

GLIDING

AUSTRALIA

Issue 48 June - August 2019

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SQUAD WEEK - VINTAGE IN THE HUNTER***



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No. 48 June - August 2019

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FROM THE PRESIDENT

Sometimes we wonder about the legacy we leave, and if we have had an effect on our world. I was thinking of that when the Board and executive had their recent meeting, also when I was talking to the Airworthiness, Operations and Soaring Development groups some weeks later. Both of these meetings are described below.

How will we be remembered, as a bureaucratic organisation that could not adapt to the changes needed, or as a dedicated group of people who adjusted to meet the times?

Only time will tell, but interestingly I found part of my legacy on an international flight yesterday, where two of the four pilots of the Boeing 787 had received a significant part of their training from me. I sent one of them on his first solo flight at 15 years old. How many others have I assisted in their aviation quest, I simply don't know. I doubt anyone does. I know some people who keep in touch with many of their former pupils and are proud of that legacy, as they should be.

GOOD CITIZENS

But it's not only in aviation that our legacy will be felt. The dedication required, the clear thinking, the real honesty and integrity that cannot be compromised in our flying decisions all lead to something good, something better. The simple statements of Aviate, Navigate, Communicate identify aviation ingredients, but in fact, they are active ingredients for good citizens and good people. Perhaps others use different words, but that is definitely one of our legacies. The question is - are we willing to evolve our organisation and keep it happening?

FACE TO FACE MEETINGS

Last weekend we had a meeting of all the ops, airworthiness and sporting development teams. How important are face to face meetings in the modern age? That's a question that needs to be

discussed, but what I do know is that a meeting can't be a talkfest. To open, I gave a talk on the future of the GFA, mentioning that we had a board meeting recently that was quite difficult as we moved to seriously future-proof GFA. I asked how each of the people at the group meeting thought they could assist, how they effectively needed to question everything we do, and make it better and easier for our current and future pilots. I pointed out that the meeting itself cost tens of thousands of dollars, money that was difficult to justify when at the same time we are asking our staff to cut costs as well, which includes potential losses of earnings.

LOSS OF FULL TIME FLYING MEMBERS

I also pointed out some issues that need to be addressed in the near future. For example, we are currently losing 40 full members per year, and although recent initiatives have gained many new members, churn is a constant factor and we have to address it. The fact that something above 70% of new members leave before three years is a serious issue.

I also pointed out that we had gone from 2% female and 5% Junior members three or four years ago to 9% female and 25% juniors now. That is an incredible turnaround, but it's not enough - we have to fix the churn. The four original S2F clubs are growing at 18% average, while the others are slowly dwindling by 2%. Yes, I know you disagree because your club is different...but is it really? Many of the S2F activities are available to all clubs.

GOING GRASSROOTS

All of the decisions made at the Board meeting were to help for the future, and none were easy. In fact, Gliding International had an article on page 58 that said GFA was in trouