the last round of the year.

For each round, the sum will be scored of the three fastest XC speeds on the OLC sprint task of up to three different pilots per club. The speeds are corrected according to the gliders' handicaps. This sum is called the 'OLC League average speed per round'. The clubs are ranked in a list according to the speed achieved. The club with the highest speed receives two OLC league points for each participating club in this round to a maximum of X points - for example, a maximum of 30 points in the World League. The following clubs ranked 'n' receive 'n-1' points, but each participating club receives at least one point per round.

Last year's winner was Lake Keepit Soaring Club.

JENNY THOMPSON
CHAIR SOARING DEVELOPMENT

TOCUMWAL SOARING CENTRE

COMPETITIVE DAILY RATES ON ALL GLIDERS
Flying along the mighty Murray River as the backdrop with unrivalled soaring conditions.
Tocumwal town has great facilities with eateries and accommodation.
7 days per week operation

FLEET

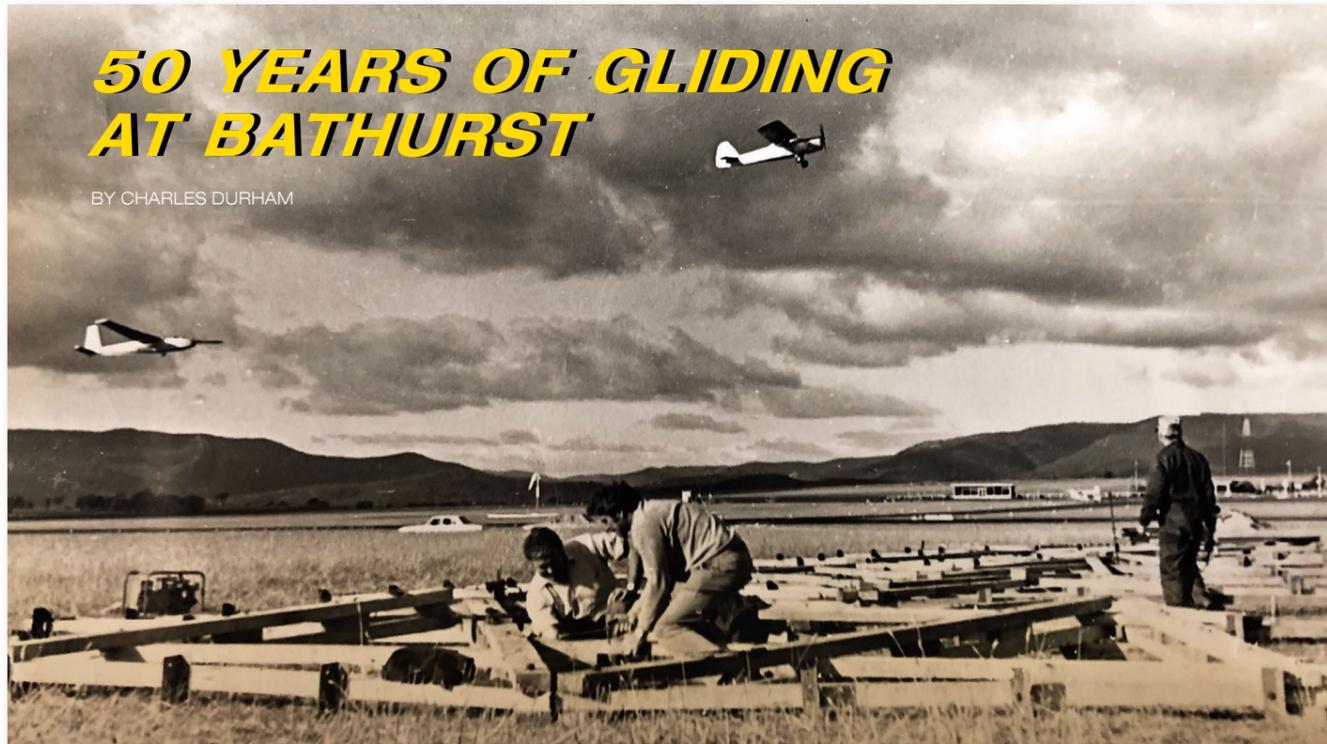
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50 YEARS OF GLIDING AT BATHURST

BY CHARLES DURHAM



Bathurst Soaring Club has a long and rich history. The Club, in essence, is a melting pot of many different organisations and people from all disciplines of flying, and this diversity gives it an ever-changing character and charm of its own.

My own involvement in BSC started about six years ago when a workmate introduced me to gliding. However, my connection to gliding goes back to my father's association with the Sydney Technical College Gliding Club at Bathurst airport when he was studying for his Commercial Pilot Licence in the early 1970s.

The three main gliding organisations that flew from Bathurst Airport in the 1960s were the Bathurst Soaring Group (BSG), The Sydney Technical College Gliding Club (STCGC) and the Blue Mountains Gliding Club (BMGC). All of these clubs came together in 1969 under the banner of the STCGC with John (Jack) Haddock as President and some 25 or so members.

ORIGINAL CLUBS

The BSG began operations in the Bathurst area in the early '60s, flying from a number of airstrips as well as the

airport with a Blanik, Kestrel 17 and a Fokker 4, among other aircraft. Peter Hanneman is now the last surviving member of the BSG and is still very active in our club today.

The STCGC operated from many different sites including Warkworth and Nowra with an ESP50 until it joined up with the other clubs when a new Blanik was purchased. This Blanik was flown to Bathurst by none other than Colin Turner, who also continues to be an active member of the club to this day. Many former STCGC members continue to fill the ranks of our club.

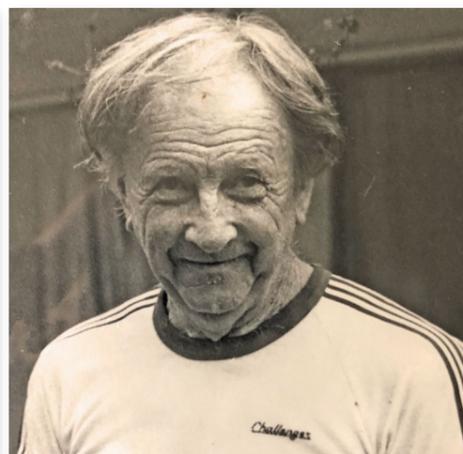
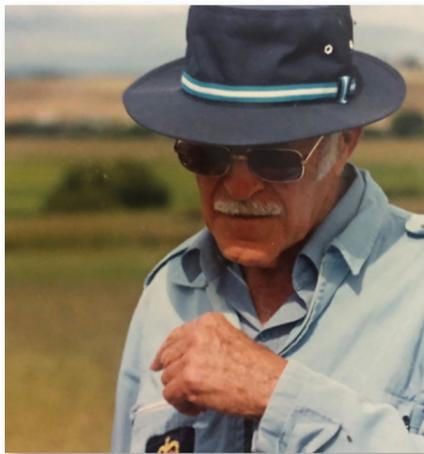
The BMGC also regularly visited Bathurst, where John O'Shea and others leased a Blanik from the BSG until the three clubs joined together in 1968.

After these organisations came together, the popularity of the sport increased and the club grew. Privately owned gliders started to appear on the airfield in addition to club owned machines. The tow plane of choice in those days was the De Havilland DH.82 Tiger Moth, a common aircraft at the time and very readily available. Monty Cotton, who learned to fly in such an aircraft during the war, and Linsey Cox often flew the club's Tiger Moth, which till flies from Bathurst Airport.

Many members who took a launch behind this tug raved about the "awesome power" and towing capacity of the Tiger Moth usually with more than a hint of sarcasm. Others described the experience in words I won't repeat in this article. Let's just say a 2,000ft launch in a Blanik behind a Tiger Moth was a good way for a pilot to build hours.

ABOVE: Construction of the club's first hanger with Tony McClintock and Joe Brow (right).

LEFT: Founding member Monty Cotton and Roger Piper (left) who sold the land to BSC for what is now Pipers Field.



THE MOVE TO PIPERS FIELD

As the years went on gliders gained more and more performance and, as a consequence, got heavier until the Tiger Moth could no longer cope. The club subsequently had a number of different tugs including Austers and Super Cubs until we bought our first Piper PA-25 Pawnee VH-PPC from Field Air in Ballarat.

The move to Pipers Airfield was one of the most significant turning points in the club's history. Events were set in motion in 1974 when a man called Roger Piper wrote to the club after meeting club member Col Hayler, who had gone to his house in a professional capacity to read his electricity meter. The following is an extract from that letter.

"I wish you could call on me as I want to get a glider building concern going and am trying to contact persons interested as later when I sell some of the land I will be in a position to finance it. In the meantime I can offer hangar ground space and flying field up to 3/4 of a mile radius."

This letter is today displayed on the wall above the fireplace in the clubhouse.

Club members Werner Geisler and Terry Costello flew to Roger's property at Westbourne in the club's Super Cub and discussed plans to relocate the club to an airfield that would be constructed on Roger's farm. Roger Piper was an interesting man to say the least. He had a homestead on his property, but chose to live in a caravan in the backyard with a pet parrot that had lost all of its feathers owing to the fumes of the kerosene lamp in the caravan.

SHIFTING FORTUNES

Nevertheless, above all Roger had a passion for aviation and was always very supportive of the club. Roger's great grandfather, Ensign John Piper, also known as 'The Prince of Australia', arrived in Sydney in 1792 to join the NSW Corps. He became a captain in 1800 and later, Governor of Norfolk Island but, unlike his fellow officers, didn't prosper from the rum trade. His star began rising when he was appointed Naval Officer for Port Jackson in 1813.

By 1822, he had received a 2,000-acre land grant, Alloway Banks, which became Peter Hanneman's property, and he had a further 2,500 acres in Sydney including 190 acres at what is now Point Piper. All this was lost due to mortgage foreclosures, and W C Wentworth gave John Piper the then 500-acre property, Westbourne, in exchange for his Point Piper mansion. In 1827 Piper moved to Alloway Banks, lost it to over spending by 1845 and then moved to live at Westbourne. He died in 1851 and Westbourne progressively passed under trust first to his wife, then his son Henry, grandson David and great grandson Roger in 1955.

ROGER PIPER'S LEGACY

In 1974 Roger helped to give the club a home, however, another obstacle had to be overcome – that of obtaining a licence to operate. The site was 8kts from Bathurst Airport, inside the 10kt limit for new airfields. Representations were made to Bathurst Council, the Department of Transport and the New South Wales Gliding Association, and by late 1975 operations could be conducted from the site at Westbourne with the blessing of all relevant authorities. Thus, the air field at Westbourne was named Pipers Airfield in honour of one of the most important benefactors in the club's history.

By 1975 the club had 180 members, making it the second biggest club in NSW and pilots began establishing a more permanent presence on the airfield, building hangars in



ABOVE: Werner Geisler in the club Blanik.

LEFT: The Club House, main hangar and caravans at Pipers Field c.1985.

LEFT: Chris Pappas both designed the Club House and worked on its construction.



TOP: BSC members from the not too recent past. Many of those pictured are still with the club today, while others have flown away and new members joined.

ABOVE: Members relax by the open fire after a winter's day flying. Club President Charles Durham is in the foreground.

the subsequent years. Members would convene at mealtimes in the unofficial clubhouse, the Acropole restaurant in Bathurst that was still open until very recently. This leaves one final piece of the puzzle to locate before the picture of Bathurst Soaring Club is complete - Doc Hayden Club House.

OUR CLUB HOUSE

Doc Hayden Club House is an essential part of Pipers Airfield and our club. Many members have a lot of fond memories of sharing a drink and telling tall stories of the day's flying exploits around the large open fire place that is the focal point of the club house. In the 1970s, caravans were starting to appear on the field and many members would pitch a tent and camp.

Several members identified the need for a communal meeting place to reinforce the social atmosphere of the club. As Terry Costello has often told me, "The aim was to make the gliding club like a country club." It was not only a place where pilots could indulge their common passion for flying, but also a refuge in the country where city members could escape from the hustle and bustle of Sydney for the weekend.

The design for the club house was set out by member Chris Pappas, who at the time was studying at university to

be an architect. A concrete slab was poured and construction began, for the most part by members volunteering their time. Almost every person who was involved in the club at the time worked on the Club House. Doc Hayden, a significant figure in gliding, made a grant available to gliding clubs, through which we were able to secure funds to help pay for the construction. Consequently, the Club House was named in honour of our generous patron, and in 1980 the building was formally opened by the mayor of Bathurst.

MEMBERS' CONTRIBUTIONS

There is so much to say about the club and its members, and I never stop discovering new stories that need to be told. Much of the research for this article comes from documents supplied by and old articles written by such members as Peter Hanneman, Collin Turner, Bruce Meldrum, Tim Galvin and Terry Costello. So many members contributed to building up the club and continue to do so to this day.

The contributions made by volunteers are staggering. It is just impossible to recognise everyone's contribution. So many members in the history of this club have helped define us, both through their involvement and their work for the club. Consider the founders, of course, plus all of our club volunteers, committee members, instructors, tug pilots, aircraft and runway maintenance volunteers are all contributors, big and small. The list is endless.

So where are we today? My story of delving into the history of gliding in Bathurst began this year when I was elected President and it fell upon me to organise celebrations to mark 50 years since the various gliding operations in the region came together. However, gliders have been soaring over Bathurst for longer than that.

We marked the occasion with a lavish celebration in the tug hangar. Lyle McLean, our current Tug Master, brought his band Niaga Dessip (aka 'Lock up your Grandmothers') back together to put on a magnificent show for us - perhaps we can get them out of the nursing home for a repeat performance at the 75th anniversary?

This is to be the first of many documents I produce recording the history of our club, so watch this space. I am proud to say BSC has a very diverse membership, about 128 strong and growing. We currently have a fleet of six gliders, two tugs and about 50 private gliders on the field. I look forward to the next chapter. bathurstsoaringclub.com.au GA



WA's Women in Gliding event was held in early November in Narrogin. Ten pilots with various goals and skills gathered for a chance to gain experience and confidence under professional instruction, and make new friends.

Saturday 3 November dawned rather cool but, as often happens at Narrogin, it warmed up to become a beautiful day. This was our fourth WIG and the first time we started on a weekend. It was an experiment to attract younger, working women and I think it worked. Two pilots from GCWA at Cunderdin came to Narrogin for two days more than they would otherwise have been able to, seven pilots attended from Narrogin and one travelled from Bathurst.

So, in total we had 10 pilots with various goals and skills. One pilot's goal was A and B badges, which she attained. Another re-soloed in our Puchacz, one converted to our Discus with great success, and another made her transition to single-seat gliders in our Astir. One attempt for Gold Distance around a 300km triangle ended at Pingelly 40km away. As it was her first genuine outlanding, the tow pilot was impressed by her choice of paddock. That day, the task was Kulin - Quairading - Narrogin and was completed successfully by four other gliders.

Each pilot had at least one cross country flight with a coach, and I know of two pilots that have caught the bug. With three very professional ground crew, one instructor, five coaches/instructors and one tow pilot - who are all very skilled - it was a fun-filled week and, of course, the catering was second to none.

Karen is the winner of the Instructors Choice trophy, and said, "WIG has been very important to many of us. Gliding is a major commitment and although we love it, many women pilots have seriously considered quitting at one stage due to lack of finances, time, confidence and any number of other hurdles. However, the camaraderie and support we receive from women and men in the club, which has resulted from WIG week, has rekindled our interest in gliding. This year we have all pushed ourselves and each other to achieve our next milestone. I can't overstate how important WIG has been to me."

"The best part of WIG is the opportunity to share our experiences and to motivate and encourage each

other," commented Alis. "We are fortunate, again, to hold the event at a wonderful club with a fantastic culture. We had great instructors, coaches and willing ground crew to help us meet our goals. The Narrogin WIG members worked hard all year to make it a great success, and thanks are due to Claudia and Bryan Blackburn for all their work in securing a grant through DSR. Thanks to all of our members who helped us raise money by holding a sausage sizzle, club catering and jam sales."

"I only wish I'd been able to spend more than two days at WIG," said Christine. "I don't know where I'll be next year, but if I'm in the West I will endeavour to come for the whole week."

Sally received the Most Improved Pilot award and extends her thanks for the congratulations she received and the opportunity to fly at Narrogin. "I had a great time, enjoyed the discussions, the time flying with the instructors, meeting the other girls, meeting the guys and most definitely Jo's cooking," she said. "Please pass on my thanks to your team and club members who made themselves available. They did a sterling job. It was most enjoyable and hopefully I will have the chance to see you all again."



MORNING GLORY 2018

BY MARTIN HURST



My first experience with the Morning Glory was on 21 December 2006 en route from Mt Isa to Mornington Island in a C-182. My father, Kingsley, who introduced me to gliding at a very young age, was accompanying me for the ride. Cruising at 9,500ft, it appeared to be true that, once a glider pilot, always a glider pilot. We both looked at the weather ahead and agreed we were not going to pass up an opportunity. Soon after, we were down at 2,500ft flying the Morning Glory front at 140kts IAS, powering back and climbing at 500ft/min - very special. After this day, it has been a dream of mine to one day fly the Morning Glory in my own glider.

Flying the C-182 was part of a previous life as a fire alarm technician for Chubb Fire Safety, on my way to service Fire Alarm Panels each month at various locations in the Gulf of Carpentaria. Among other ways of building

flying hours, this employment was a major step in funding further flying training in pursuit of my aspirations and dreams to one day join the RFDS as a pilot.

Thanks to my supportive family and friends, both these dreams have become reality.

My first taste of flying the Morning Glory in a glider was due to Terry Kelly in his beloved Motorfalke in September 2017. Terry offered me a seat that I could not refuse. After those flights it was clear to me that careful planning was needed to return in 2018 in my own bird.

Who better to spend time with than Geoff Pratt, possibly the most experienced Morning Glory pilot in the world and a true gentleman?

With friends' encouragement and Geoff's calm nature, words of wisdom, skills and help, I was able to get airborne in my Pik 20e, newly acquired from Steve



Clements in Charters Towers. Prior to arriving in Burketown, Geoff and I had some great cross country flights together out of Mareeba, Qld.

On 25 September 2018 we launched and parted soon after. I watched and listened in awe of Geoff, setting off from Mareeba to Burketown (YBKT) using a total of 2 litres of fuel for the entire journey. A week and a half later, I followed on a far greater fuel economy road trip in my wife's limo with my glider in tow.

With regular weather updates from Geoff, Ian McPhee, Terry Kelly and windy.com, my excitement was gathering momentum.

Unfortunately, for this trip I was unable to secure annual leave over the school holiday period, so I parted from my beautiful girls and set off solo for the Savannah.

After spending the night catching up with my niece at Donors Hill Station, a mustering chopper pilot with the Stanbroke Pastoral Company, I arrived in Burketown on Monday, 9 October with beef still caught in my beak from the juicy Stanbroke beef rib bones I'd feasted on like a wedge-tailed eagle the night before.

No time for mucking around - my humble camp was swiftly set up in the caravan park and it was off to the airport to rig. The following three days were simply mind-blowing.

DAY 1

This was hard to beat. We launched at approximately 6.30am, Geoff in XOI, Gavin and Paula in Diamona GRE and myself in MQN. Gavin was soon nicknamed Geoff and I, the Piklets. Somehow that has stuck. After some time on the cloud alone I was able to join Geoff where the learning curve suddenly increased. Soon after we were having a cup of coffee and a muesli bar with the staff at YALG (Adels Grove). How did this happen?

After the surreal feeling had slowly begun to pass, my mind began to settle into some kind of normal computing capacity. This made it real as the conversation switched and discussions emerged about the challenge of soaring home. After a swim in the Grove and an Adels Grove burger-with-the-lot on board for extra ballast, we launched at 1330 into great conditions. Not long after we were on final glide to YBKT. What a day!

DAY 2

On another beautiful morning, the vibrating red glowing sun rose over the horizon shining on a clearly visible Morning Glory. The primary cloud was intercepted at the coastline abeam Gore Point.



The Piklets were now heading southeast along the cloud cruising at 100kts, maintaining height. At this point I slapped myself to see if this was not a dream. With slightly bruised cheekbones, both from the slap as well as smiling so much, I was quickly back monitoring both the master craftsman at work and the awesome clouds tracking via the shadow over this truly magnificent landscape.

After cruising at speed, which seemed to last forever, I observed the cloud up ahead starting to lose its clearly defined shape, so I decided to slow down to conserve height and settle into my newly obtained comfort zone. Piklet 2 turned at 98km YBKT and decided to track back to the northwest. Soon Werindinga had passed and it was time to make a decision to leave the primary wave and move onto the secondary.

Further ahead, the cloud was dissipating, however, the mixture of dust, smoke and reduced moisture showed haze domes leading the way home. Leaving the final wispy clouds Piklet 2 entered the blue flying the lines of the haze domes until a decision was made to keep YAML





(Armraynald) as the option, starting the engine 30km short for the final glide home.

Piklet 1 turned at 120km YBKT and made the decision to stay with the primary wave, which proved prosperous with final glide home. Truly incredible.

DAY 3

The day looked promising but launch was later as initially there was no cloud on the horizon. GRE decided to have a sniff and simultaneously the wind increased and a radio report confirmed it was on.

The Piklets quickly swung into action and were airborne, tracking west like an early morning bombing raid. It wasn't long before the cloud was spotted in the distance.

Given the terrain and limited experience, Piklet 2 decided to take a higher launch as the cloud was moving away at a rapid rate and the terrain was not favourable. Climbing 1,000ft higher than Piklet 1 a higher level, wave formation from the haze domes was observed. On

reflection Piklet 2 should have kept climbing, as it appeared to be another level of wave she had just encountered with increasing lift.

Nevertheless, the engine was shut down and only air noise was heard after leaving good lift and moving through the sink towards the primary wave. Piklet 2 can only ponder what may have transpired had she kept on climbing into the higher level wave. What transpired, however, was still inspiring flying - an arc around Burketown tracking out west first and returning from the south. This was mainly in the blue but was a great experience using the haze domes as the guide to the location of the lift.

The next couple of days were quiet so time was spent fishing, soaring locally and mainly chatting about this magnificent phenomenon.

The time came when we made the decision to de-rig for the journey home on 13 September. Geoff planned to fly home, stopping overnight at YGTN (Georgetown).

After watching him launch into a great thermal, I headed to Donors Hill again to overnight.

The plan, unknown to Geoff, was to be in Georgetown prior to his launch. I was only 10km out of Georgetown when I received a message from Geoff to say he was launching a little earlier as conditions were good. On reaching Georgetown I made a dash to the airport but he had already departed. I contacted him on the handheld radio and wished him luck for the journey back to Mareeba. Needless to say, Piklet 1 had well and truly beaten Picklet 2 back to Mareeba. Wow, what a trip!

I'm truly grateful for friends' and family's help. Planning has already started for 2019.

GA



ETA: A LONG FINAL GLIDE



WORDS AND PHOTOS BY JENS TRABOLT

Nearly 20 years ago, the ETA project was an attempt to construct the ultimate Open Class ship. With a 31m wingspan and an LD of 70, it was built to glide incredible distances and reduce the time spent thermalling to an absolute minimum. Now, it is possible to fly this exotic hypership through the Seventy2one project with the experienced German pilot Uli Schwenk as chaperone. It's an incredible and unique experience that should be high on every glider pilot's bucket list.

Spatz, Sparrowhawk, Duckhawk, Zugvogel and Bergfalke - sailplanes are often named after birds. But if one should think about where in the winged animal kingdom the eta (written correctly with a small 'e') belongs, the albatross is the obvious answer. The huge bird is not graceful on the ground, but in the air, it is in its correct element.

With GPS trackers, researchers have documented how the albatross can fly up to 16,000km without landing, crossing the oceans several times in a single season. The big bird is expert at utilizing the energy in the atmosphere and slipping away with the greatest possible efficiency - just like his ETA colleague built from glass and carbon fibre.

The symbol eta (which resembles the letter 'n') represents efficiency in the world of technology - that is, the extent to which a machine or construction uses energy. In the classic understanding of a glider, it's about how far forward you can glide for each meter of height lost. The ETA project is an extreme expression of this discipline.

BACKGROUND

The ETA project has its origins in the late 1990s within a group of wealthy private owners, enthusiasts who wanted to design an experimental, absolutely uncompromising Open Class hotship. Among these enthusiasts was the legend Hans-Werner Grosse who, with his 1,460km Lübeck-Biarritz XC flight in an ASW 12, set the standard for the sort of adventures that could be achieved in the new fibreglass constructions. He was hungry for a sharp new weapon for his specialty, Wandersegelflug - that is, long flights with an exploratory touch. Other World Cup types such as Bruno Gantenbrink also participated.

With the technical design of Dr Reiner Kickert from TU Braunschweig, the eta first flew in July 2000, where the first prototype soared half a meter from the runway.

The project would probably have been impossible without the great technical know-how gathered over time in the aviation companies established in Rhön and the Swabian Alps. The aircraft had Binder cockpit, fuselage and engine installation, and the wings of the first prototype were built by Streifeneder, known for the Glasfaser Libelle and other models. The other series-made wings, built in seven stages, were built by Schmidt & Schatz in Rosswalen, not far from Schempp-Hirth.

A large variation exists between the existing copies. Series No 2 failed on 30 September 2003 at Binder Airfield Büchig during a spin test with asymmetrical fuel load in the wings, when the plane disintegrated in the air after a spiral dive with a sideslip - causing the rear fuselage to break. Both pilots parachuted out and, unbelievably, the ETA project managed to rebuild the failed aircraft with a serious re-design of the fin, which had a smaller area.

PRICE TAG

With a wingspan of 30.8m, eta really is an albatross - especially when handled on the ground, the long wings flap in a worrying manner. But in the air, an eta is remarkably majestic with its LD of 70-plus. Not surprisingly, extreme construction and performance also resulted in an extreme price. DM 2m was the price in 2000 - that's €1m today, making other superships like the EB 29 DR look cheap.

Only six etas were built, of which only three are still flying today. Bruno Gantenbrink, who already owned one eta in advance,

ABOVE: Uli Schwenk and Keith Gately are ready to fly one of the three remaining flying etas.

BELOW: The wing platform changes dramatically at the tips.

This design ensures good stall and spin properties

Jens tried to stall with the plane and level flight, and the plane only mushed down without drama.



continued over page



TOP: A wide range of purpose-built mounting aids appears as Uli prepares to rig the eta, which is, moreover, designed to a maximum weight of 920kg.

ABOVE: Hello, how's the weather out at the tips?

designed his own version, called Nimeta, from a Nimbus body and the final version of the eta wings. During a test flight in the certification region in 2012, this also met its end, unfortunately, when one wing failed. However, the test pilot saved his life with a parachute and, despite major damage, it was possible to repair the wreck to airworthy condition.

The eta participated in the World Cup in 2003 piloted by the talented Pole Janusz Centka, and came second in Open Class.

SEVENTY2ONE

A new chapter is now written in the eta story. Australian Keith Gateley from Bathurst Soaring Club bought Series No 5 last year. Keith decided that D-DFEM would stay in Europe, and through his friendship with German pilot Uli Schwenk they agreed that the eta would be stationed at Uli's home club at Münsingen, 50km southeast of Stuttgart. The idea is that Uli has daily supervision of the eta. He not only has to fly with as many paying passengers as possible, but also train Keith to fly the eta.

"When I bought the eta last year, it had only 125 hours in the logbook - in 12 years! But we will try to change that," Keith said. He is going to fly the Hahnweide International competition with Uli, and I can fly in the backseat on a transit flight from Münsingen to Hahnweide.

But an Australian with a plane in Europe? It seems like a questionable project ...

"No, not at all," Keith said. "It is not long before I plan to retire and as it is now, I try to stay in Europe for at least one month each year. It gives me time for the eta. We have spent a lot of money updating the plane with modern avionics, and we have also modified the trailer, so now it is possible for a lone pilot to rig the plane."

RIGGING ETA

For once I'm glad I can concentrate on the camera and thus have a valid excuse not to attend the backbreaking task of rigging the glider. This is a demanding process. Along the way, more one-off mounting gadgets come out when the long wings need to be stabilized in the strong wind. The eta does not have automatic couplings, and Uli must dive halfway into the body to ensure that the long rudder connections are properly secured.

However, I'm commanded to hold one wing and, like a small distant object on the horizon, Keith holds the other wing. The distance is huge and you have to shout to hear each other. That's probably the price of LD 70 - you have to think for yourself.

We head for a start at RWY 08 at the special Münsingen Eisberg. You know that an airfield is special when there is a dedicated 10m high tower for radio ops and traffic management for a runway that is only 500m long. This is due to the fact that the terrain goes up in the first half of the aerodrome and then falls away towards the valley. From the starting point, you only see a few hundred meters, then the planes disappear out of sight. Hmmmm. But with Uli to hold my hand, I'm safe. Uli is several times German champion, vice world champion in 1995 and European champion in 1998.

As the engine warms up, we discuss the weather that does not seem particularly promising for any great flight. There is a 15kt eastern wind, 21°C and 5/8 Cu in 4,000ft with scattered cirrus clouds above. There are holes with sun that may give a little heat.

INTO THE GLIDE

Then we start. Full power, minus flaps and the heavy, heavy machine builds a slow momentum up the hill accompanied by the roar of the engine. After what seems an eternity, we choose 0-flaps and then plus-flaps.



Now the terrain disappears below us, and we climb on course towards Münsingen. At 400m agl, we shut down and go straight into a 1.5-meter thermal, which slowly but surely gives us the required height reserve for our first glide from the area.

After the start, I'm flying and excited to see how 31m perform in the air. After about 20km, we hit a proper thermal and, although not necessary, I choose to swing around to experience how the plane handles in thermals. The experience of mass and sluggishness is great, of course, but when you find that the plane is to be flown with small adjustments on the rudder in turn with virtually fixed elevator and aileron, it is actually much better than expected.

Flying eta under these weak but, for this glider, favourable conditions is an incredible experience. I choose a speed in the headwind of about 130 kph and reduce the speed to about 100 kph when we climb. 60km later we are at about the same height and we have not circled once. The big plane just continues and continues without the slightest tendency to lose momentum.

AVERAGE LD 168

Now we can allow ourselves to speed up and we must 'accept' that the average LD is reduced to 168 over the next 64 km, with an average speed of more than 140 kph! This is too simple, I think. It is a fascinating and beautiful experience to see how the wing tips, far out on the horizon, live their own organic life with large, long movements up and down, depending on aerodynamic impact.

Keith has also installed an indicator system that shows which flap set is optimal at the current speed. Really long flights exploring the landscape must be a piece of cake. "That's right," confirmed Uli, "but just as long as you're high." If you get low, it's no longer so simple in the small thermal bubbles with a giant like the eta.

We are close to Hahnweide now, and the traffic is quite intense due to the imminent competition. We position ourselves as number 2 for landing on the short asphalt RWY 07. There are planes parked everywhere and we must avoid hitting the runway markings and parked planes with our albatross wings. This is going to be a job for Uli!

A FORMIDABLE GLIDER

Short final, landing flaps and out come the four double air brakes. I have never seen that before! But it works and we can hold a descent profile that is acceptable. Landing becomes relatively smooth and with good energy. "The most important thing is to keep the wings completely horizontal," said Uli. If you do not, you can imagine the mega-groundloop that will be waiting.

We roll out among the parked planes. Everything is intact. We have flown 157km and circled twice, less than 10% of the time - once after takeoff and once to test the handling. The rest of the time we flew straight.

Over the following days, Uli, Keith and the eta demonstrated with a day victory in Hahnweide that, in the right hands, the eta is still a formidable glider.

Post Script - You too can experience flying with Uli Schwenk in eta. You will need to have time, enthusiasm and leave €500 in the backseat as a contribution [facebook.com/seventy2one](https://www.facebook.com/seventy2one)

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ABOVE: eta after landing at Hahnweide. It is clear that it is an extreme construction.

BELOW: Uli and Jens - Happy? Yes, can you be anything else in an eta?

NARROMINE CUP WEEK



BY SEAN YOUNG

Each year, Narromine Cup Week is held during the last week in November. The Cup is awarded to the pilot who achieves the highest three OLC scores during the week. I always enjoy flying there for the weather, which can be excellent, and meeting old friends from clubs around NSW, Victoria and Queensland with visitors from SA and even WA.

Interesting talks are held in the mornings before briefing. This year, G Dale gave a sobering safety talk. Graham Parker and Theo Newfield were visiting with their ASH 25m, and Graham talked over their adventures flying in Nevada. John Orton talked through using a phone set up with XCSOAR for navigation and task flying.

ABOVE: Graham Parker and Theo Newfield with their ASH 25. Graham gave a morning talk about flying in Nevada.

BELOW: Blow-in Thomas Gostner, an Italian glider pilot who has been flying international competitions for many years, including WGC at Benalla, just happened to be at Ayers Rock en route to Sydney when he called Beryl Hartley. She suggested he drop in at Narromine on the way - and he did, in his Citation.



Lots of pilots are always coming and going at this time of year as well, which makes for a fascinating few weeks. This November was particularly busy at Narromine with the Coaching the Coaches course during the week prior to the Cup, and the Multiclass Nationals held immediately afterwards.

The first two official flying days featured good weather. Then, however, a major weather system moved across the Eastern states bringing rain, very high winds and an enormous dust storm. Due to the ongoing drought, the paddocks across NSW and Queensland are dry and sparsely vegetated. When the front passed through, driven by a low that spun across Victoria and out into the Tasman, it picked up and carried with it a vast band of dry soil that choked and blasted across the area.

Narromine Cup pilots started to peel off and disappear

BELOW: Terry Cubley with Chief Scrutineer and Ops Manager for the Comp Mark Howse, who is at Narromine for the summer from South Africa, and long-time Narromine fixture John Rowe. Scrutineering for the Multiclass Nationals began at the end of Cup Week.



NARROMINE CUP WEEK



ABOVE: At the Narromine Cup Presentations, NSW GA Trophies Officer Kerrie Claffey presented Jenny Ganderton with the NSW Silvafros Trophy for most meritorious flight (highest OLC points) for the 936k triangle that she flew on 6 January 2018, earning 1,029 OLC points.

TOP: Kerrie herself received the Stamina trophy - for longest cross country flight in NSW - for her 1,046km flight from Narromine on 23 December 2017.

Kerrie has updated several NSW GA trophies and tracked down missing ones, including the Fairey Trophy for height gain - see page 7.

with their glider trailers into the murk, while Multiclass Nationals pilots started to arrive and prepare their gliders for the championships.

Throughout, Beryl and Arnie Hartley and the rest of the Narromine crew kept the operation running smoothly and cheerily. As always, the catering at the club was excellent and the club house - even with the doors closed against the wind and dust - was an interesting place to while away the time while we waited for the weather to turn.

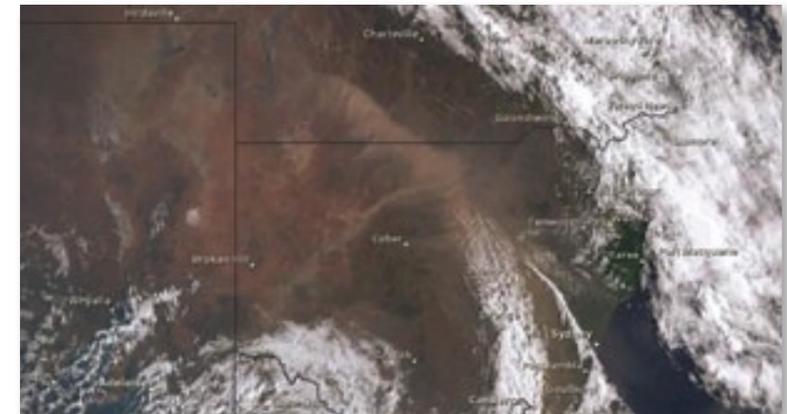
Beryl also took us on a guided tour of the Narromine Aviation Museum, which continues to grow each year. The museum gives a fascinating view on local and Australian aviation history, of which Narromine is an integral part.

Eventually, we were graced with two more flying days. The Narromine Cup went to long-time participant and competition pilot Gary Stevenson from Grampians Soaring Club.

I hope that Narromine Cup will keep going long into the future. Each year as I leave my accommodation and head home, I make a reservation the following year. GA



ABOVE: Gary Stevenson with another Narromine Cup to add to his collection.



MIDDLE: The BOM satellite image clearly shows a long line of dust being swept across NSW and southern QLD. The dust band extended below the line of clouds visible stretching south.

ABOVE: With the sky full of dust, even the magpies were waiting by the clubhouse at wind-swept Narromine Airfield.

MULTICLASS NATIONALS NARROMINE



PHOTOS BY SHARON DENNIS, MARK HOWSE, SEAN YOUNG

The drought ridden plains of Narromine were home to the Multi Class National Championships in late November to early December, featuring intense competition with a mix of blue and cumulus days.

BY BERYL HARTLEY

The short burst of rain we had during Narromine Cup Week was not sufficient to lay the dust for the start of the Championships. Following a very dusty start on the official practise day, a night shower provided some relief for the ground crew. The first two days looked promising for some substantial rain, but high cloud and the torrential rain that battered the coast only produced 20mm and stopped the soaring at Narromine.

FIRST RACING DAY

Day 3 was the first racing day with speeds of 135kph for the 350km racing task. John Buchanan, Tom Claffey and Brad Edwards came first, second and third in Open

Class. Adam Woolley, Tobias Gieger and Andrew Maddocks took the top three places in 15m Class.

MORE DUST

After another dusty start, Day 4 promised to be a long day with plenty of cu. The tasks were 650km for Open Class and 550km for 15m Class. It was a great start but proved to be a long, slow trip on the third leg, resulting some pilots taking over 6 hours on task. John Buchanan, Brad Edwards and Lumpy Paterson were first, second and third in the Open Class, and Adam Woolley, Toby Gieger and Jim Crowhurst placed in 15m Class. Akemi Ichikawa came first in Standard Class.

CHANGING PLACES

Saturday 1 December was very different day and brought a change of places at the top - a blue day with an AAT of 3 hours. Following two early land outs, the fleet slowed and it quickly became a gaggle day. After the senior pilots quickly dealt with some initial confusion, order was established in the gaggles. All pilots then completed the task and managed an unusual approach for the finish at Narromine.

In Open Class, Tom Claffey, Geoff Brown and Scott Percival took the top three places. In 15m, the winners were Adam Woolley, Toby Geiger and Scott Lennon, and in Standard Class it was Scott Lennon, Andrew Maddocks and Claire Scutter.

Sunday was predicted to feature high winds and dust preceding a cool change, so a rest day was held. The pilots met and excellent safety discussions were held. Bryan Hayhow ran the morning 'Safety Minute' at

briefings, which have proved to be entertaining as well as educational.

TESTING TASK

Day 4, Monday 3 December, brought a well-set task for the day. Jenny Thompson as the MET guru and William Stalenberg as Task Setter did a wonderful job in setting up a testing task.

A cool blue day with tops of 5,000ft and 5 to 6kts, it was another very dusty day at the airport with wind at 10 to 12kts from the south. To help reduce gaggles, 15m Class launched first with a short 15 minute break before Open Class launched.

There were two outlandings in 15m and one in Open Class, but the retrieve crew had all home safely with aerotow retrieves. All pilots were ready for another day of blue before a few days of cumulus to finish off the competition.

Tom Claffey proved his strength on the blue days and led Open Class home again, and Adam Woolley continued to dominate 15m Class.

LOOKING UP

Tuesday was a good championships day again with great tasking and performances from the competitors. Jenny Thompson was right on with the weather and the task was achieved by all but three pilots who were unlucky to land close to the airport on a tricky final glide.

Tuesday was also the last dusty day on the runway 22. The line helpers, fitted out with dust masks, ran through clouds of fine dust during the launch as the fleet launched into yet another blue day.

David Shorter, flying in Open Class, decided not to fly with the gaggles again and started first alone and finished alone to win the day. Norm Bloch came 2nd and George Schuit was 3rd with a great performance. Adam Woolley continued with his winning performance for 1st in 15m Class followed by Allan Barnes 2nd and Andrew Maddocks 3rd.



TOM CLAFFEY

Multiclass Nationals 2018 at Narromine are done and dusted – literally! The drought conditions and the need to use the same runway for much of the comp resulted in a fair bit of dust. Beryl Hartley and her small team ran an efficient comp with no major issues. No damage was done to any gliders, other than about five flat tyres that Chris Woolley quickly fixed, so the pilots were still able to compete.

Adam Woolley almost made a clean sweep in 15m Class, showing the results of his last few years of intense training and two World Championships this last season.

Peter Trotter quietly rose to the top in Standard Class. Due to insufficient Open Class entries, the Open and 18m Classes were joined and 15m and Standard Classes were also combined due low numbers in 15m. The top three pilots in Open were 18m pilots, and I came out on top in my ASG29 after a mixture of blue and strong cumulus weather. In my case, as it was really my first major comp since the Benalla World Championships, I was pretty relaxed.

It was also my first time flying against the new JS3. They are certainly a step up in performance and look fantastic, but the old ASG29 is still a great machine.



TOP: It's always interesting to meet at the pie cart.

ABOVE: Tom Claffey was the winner in Open and 18m Classes.

LEFT: Tom lands his ASG29.

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ABOVE: Geoff Brown in his J1C came third in Open and 18m Classes.

BELOW: Briefing on the first day of the Championships.





ADAM WOOLLEY

After a huge European season of training and competing, it was really nice to be back in Australia.

First, thanks goes to my father, who race-prepared my Ventus 2a for this Championships and ensured its 100% reliability. This allowed me to focus on one thing, the job at hand, and was a key part of my success.

My goals for this comp were to have fun, be confident in my decisions and to be inquisitive, followed by trusting my abilities and knowledge. I feel I achieved these

goals, especially on the last day – a 3-hr AAT into a known slow spot for me in the south, then up to the north towards the moonscape of Nyngan, across the wettest place in Australia to Warren, and then a short run home.

I made a false start, as I felt that the day both hadn't started yet and that the sky wasn't in an up cycle. This turned out to be a good decision, but could have been disastrous if I wasn't clever with my height.

I decided to fly McCready theory for the first time, with an inquisitive goal, because I felt I had been flying too fast for the conditions the day before. This gave me a really conservative approach to the day - it felt a little like an armchair ride, actually! I just bounced along, staying reasonably high and taking strong climbs. My average speed was 117kph to my last leg.

I turned high just 35km from home but, knowing the day had changed from 30 minutes earlier, I started hunting for lift at altitude, heading into wind.

Fast forward, I was over the last area of lift in the wet north, but it wasn't working. I knew I just needed to get home to win, forget about the potential 120kph for the perfect end.

I decided to dump my 185L of water. I was now the lightest glider in the competition at 340kg. I was also low. Decision time, back to the last area of lift, or head to where my instinct is telling me to go?

Mental strength, focus, relax, feel - and get the 'losing the Nationals' thoughts out of your head. There's literally no time for it – focus, relax, feel.

Beep, beep, beep. I was going up, though not very fast. I could have sat there literally all afternoon. Slowly, slowly, I went up. Taking a fat final glide, I was home. I was National Champion. I'll remember this day – and the final 15 minutes especially well - for a long time!

CUMULUS RETURNS

Wednesday was greeted with a sigh of relief with a new runway and cumulus. A good medium Narromine day with cloud base around 9,000ft and plenty of cu from mid morning, it was a very fast set racing day with Norm Bloch 1st in Open Class at 159kph followed by Tom Claffey 2nd and Brad Edwards 3rd.

A change was also seen in 15m Class - Toby Geiger came in 1st, Scott Lennon was 2nd and Adam Woolley 3rd. Scott Lennon also came 1st in Standard Class with a speed of 140kph.

Thursday's racing task of 550km was set in 18m/Open Classes. Norm Bloch had his second day win at 137.56 kph, taking 1,000 points and beating Tom Claffey into 2nd place for the second day running. In 15m and Standard Classes, a racing task of 454km was set. Peter Trotter won the day, flying 131.66 kph and blocking out Adam Woolley and Tobi Geiger.

Although flying the same race, the results in Standard Class still put PeterTrotter at the top, but Lisa Trotter took 2nd place followed by Alan Barnes.

FINAL CONTEST DAY

The eighth competition day arrived and again, the forecast was for blue skies. An AAT was set in 18m/

TOP: Tobi Geiger in his new Ventus 2a. Tobi had two day wins and took second place in 15m Class.

LEFT: Adam Woolley dominated 15m Class, winning six days.

RIGHT TOP: Jhn Buchannan in his JS3, one of four JS3s at Narromine. This new glider is set to become a regular sight at gliding fields across the country.

RIGHT MIDDLE: Matthew Atkinson gets ready to fly his Ventus 2CX with Norm Bloch.

RIGHT BELOW: Brian DuRieu with Lisa Turner.



'I looked at the sky this morning and thought even if I come last, what a great day to fly.'

NORM BLOCH AFTER WINNING 18M CLASS ON 5 DECEMBER FLYING 384.11 KM AT 158.96 KPH

Open Classes with a median distance of 3,334km. Geoff Brown won the day, securing his 3rd place, flying 373.78km at 121.92kph. Norm Bloch took second place, cementing his 2nd place overall and Terry Cubley came 3rd giving him his finish of the contest in his Ventus 2cxT, taking 10th place overall.

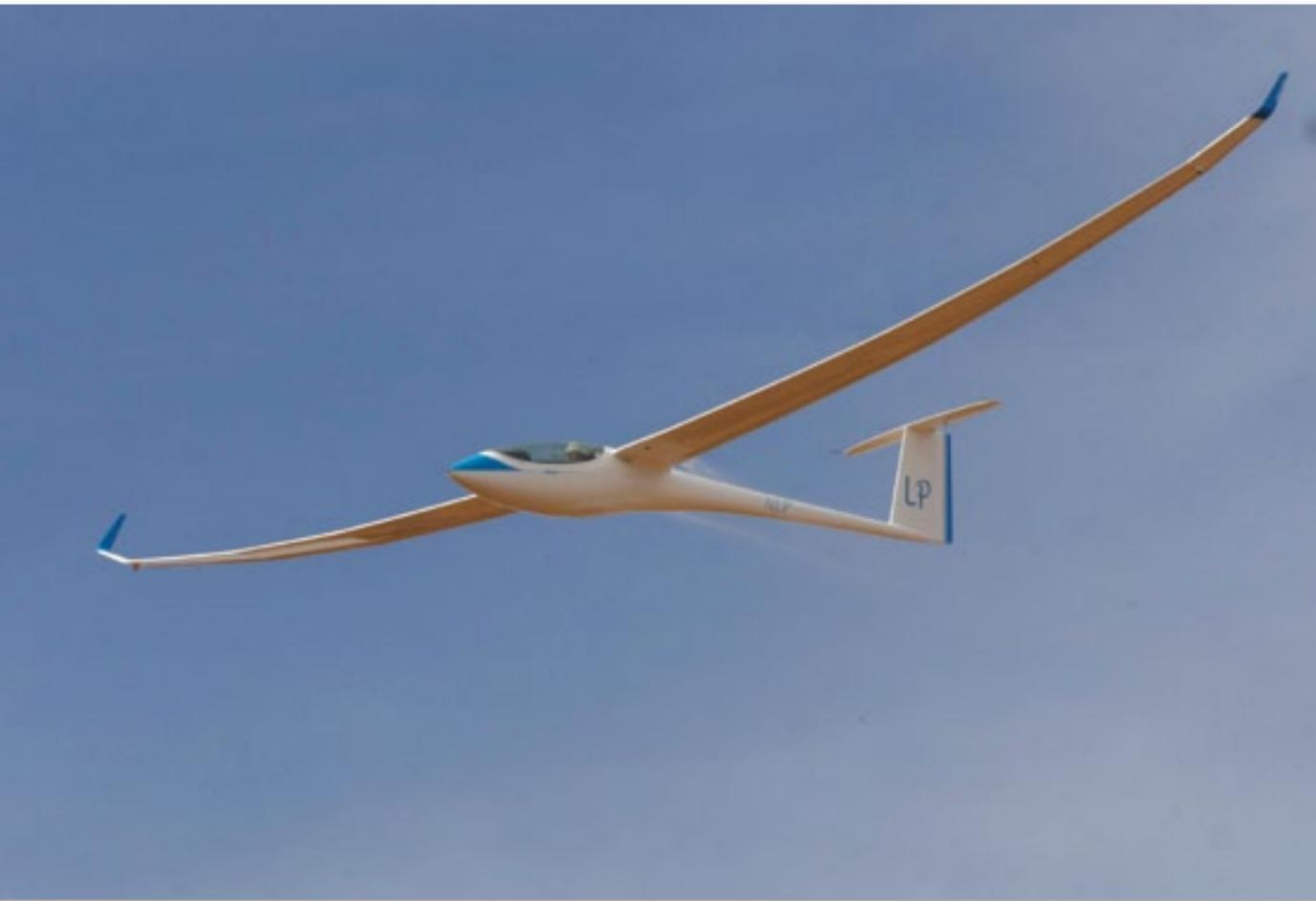
In 15m and Standard Classes an AAT with a median distance of 336km was set. Tobi Geiger took his second day win, flying 343km at 114.43kph, knocking Alan Barnes into 2nd place and Adam Woolley into 3rd. However, Adam stayed in top position overall and Tobi took 2nd place, while Alan Barnes had to be satisfied with 4th overall.

In Standard Class, the results were a bit different with Alan Barnes taking 1st place, Scott Lennon 2nd and Michael Durrant 3rd. Andy Maddox came in 6th, but his solid performance throughout the contest was enough to give him 3rd place overall in Standard Class.

It was a tough competition with the usual mix of good, bad and ugly weather. But that is what National Championships are all about - testing the pilots to see who has the skill, stamina and aircraft - with a bit of luck - to be a champion.



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'I avoided the pre start gaggles and went for a wander, trying to get an idea of what the thermals and clouds were going to offer. I had decided at briefing on a 2pm departure. I got into a good rhythm and managed to avoid having to share my thermals with anyone till final glide.'

SCOTT LENNON AFTER WINNING STANDARD CLASS ON 5 DECEMBER, FLYING 339.26 KM AT 140.3KPH



TOP LEFT: Lumpy Patterson flying his JS3. Lumpy finished in 4th place in 18m Class.

FAR LEFT: Scott Lennon had two day wins and took 4th place in Standard Class.

LEFT TOP: Akemi Ichikawa won day four and finished in 5th position in Standard Class.

LEFT BELOW: Brad Edwards was also flying a JS3 and took 7th place in 18m Class.

TOP: Claire Scutter flying an LS8 coming 6th place in Standard Class.

ABOVE: David Jansen finished in 8th place in 18m Class.

MULTICLASS NATIONALS NARROMINE

27 NOVEMBER - 7 DECEMBER 2018

18 M / OPEN CLASS

1 TOM CLAFFEY	ASG 29 OPEN & 18M	7224
2 NORM BLOCH	JS3 OPEN 7007 18M	7012
3 GEOFF BROWN	JSI C OPEN 6970 18M	6971

15M CLASS

1 WPP ADAM WOOLLEY	VENTUS 2A	7268
2 TOBIAS GEIGER	VENTUS 2A	7011
2 PNL PETER TROTTER	LS8	6362

STANDARD CLASS

1 PETER TROTTER	LS8	6743
2 ALAN BARNES	LS8	6727
3 AG ANDREW MADDOX	LS8	6634

TEAM TROPHY

NSW, OM CLAFFEY, GEOFF BROWN AND BRAD EDWARDS

HIGHEST SPEED

NORM BLOCH 158.96 KPH

soaringspot.com or tinyurl.com/ybaz2zs4

COACH THE SILVER C COACHES



JOHN BUCHANAN
National Coaching Director

This 6-day course, held at Narromine from 11 to 16 November, aimed to train new coaches at the Silver C level. The Silver C level coach is the one who gets involved with the student at some point along their ab-initio training.

The SDMs - Soaring Development Managers, formerly called RTO Sports - from all five regions attended and brought along two trainee coaches. With G Dale as main presenter, plus Terry Cubley, John Orton and I, we had a sizeable event. The SDMs were Greg Beecroft from WA, Pete Temple from SA, Matt Gage from Victoria, Bryan Hayhow from NSW and Mile Gore-Brown from Queensland - all very skilled coaches. Each day we

flew two sorties in four Duos and an ASK 21 with G Dale, while the SDMs rotated student coaches and aircraft to achieve the maximum cross-training possible.

The recent moves by the GFA Board of Directors and S2F have highlighted the role coaching needs to play in the growth of our sport and in the retention of members who tend to drop out in the early post-solo stage. With this in mind, we held a 2-day workshop in Brisbane in June that included all SDMs within the newly named Soaring Development Committee, formerly the Sports Committee. The name changes were made to reflect the renewed focus we were being given.

COACH AND INSTRUCTOR INTEGRATION

Over the last 12 months, considerable effort and progress have been made. We now have different

levels of coaches and a combined instructor-and-coach approach to training students. This integrated approach aims to guide the new soaring aspirant through the achievement of their GPC and Silver C, with their first solo flight as a step along the way.

This is when the Silver C coach's role begins. These coaches can undertake training of students in the newly defined elements of the GPC Syllabus as illustrated in the upcoming GPTR reprint. Both instructors and coaches are therefore involved in the progress of a student to achieving their Silver C and GPC. The current Instructors Manual is being revised and renamed the Training Manual to more appropriately reflect the combined instructing and coaching elements of the GPTR/GPC Syllabus. Clubs are also now encouraged to convert to Training Panel meetings, including coaches, instead of Instructor Panel meetings.

During the week we had a meeting of the SDMs and finalised the three levels of coaches. The requirements to become a coach at one of those levels and the 2-year revalidation requirements will appear in a revised issue of MOSP 4 very soon. Basically, if you are a Silver C coach you can teach to the Silver C and flying further level. The Diamond C coach teaches to the Diamond C level, which includes flying faster, and competition flying if the student wants to. The High-Performance Coach is able to coach pilots who aspire to top competition or record flying. MOSP 4 will, very soon, include the Pathways to coaching and the explicit requirements for the coach ratings.

SALES AND MARKETING FORCE

The SDMs, or their delegates, will revalidate existing coaches to the appropriate level when they are due. It is recognised that some coaches will only be interested in a particular level of coaching and that is fine. Similarly, while some instructors may wish to coach to the Silver C by becoming a Silver C coach and meeting the new Silver C revalidation requirements, then that is certainly to be encouraged. Those Instructor/Silver C coaches can then sign off the coaching elements of the GPC Syllabus.

Therefore, I believe that Instructors and Silver C coaches are the 'sales and marketing' force at the coal face of our sport. When they come into contact with ab initio students, they must be prepared and able to inspire, encourage and stimulate them to take up the challenges of soaring flight and establish the friendships that are available through participation with like-minded people. It is the task of other sales and marketers to get the students to the airfield in the first place.

With the foregoing in mind, the Coach the Silver C Coaches Course 2018 was run with the aim of training new Silver C coaches. While the course was a success, it also highlighted the huge amount of work still required to update syllabuses, training manuals, presentation materials and methods of coaching.

HOW TO TEACH

We started on the Sunday morning with a brief outline of the proposed week's activities, followed by a 5-hour presentation from Terry Cubley on how to teach. Terry lead the discussions on topics such as developing good questioning skills to ascertain if the student is understanding the topic message. Safety featured in several ways. For example, we learned how to hand over control of the glider and establish who has control, as well as not allowing exercises to develop into unsafe situations, and making sure the coach identifies when the exercise is completed so that a student could 'reset' during the flight.

Terry explained the different ways in which people learned. For example, visual, audio, writing and doing. It is interesting to note that during the week, training flights had to be double edged. That is, the SDM had to teach the student how to teach a module and then the student had to role play as the coach and teach the SDM. The SDM, G or senior coach was in the front seat playing student and remained P1.

THERMAL ENTRY

On Monday Matt Gage gave a presentation on thermal entry using one of the PDFs that he had worked long and hard to create. Plenty of discussion ensued on what was the simplest and most appropriate way to teach a student how to thermal before solo and then a bit more succinctly, after solo. It sounds simple but from the varied discussion that followed, it was anything but simple.



TOP: Miles Gore-Brown with Lachlan Brown from Victoria.
ABOVE: Patrick Dunn (in glider), Leigh Stokes and Matt Gage.

The following formulae were adopted:

Feel the Lift + Vario indication = turn and thermal
(or $\omega + V = \text{turn / Thermal}$,
where ω represents your backside,
or feel, and V represents the vario:
No ω but +VVV= turn/thermal

No feel but persistent vario up.
Strong ω + no V = Turn / thermal
No $\omega + V = \text{glide on. A vario responding to a gust.}$
{abbreviated to $\omega+V=0$; VVV=0; $\omega=0$; $V=\}$

The afternoon's exercise of teaching the student and teaching the teacher to explain what they felt when they flew at constant speed through or alongside a thermal, culminated in much discussion during the late afternoon debrief. We thought we were going to teach by 'feel'. But on this day there was universal agreement that next to no feel was experienced on entering or crossing the thermals.

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to the Operations/Instructors for approval as it is their document.

Part of the renewed thrust to attract a greater membership is the desire to have a seamless flow from instructing to Soaring/Coaching for new members.

2-YEAR REVALIDATION

The SDM meeting on Wednesday night also fine-tuned the requirements for the different levels of coaches and the 2-year revalidation requirements to be met. These will be published in a re-issue of MOSP 4 very soon. One requirement, for example, is that for an Instructor to be able to sign off the coaching elements of the GPTR/GPC Syllabus, they have to be a Silver C coach - the revalidation requirements necessitating the instructor to have undertaken 600km of cross-country flying, actively participated in a formal coaching event and undertaken so many hours of instructing or coaching.

Existing coaches will be re-classified into levels of coaching at their next 2-year revalidation. It is accepted that some coaches may only want to coach at a particular level - for example, Diamond C - and that will be possible if they meet the applicable revalidation requirements.

More discussion, flying and debriefing took place on Thursday and Friday. Our two junior pilots from Victoria, who missed out on flying with G on Wednesday, stayed in Narromine on Saturday, when G gave up his day off to fly with them.

THE WAY AHEAD

In summary, considering this was a trial course and we were looking for the best ways ahead, it was considered quite successful by the attendees and much experience and feedback was obtained. The sheer amount of work required to get documentation into a more modern teaching format, and the task of presenting it to regions and clubs, is tremendous.

It was accepted that a paid, full time National Soaring Coach/Instructor, formerly called a Trainer, is required if we wish to reverse the decline in membership that our gliding movement has suffered for many years now. At least two years of full-time work, combined with other skilled inputs, is required to establish and deliver a standardised skill set base across Australia, which is a saleable product to encourage and grow our membership.

Immediately following the Coaching week, I provided a summary presentation to pilots attending the Narromine Cup Week. After the discussion period, attendees agreed on the need for a full-time position - that is not me, by the way!

All the State Associations provided funding towards the attendees' accommodation and flying costs - typically \$2,500 per State. GFA provided all the launches, the auditorium costs and the fees for G Dale. These funds are all sourced from members and are greatly appreciated. I believe the money was well spent and that its value will be returned to you all.

JOHN BUCHANAN



ABOVE: G Dale giving one of the morning lectures. He used gesture and animated motion to depict the way a monster cloud sucks up surrounding thermals and triggers thermals off with a kick of his foot.

BELOW: Peter Temple, Arnold Geertlings, Bryan Hayhow.

So, apart from developing set terminology when entering or centring a thermal, such as, 'move it uphill' or 'I think the thermal is over there' or 'do a searching turn', we decided that our pre-conceived idea of teaching thermal flying by feel was not going to work.

These teachings were considered to be more applicable in the post-solo thermal entering and centring training and was added to the GPTR/GPC syllabus after first solo flights.

SHARK OR DOLPHIN

G Dale presented more on thermal teaching techniques, Horizontal Nav (thermal sources, wind terrain) and Vertical Nav (Bloc or McReady speed to fly, consideration of what is ahead in the sky, soaring depth, deviations, etc) and the time/distance curve in lieu of the Polar curve. This results in more of a shark than a dolphin style of flying. The flying exercises and debrief provided plenty of discussion again.

Weather precluded flying on Wednesday hence much discussion took place on what and how to teach ab-initio pilots various elements of the GPC syllabus and when it should occur in the syllabus. A meeting that night with the SDMs re-wrote the syllabus items of the GPC/GPTR. This will have to go



ABOVE: Justin Couch in the back seat with Greg Beecroft in the front seat and Rod Ferrier standing.

VINTAGE GLIDERS AUSTRALIA MELBOURNE CUP RALLY



BY DAVE GOLDSMITH

The Melbourne Cup Vintage Gliders Australia Rally at Bacchus Marsh attracted quite a collection this year. Present were Andy Benton's yellow Ka6 from Benalla, flown by Andy's father Rob, Peter Raphael's red Cherokee II from Bendigo, as well as the local Australian Gliding Museum's red Slingsby T31b.

Other local gliders enjoying the conditions were the two K13s, one owned by the Geelong Club and the other by Dave and Jenne Goldsmith, the Beaufort Club's unique Zephyrus, the self-launching Woodstock owned by Peter Champness, and Leigh and Sue Snell's Mark 4 shortwing Kookaburra GRX.

Saturday 3 November produced good weather and quite a number of flights took place, up to 5,500ft. Rob had the longest flight in the Ka6 at 2hrs 15mins with an OLC distance of 53km. Both K13s were very busy. Geelong's GPZ logged 4hrs 24 in six club flights and GPY recorded 4hrs 6mins in three flights, by Peter

Rundle, Peter Raphael and John 'JR' Marshall, our VSA President visiting from Millicent, SA. The Geelong K13 is fresh from a survey and refabric after sterling club service for 50 years, logging 16,306 hours in 54,666 flights and ready for another 50 years! Leigh Snell had two Kookaburra flights, one to introduce the glider to the 10 year old son of a family friend, Alexander, who is looking forward to his next flight.

After the Australian Gliding Museum Open Day (see pg31), Sunday afternoon was a little windy but some interesting flights took place. Dave Goldsmith and Leigh Snell flew the recently surveyed T31b to 4,500ft in a flight lasting 46 minutes, only terminated to give others a go. Rob again had the longest flight, 2hrs 20mins and 75km in the Ka6 with the open canopy. K13 GPZ again flew for over 4 hours, mostly with instructor Wayne Mackley and including flights by newly soloed club pilot Hamid Nazari, a K13 convert! Peter Champness had a nice soaring flight in the Woodie, and Peter Raphael had 88mins in his Cherokee while covering 42km. This ended the 4-day rally two days early as wind, cloud and yes, even some rain (!) moved in.

All round, the rally and museum activities were a considerable success amid much socialising. Bacchus Marsh provides a good environment with the museum, three gliding clubs, an excellent airport and clubhouse, and town facilities close at hand. Now firmly established in the annual calendar, we look forward to hosting the events again next year.



AUSTRALIAN GLIDING MUSEUM OPEN DAY, AGM AND BARBEQUE

The Museum Open Day on Sunday 4 November attracted almost forty members and friends in beautiful sunny weather. Featured aircraft this year was the Schneider Arrow. Two were on display, one fresh from the Museum paintshop awaiting completion of its survey. The other, modified with a two-piece wing, completed its 2,000km delivery by trailer from Rockhampton, Queensland, the day before, with many thanks due to Peter Rundle.

At the Annual General Meeting, members were advised of a busy and successful year, with activities in all areas making good progress. The volunteer workforce continues to grow, with restorations continuing and 65 gliders in the collection. A toilet block, including a toilet for the disabled, incorporating an equipment shed has been finished. Tour groups visiting the museum are now a regular part of the calendar, with three tours - the largest bringing 45 members - visiting in one week. The Committee has begun investigating the process of becoming a public museum, and researching development of a suitably spectacular building in which to display Australia's wonderful gliding heritage, hopefully in a highly visible area. Thanks are extended to all members and friends for their support, and especially to our dedicated volunteers who work hard with great enthusiasm to make it all happen.

OPPOSITE TOP: Peter Raphael and John Marshall with the ASK-13 and Zephyrus.

OPPOSITE BELOW: Hooking on, Leigh Snell takes his Kookaburra for a solo.

ABOVE: Beaufort's unique Zephyrus following its survey after 50 years of service.

BELOW: Rob Benton in the Ka6 recorded the longest flights on both days.



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ABOVE: Another Arrow joined the Museum's collection the day before the Open Day.

BELOW: Lunch on Open Day at the Australian Gliding Museum.



BY DAVE AND JENNE GOLDSMITH

The Museum traditionally commences wood repair and fabric covering courses on the Wednesday after the Melbourne Cup in November, at the Museum. The wood repair course runs for four days and then the fabric course runs for four days. This year there was again a good attendance, with the fabric course being oversubscribed this year – but no-one missed out as we set up for two extras!

The wood course was again run by Peter Raphael and Peter Rundle, with much assistance on some days by Greig Wanless. This course was again run to a very high standard, with in depth classes and demonstrations before much practical experience on props and actual glider structures. The fabric repair course was introduced by Ex-Polyfibre distributor Russell Darbyshire's inimitable presentation of covering, and a presentation on Orotex fabrics by Peter Rundle. The following three days saw members working on a wide variety of glider parts, one participant even covering the rudder of a BE2c! Feedback from those attending both course was highly complimentary of the course and the instructors. It is intended to conduct the courses again next year.

ABOVE and BELOW: All participants concentrate on the correct use of woodworking tools.



INVOLUNTARY MACHINICITY

BY HARRY MEDLICOTT



The elaborate title of this article refers to physical reactions to usually visual inputs that result in physical movement that bypasses conscious decision. They can be both genetic or learned.

In an earlier life, I used to grow about half a million meat chickens a year. The chickens came to the farm hatched from an incubator and had absolutely no contact with other creatures. If, at a couple of weeks of age, the chickens saw a bird of prey fly past, they would crouch down in the litter without moving and at the same time utter a unique shrill cry. All the chickens would do it simultaneously, some no doubt after seeing the bird of prey fly past, and others in response to the warning cry of the other chickens.

Charles Darwin had some small birds from the Galapagos Islands on his ship the Beagle and noted they responded in a similar manner, even though birds of prey had not been present on the islands for, he said, many centuries.

BILLY CART SYNDROME

The response can also be learned. When I was about 10 years old, I briefly had a billy cart that was steered by pushing the front axle. Pushing the left foot forward steered it to the right. When I took up gliding nearly 40 years later, my instinct when attempting to steer a Blanik on the ground was to use the same procedure, the opposite of what was required. Instructors used to call this a 'billy cart syndrome' - a procedure learned many years before that had become imprinted and produced an involuntary machination.

The situation is similar for our glider training. If one was caught in a spin without any training experience, there is a fair chance we would be on the ground before we had worked out what to do. Most of glider flying bypasses conscious effort and becomes an automatic reaction. Just as we walk from A to B without consciously moving our legs to achieve the desired outcome, we fly to the next cloud or wherever we think the next lift will be without consciously moving the controls.

AUTOMATIC REACTION

Once we have achieved this level of control, our thought processes can be directed to the larger picture of our flight planning. The learning process of flying gliders is principally establishing brain patterns that enable us to respond appropriately to external visual stimulæ.

All this needs to be considered when instructing. We usually refer to it as primacy. The first things we learn tend to become dominant. In moments of stress when things are going pear-shaped, our ability to analyse a situation and

think through a solution becomes almost zero.

When instructing at a winch site, we were told to commence downwind at 800ft. As we only achieved about 1,300ft on the launch, not much time was available. I used to wander down downwind at 40kts teaching coordination and so on, and only establish safe speed near the ground after turning base. When training was more advanced, safe speed near the ground was emphasised to be not less than 1.5 VS +1/2 WS and established by about 1,000ft AGL, or the height below which recovering from a spin might be difficult.

I later realised that, by example, I was teaching students that it was OK to go under safe speed near the ground much lower than what I was saying. I changed to identifying safe speed near the ground on every flight at the appropriate height. The approach for lookouts was similar. On every flight, no matter how empty the sky, I told every passenger or trainee that from the back seat I could not see ahead and the safety of the flight depended on their careful lookout. I hoped these lessons would become part of their neural responses when flying and that they would feel uncomfortable if not following what they had been taught.

FOREWARNED IS FOREARMED

To get to the purpose of this article, I believe that circumstances can arise while flying a glider when pilots won't have enough time to think through a problem. But, if procedures have been previously practised, pilots will mostly make the correct decision. Likewise, if a trainee has read about the options and preferably discussed them with others, he or she also has a good chance of a successful outcome.

An example is a low-time pilot who was caught and about to be sucked into a rapidly developing cloud. He aimed for its edge, sped up and then pulled the divebrakes. His head smashed the canopy and he was fortunate to be able to safely land the glider.

All his training with divebrakes had been at relatively low speed in the circuit. He had never been told how to extend the divebrakes at high speed. That is, by tightening the seatbelts, holding the dive brake handle very firmly and extending them slowly and cautiously. There is a high probability that, if he had been told the correct procedure, even without practical experience he would have handled his experience differently.

In many circumstances, practical exercises are not possible, but having the knowledge of the best action might well help. Examples are choosing the best action to take when you are on the ground, running out of distance and likely to hit an obstacle, or the difference between steering a glider that runs onto its nosewheel and one that does not.

Likewise, if faced with landing in trees, don't let the glider stall at height - a crash from 10 metres will probably have severe personal results. It's best to fly the glider close to the ground and aim between two trees or, if the foliage is dense, to stall onto the tops of trees. At the evening de-briefing, I would initiate discussions about what a pilot could do if caught in difficult positions - including different heights, wind strengths etc - close to our airfield or an outlanding paddock without nearby landing options. The expectation was that a pilot caught in a difficult situation would have the benefit of previously thinking out the best option.

My hope is that all these scenarios and many more can be made available to students and low-time pilots by collating and publishing them somewhere such as in Basic Gliding Knowledge, and used as a discussion tool.

GA

WHEN YOU HAVE TO GO



SAFETY

At Narromine Cup week, G talked about his personal experiences and the many close calls with safety he has had over his 11,000 hour gliding career. He stressed the importance of good safety culture and meticulous adherence to checks and all safety precautions. Over many thousands of hours in the back seat of a glider he noted that he rarely if ever sees a pilot in the front seat, whether ab initio or experienced pilot, make adequate control checks or lookout in flight.

He relived his experience of bailing out of his stricken glider during the British National Championships that nearly cost him his life.

This cautionary tale, as with everything that G relates in his animated and often amusing talks, was laden with important advice on safety, and how to handle difficult situations.

He offered some specific advice if you are ever confronted with a damaged glider in flight.

BAILOUT ACTIONS

1. Pull Airbrakes - If you are faced with a loss of control situation, pull the airbrakes. This will slow the aircraft down. If you are beginning to spiral dive this will stabilise the rotation) and slow the process down, giving you more time. He acknowledged that if you are already at VNE, pulling the brakes could exacerbate the situation (pull the wings off) but if you were not, it would slow the rotation down and it would take longer for the glider to reach VNE.

2. Jettison Canopy - Protect your head with your arms. If the canopy does separate it is likely to fly backwards and risks hitting the pilot in the head or neck. In his case, after pushing and finally kicking the canopy of his DG100 it flipped backwards and hit him, with the headrest striking him in the back of the head and knocking him out for an estimated 7 seconds.

3. Negative G - If the glider loses its back end the glider will pitch forward and produce negative g. Due to the negative g you may have difficulty undoing your straps as your body is pushed out of your seat. But when you do,

release your straps and you should be able to fall out of the cockpit.

4. Positive G - If the damage causes the glider to enter into a spiral dive you will get increasing speed and positive g. This will have the effect of pushing the canopy onto the glider possibly preventing it from falling away, and the G will push you into your seat. Two g will mean your weight has doubled and you may experience three or even more - up to 7 g - making it very difficult to get out. However, with a spiral dive it is likely that there will still be some elevator control because the glider cannot stabilise in a spiral dive if it doesn't have a tailplane. If you release the straps and push the stick forward pitching the nose down, you may be able to fall out of the glider, crashing into or through the canopy. This is not without risk of injury, but it may get you out of the glider even though the canopy will not budge.

5. Open Chute - In order to pull the parachute release you first need to locate it while tumbling through the air. Positively look at the release handle, put your hands on the handle, pull and don't stop until your hands are fully away from your body. Then stretch your arms above your head and look upwards and you should see the chute opening.

The medium time it takes a pilot to bail out is 15 seconds. When G finally opened his parachute he was just 600ft above ground.

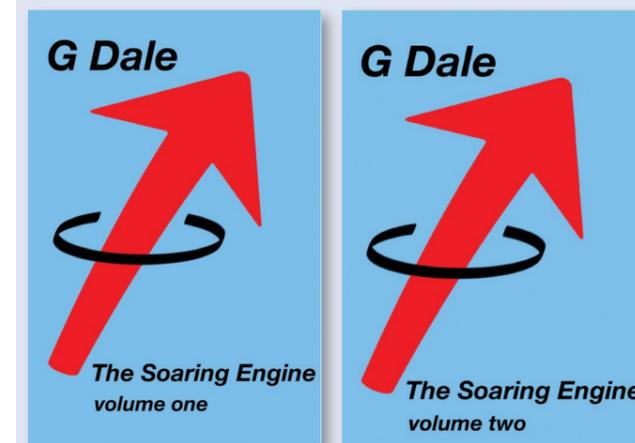
FROM THE EMO

Opening the airbrakes should only be considered if the wings are undamaged and before the glider exceeds max airbrake opening speeds. The reason for this is because the redistribution of the loads around the airframe, and wings in particular, due to opening the airbrakes may effectively reduce the structural strength of the glider. After a collision, a damaged wing could break, leading to further difficulties for the pilot attempting to abandon the aircraft. Refer to Steve O'Donnell's article from issue 34 of GA.

Also refer to the Bailout section from the GFA Competition Safety Pack available at doc.glidingaustralia.org or direct link tinyurl.com/ybprska2

SPECIAL OFFER FOR G DALE'S SOARING ENGINE

Swift Avionics is offering free shipping on a book combo that saves customers \$16.50 on the express post normally used. When ordering from Swift, quote 'coachingcombo' to receive the discount store.swiftavionics.com.au



OPERATIONS

GFA PILOT MEDICAL REQUIREMENTS - FREQUENTLY ASKED QUESTIONS

The GFA Medical Requirements are more fully explained in the GFA Operational Regulations, Section 3.2 and Manual of Standard Procedures (Part 2), Section 10.1.

Please find below a selection of frequently asked questions and answers on the GFA pilot medical.

Q What are the GFA's Medical Standards?

The GFA uses the 'Austroads standards' for the issue of a private motor vehicle driver's licence medical certificate, as contained in the Austroads Inc publication 'Assessing fitness to drive for commercial and private vehicle drivers: medical standards for licensing and clinical management guidelines, September 2016', or a later version as in force from time to time.

Q When can I self-declare my medical status and when must I have a Medical Practitioner's Certificate of Fitness?

If you do not suffer from one of the prescribed medical conditions and you are not an Instructor or Charter pilot, you may make a self-declaration of your medical fitness. In all other cases you must obtain a Medical Practitioner's Certificate of Fitness. See the flow chart below.

Q Do I need to specifically use the GFA Medical Practitioner's Certificate of Fitness form or can I use a driver's licence medical certificate provided by Austroads or my state-based transport authority?

You must use the GFA Medical Practitioner's Certificate of Fitness form and have your doctor certify you are not suffering from a medical condition that would preclude you from flying a sailplane as pilot in command.

Q How long is my Medical Practitioner's Certificate of Fitness Valid?

A Medical Practitioner's Certificate of Fitness shall be valid for two years in respect of a pilot aged 40 or over at the time of examination, or four years in respect of a pilot aged under 40 at the time of examination.

Q I have a CASA Class 1/Class 2/Class 3 Medical Certificate.

Does this meet GFA requirements?

Yes. Please provide a copy of your CASA Medical Certificate to the GFA office for recording on your profile.

Q I have a CASA Recreational Aviation Medical Practitioner's Certificate (RAMPC). Does this meet GFA requirements?

Yes. CASA accepts that the RAMPC is a CASA Medical Certificate and as such, would fulfil a requirement under the GFA Operational Regulations (Paragraph 3.2.1 (c)) for a GFA member to hold an appropriate and valid CASA Civil Aviation Medical Certificate. NOTE: This Certificate has been replaced by the CASA Basic Class 2 Medical Certificate.

Q I am an Australian Citizen but hold a Class 1/Class 2 Medical Certificate issued overseas. Can I use this to meet GFA's medical requirements?

No. You must hold a Medical Certificate issued by an Australian Registered Doctor or DAME.

Q I have a Medical Practitioner's Certificate of Fitness obtained for my employment. Can I use this to meet GFA's medical requirements?

No. If you are ineligible to make a self-declaration, then you will need to have your Doctor sign the form specifically provided by the GFA (OPS_F006(b) - Medical Practitioner's Certificate of Fitness), which can be downloaded from the Operations Documents/Forms folder.

Q I have a Heavy Vehicle/Commercial Driver's Licence that proves I meet the Austroads standards. Can I use this to meet GFA's medical requirements?

No. If you are ineligible to make a self-declaration, then you will need to have your Doctor sign the form specifically provided by the GFA.

Q Can any registered doctor issue my Medical Practitioner's Certificate of Fitness?

The driver's licence medical certificate can be issued by any Australian Registered Medical Practitioner to any person meeting the required standard. However, GFA recognises the value of the doctor/patient relationship. Pilots with a history of heart failure or cancer can only be assessed for a driver's licence medical by their treating GP (or a GP with access to the patient's medical history) and must be under case management.

Q If I do not have a driver's licence, can I still apply for a Medical Practitioner's Certificate of Fitness?

Yes. There is no requirement for you to hold a driver's licence; only to be assessed to the standard.

Q I have a 'conditional' driver's licence. Am I eligible for a Medical Practitioner's Certificate of Fitness?

Yes, providing your Medical Practitioner believes you are capable of flying a sailplane as pilot in command.

Q I'm pregnant. Am I eligible to apply for a Medical Practitioner's Certificate of Fitness?

Yes, however it is your responsibility to cease flying when the safety of flight could be compromised.

Q I failed my Class 2 medical. Can I still apply for a GFA Medical Practitioner's Certificate of Fitness?

Yes, if you meet the Austroads standards.

Q What happens if my doctor does not issue me with a GFA Medical Practitioner's Certificate of Fitness?

You cannot fly as pilot in command but your CFI may allow you to continue to fly with a suitably qualified 'safety' pilot under the mutual flying provisions as described in subparagraph 8.1.3 of the Operations Manual, providing the medical condition is such that it does not present an unacceptable risk. You can also visit a Designated Aviation Medical Examiner (DAME) to discuss your medical condition further. The DAME is

qualified to determine whether you are eligible for a Class 2 medical with conditions. For example, you may need to undergo additional medical tests.

Q What must I do if I become medically unfit to fly?

A pilot flying under the provisions of the self-declaration of physical fitness who suffers from a condition described in Operational Regulations, Section 3.2.2(d) must obtain a Medical Practitioner's Certificate of Fitness' before recommencing flying.

A pilot flying under the provisions of a 'Medical Practitioner's Certificate of Fitness' in terms of Operational Regulations, Section 3.2.2(d) who suffers a condition that renders him/her unfit for flying is required to undergo another medical examination by his/her GP or medical specialist before resuming flying as PIC. A fresh 'Medical Practitioner's Certificate of Fitness' will be required confirming the problem has been treated and the person is again fit to fly.

The above requirements do not apply to minor injury or temporary illness such as flu, head colds, etc.

Q I am a CFI and have become medically unfit to fly. Must I stand down from that position?

A CFI who suffers from a condition that renders him/her unfit for flying will not be required to stand down from their position if:

1. the problem does not prevent him/her from continuing to manage their Club's operations; and
2. there is an expectation that a 'Medical Practitioner's Certificate of Fitness' will be provided within 6 months to allow resumption of in-flight duties.

If the condition is likely to be of a long-term nature, a suitable replacement should be found.

Q The GFA Medical Self-Declaration has a disqualifying condition 'Cancer in the last 5 years'. Is this not a little broad? Surely pilots who have had minor skin cancers, such as basal or squamous cell carcinomas, removed recently should not be included in this catchall.

The prescribed conditions on the self-declaration form and in our Regulations were set by CASA in line with the 'disqualifying conditions' in the CASA Drivers Licence Medical standards. Under the CASA standards, basal cell skin cancers are not disqualifying if they have been successfully excised and other treatment conditions are met. This concession is only available to a person who has been under focused, active and continuous treatment by the same or professionally-related medical practitioners who have full access to the person's medical history. Consequently, CASA requires a GP to certify this.

Q If I hold a GFA Medical Practitioner's Certificate of Fitness, do I also need to make a declaration when I renew my membership? No.

Q If I am well, and know I am well, why must I make a declaration each and every year when the person who has to have the GP certify their fitness only does it every two or four years?

Regulations require the self-declaration to be made annually. As it is a 'self-declaration', this should not be an impost.

Q A valid Medical Certificate lasts two or four years from the date of GPs signature. If I did this medical in August this year, but when it is due for renewal, I wait until just before the end of September, I will actually be not legal for the month-long gap between the expiry of the August medical and my next one I planned for end of September!

Correct. A person cannot fly in command of a sailplane if they do not meet GFA Medical Requirements.

NOTE: A person who is eligible to self-declare their medical status but is otherwise required to hold a Medical Practitioner's Certificate of Fitness because they are an Instructor or Charter

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emo@glidingaustralia.org



Pilot, may fly under a self-declaration providing they do not exercise the privileges of their charter/instructor ratings.

Q I am an Air Experience Instructor and not really allowed to teach. So, for the purposes of the medical requirement definition, am I an Instructor?

Yes. Furthermore, a person holding an AEI rating actually provides in-flight instruction in the important aspects of lookout and, if the student is to 'have a go', the primary effects of the controls.

Q I am a Ground Supervisory Instructor and cannot undertake any in-flight instruction. Am I required to hold a GFA Medical Practitioner's Certificate of Fitness?

If you do not suffer from one of the prescribed medical conditions, you may make a self-declaration of your medical fitness.

FLIGHT INSTRUCTOR REFRESHER COURSES

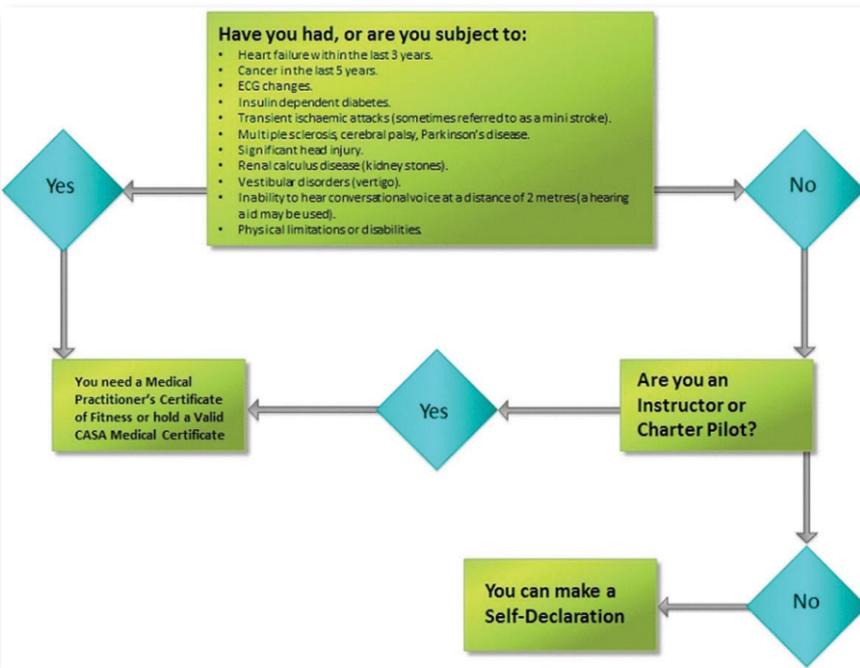
The rule around Refresher Training is described in MOSP2, at paragraph 11.3.5 as follows: "To be eligible for listing on their Club's 'Active Instructor Report', all Level 1 and Level 2 Instructors must have satisfactorily completed a refresher course within the preceding four years. For revalidation requirements, refer to Section 9.3.8." The 'Active Instructor Report' is due as at 31 August each year, so this is the key reference date.

BASIC PILOT CERTIFICATES

The Operations Panel has introduced structural changes to the A, B & C Certificate regime. The certificate application process will now be handled online, and the oral examination practise has been replaced by an online examination. For further details, please refer to Operations Directive (OD) 01/18 Basic Pilot Certificates that is available from this link tinyurl.com/ya9adbx6

FLIGHT RADIOTELEPHONE OPERATOR ENDORSEMENT

The Operations Panel has introduced structural changes to the GFA Flight Radiotelephone Operator's Logbook endorsement. The Aeronautical knowledge component of the endorsement will now be tested online. The Practical Flight Standards will continue to be assessed by a Level 1 or higher instructor, who will assess a pilot's ability to communicate, announce and articulate using the radio. Both components will need to be completed to be issued with a logbook endorsement. Where English is a second language of an applicant, a general English Language Proficiency assessment is to be conducted in accordance with the requirements of MOSP2, Section 15.3. For further information, including how to access the online exam, please refer to Operations Directive (OD) 02/18 GFA Flight Radiotelephone Operator's Logbook Endorsement that is available from this link tinyurl.com/ybc7xn6x



accidents & incidents

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

You can read the full SOAR report at <http://tinyurl.com/ltmko56>

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

Damage						
	VSA	GQ	WAGA	NSWGA	SAGA	Total
Nil	1	5	1	1	2	10
Minor		2				2
Total	1	7	1	1	2	12

Injury						
	VSA	GQ	WAGA	NSWGA	SAGA	Total
Nil	1	7	1	1	2	12
Total	1	7	1	1	2	12

Phases						
	VSA	GQ	WAGA	NSWGA	SAGA	Total
In-Flight		1			1	3
Landing		1	1			2
ng		1				1
Launch	1	2				3
Ground		2			1	3
Total	1	7	1	1	2	12

Type of Flt						
	VSA	GQ	WAGA	NSWGA	SAGA	Total
Cross-Country	1					1
Training/Coaching			1			1
Local	1	3		1	1	6
AEF		1				1
Ground Ops		2			1	3
Total	1	7	1	1	2	12

Level 1					
	WAG/VSA	SAGA	NSWGA	GQ	Total
Airspace			1		1
Operation	1	1	2	5	9
Technical				2	2
Total	1	1	2	7	12

29-APR-2018 NSWGA PREPARATION/NAVIGATION CALLAIR DG-300 CLUB ELAN

The pilot forgot to retract the undercarriage after release from tow and also failed to conduct their usual post-release checklist (the pilot uses the post-release checklist Flaps, Undercarriage, Speed and Trim). After a local flight with the undercarriage down, the pilot retracted the undercarriage when completing the prelanding checklist. When the airbrakes were opened during the final approach the undercarriage warning went off. The pilot cycled the undercarriage a number of times, but the warning

continued after each attempt. It wasn't until the glider was nearing round-out height that the pilot actually checked the placards and noticed the undercarriage was still retracted. The pilot lowered the undercarriage at a height of about 20 feet, and in so doing caused the glider to balloon. The pilot managed to stabilise the round-out and a normal landing ensued. The pilot noted that the undercarriage lever in this glider worked opposite to that in the LS6 glider the pilot normally flew. To prevent landing mishaps it is important to get some of the tasks, like lowering the undercarriage, out of the way early, such as when making the decision to break-off the flight and join circuit. Also, the pre-landing checklist should be a 'check' and not an 'action' list. The undercarriage check should verify the undercarriage lever is matched to the lowered position on the placard. For further information refer to OSB 01/14 'Circuit & Landing Advice'.

NOTE: Lowering the undercarriage at low level on final approach is fraught with danger. It has been identified as a factor in at least two fatal low-level stall/spin events in the past few years, and to gliders striking the ground hard and being substantially damaged with the pilot suffering injury. It is far safer to land properly with the undercarriage retracted than to potentially lose control while lowering it.

11-MAY-2018 WAGA AIRCRAFT CONTROL DG-1000S

The instructor, who was relatively new to the role, was flying with a relatively inexperienced pilot who had recently been signed off for annual checks. The pilot under check had flown more than 25 solo flights and had more than 115 flights total. The flight was generally well flown but the pilot crowded the circuit. The pilot turned onto the base leg too early and commenced a high approach resulting in a long landing. Although the approach speed was maintained accurately with full dive brake, the flare was commenced too high above the ground. The rate of descent increased markedly during the flare, but the pilot did not recognise this and did not ease the airbrakes in to arrest the rate of descent. The instructor was late in taking control, which resulted in a firm landing and noticeable tail wheel strike. A post-flight inspection of the aircraft revealed a deflated tail wheel tyre and damage to the plastic tail wheel. No further damage was detected. The most common instructing accident is 'instructor failed to take-over in time'. These accidents usually

involve the trainee responding in an unforeseen way or failing to respond at all (e.g. not rounding out). Given that the overall idea is to let the trainee do as much as possible within their level of skill the instructor should never wait until the last moment - which can rapidly become 'too late' - before responding to a situation that is going awry. This is particularly true of any manoeuvres close to the ground. Rounding out too late is usually due to the pilot not looking far enough ahead or becoming 'target fixated' on the aiming point.

19-MAY-2018 NSWGA LANDING LAK-19



The pilot did not fully engage the undercarriage lever in the detent and the undercarriage collapsed on landing. The pilot's CFI noted that the pilot had satisfactorily completed their Annual Flight Review but that they do not fly regularly and lacked currency in the glider. While the pilot lowered the undercarriage during their pre-landing check, a visual inspection to confirm the undercarriage was in the down position was not made. OSB 01/14 'Circuit & Landing Advice' confirms that the pre-landing checklist is a 'check' and not an 'action' list. The undercarriage check should not only verify the undercarriage lever is matched to the lowered position on the placard, but that it is engaged in its locking mechanism.

19-MAY-2018 NSWGA AEROTOW PIPER PA-25-235

After about 3 hours in the tug, the tow pilot decided take a break and also refuel the aircraft. One of the recently solo student pilots offered to assist the tow pilot refuel. As the student pilot was inexperienced with the refuelling operation, the tow pilot needed to provide an additional level of supervision and assistance with the equipment. Upon completion of the refuel, the tow pilot became focused on the supervision and the safe handling of the fuelling equipment, and neglected to follow their post-refuelling routine. As a consequence, the tow pilot failed to properly secure the fuel cap. The tow pilot managed to take a short meal break but found himself under pressure to resume operations as he was the only tow pilot available. Due to time pressures being applied and because the tow plane

had not been disturbed since he left it, the tow pilot conducted a minimal pre-flight inspection and boarded the aircraft. The engine started normally, and the tow pilot taxied onto the flight line where a glider was attached. On applying full power for the launch the tow pilot noticed that the fuel cap was not secured and immediately reduced power to idle. The glider was released, and the tow pilot turned left to clear the runway. The tow pilot shut down the engine, disembarked, and refitted the fuel cap; noting that there were no faults with that fitting. Launching was resumed without further incident. Pilots have a general awareness of the inherent risks associated with distractions in the flying environment. Like all humans, however, pilots are susceptible to becoming preoccupied and distracted by one task, to the detriment of another task. Furthermore, distractions can arise unexpectedly during periods of high or low workload, or during any phase of flight. In essence, no pilot is immune to distraction. To avoid the sort of distraction reported here, pilots should exercise discretion in engaging in conversation with other people when conducting critical tasks, such as refuelling. There was also pressure being applied to the tow pilot by the gliding operation that contributed to the pilot rushing his checks. Glider pilots must respect the tow pilot's need for a break, and clubs can help by ensuring sufficient tow pilots are rostered to meet demand.

21-JUN-2018 NSWGA OUTLANDING HK 36 TC

During a local flight and at a height of around 2,000ft AGL, soaring conditions deteriorated and the pilot elected to restart the engine to self-retrieve. After unfeathering the propeller, the pilot was unable to start the engine with the battery. The pilot immediately turned the aircraft around and diverted to a field that had been overflown some minutes earlier, which had been identified as a potential landing site. An air start was initiated by diving the glider to the recommended speed of 97+ knots but the pilot discontinued this due to the excessive loss of height. The pilot identified that the field had been recently slashed, with the furrows running along the length of the field and fortuitously aligned with the wind. The final approach was flown over a farmhouse that also had poles and wires, so a steep approach using airbrake was chosen to ensure as much of the field as possible was available for the flare and landing. The pilot focused on maintaining the correct airspeed and made a normal flare and landing, during which the nosewheel was held off the ground for as long as possible in the long grass. The aircraft came to a stop quite quickly in the middle of the field and suffered no damage. The pilot contacted the club and a crew was dispatched to the field. A new battery was fitted to the aircraft and the engine ran faultlessly on the ground. After inspecting the field and noting powerlines at both ends, the pilot decided not to attempt to fly the aircraft out. The glider was retrieved by trailer the following day. The pilot

continued over page

commented later that an air start may have been possible had they attempted to start the engine at a greater height. The glider syndicate members decided they will:

- train more often for outlandings, with particular focus on field selection and outlanding approach, circuit and landing - all engine on but at idle.
- consider a restart at higher heights to enable more time for decision making and allow a 97+ knot air-start in case of a non-start.
- where possible, have a suitable outlanding field in sight and in range when a restart is attempted allowing for the reduction in glide ratio when the propeller is unfeathered.
- review their battery monitoring parameters.

**23-JUN-2018 VSA
PREPARATION/NAVIGATION
SZD-51-1 JUNIOR**

The tow pilot stopped operations to notify the glider pilot to remove the tail dolly from the glider. Three witnesses observed the pilot board the aircraft while the tail dolly was still fitted and commence the pre take-off checklist. It was apparent to them the pilot had not completed the pre-boarding checks. The tow

pilot, who was one of the witnesses, alerted the pilot to the tail dolly being fitted. The glider pilot, somewhat embarrassed, unfastened their seat harness and exited the glider to remove the tail dolly. All pilots understand they are supposed to perform the pre-boarding and pre-flight checklists before every flight, but eventually it just becomes repetitive to the point that it means slipping or forgetting to perform every action. There is a good reason behind this checklist, despite the repetition: it works. Skipping the checklist means you can accidentally miss a major step, turning carelessness into a full-blown in-flight emergency.

**28-JUL-2018 GQ
AIRCRAFT CONTROL
LS 6**

Under investigation. During take-off the pilot experienced difficulty maintaining wings level and aborted the launch. The aircraft came to rest after a moderate ground-loop. It was reported that one of the aileronconnections was not properly connected, and that a dual check post rigging was not undertaken.

GFA APPROVED MAINTENANCE

AEROSWIFT COMPOSITES	BALLARAT	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
AUSTRALIAN AIRCRAFT KITS	TAREE	OLE HARTMANN	0429 165 498	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@bigpond.com
CAMDEN SAILPLANES	CAMDEN	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
COMPLETE AVIATION MAINT	JANDAKOT	SIMON DAVIE	0423 275 570	mchadwick@casair.com.au
GVC WORKSHOP	BENALLA	GRAHAM GREED	0428 848 486	gcvworkshop@benalla.net.au
HOLMES HOLDINGS	BRISBANE	PETER HOLMES	07 5464 1506	holmbros@gmail.com
HUNTER AERO TRIM	TIGHES HILL	SANDY HUNTER	0407 073 202	sandy@hunteraerotrim.com.au
JONKER SAILPLANES	SOUTH AFRICA	MARISKA NORTJE	+27 82 879 8977	mariska.nortje@js1.co.za
KEEPIT GLIDER TECH	LAKE KEEPIT	GRANT NELSON O	417 843 444	keepitglider@outlook.com
MADDOG COMPOSITES	IPSWICH	ANDREW MADDOCKS	07 3143 3131	andrew@maddogcomposites.com.au
MORGY'S GLIDER WORKS P	WAIKERIE	MARK MORGAN O	427 860 992	morgans@sctelco.net.au
NORTH EAST AVIATION	LACEBY	DIANNE	0408 440 172	neaviation@optusnet.com.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 P/L	BOONAH	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au

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VH OPW PW-5

Approx 37hrs 80 flights total Good instrument suite including B300 vario, Flarm, Microair 760 radio, registered trailer, current form 2 to Aug 2019, battery. Well maintained and for sale as part of club upgrade program. \$15,000 negotiable. **John 0418 670 291**



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VH-CTG. LS1D 3404hrs, 1318 Landings With one owner fully moved overseas I have therefore decided to put up for sale part or all of this glider. Looking to obtain Expressions of Interest to purchase the whole glider or half (possibly a third if there is more than one interested party). All offers will be considered, and therefore you are encouraged to make an offer. Comes with a good registered trailer, instruments include flarm mouse (with certified flight logger) and flarm nav readout, Winter variometer,

plus full servicing history documentation (with all associated paperwork). Has a current Form 2 annual inspection which expires in January 2019. Part ownership is available at any club that may operate in SE Queensland as I am happy to move it further afield under the right circumstances. Currently based at Boonah. Comes with a good registered trailer. Will be sold with a fresh Form 2 Annual Inspection / Maintenance Release. Full purchase: Around \$10,000 ONO. Part purchase: Negotiable. Contact **Steve 0437 187 565**



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VH - ZHX DISTAR SUNDANCER 13/15

2 seat motor glider, LSA approval by GFA, 1 year old, engine 80 hrs, form 2 just completed, had a terrific time flying the morning glory with Ian McPhee last September, have to sell because of health reason, suits new aircraft buyer \$ 120,000, call **Heinz 02 6649 278**



VH-XQK, DG500M

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 hangered. \$120,000 reduced to \$95,000 ONO. For more details contact **Bob Ph 02 6332 9235 or email: bobjmcd@gmail.com**



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 Lxnav 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.

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continued over page

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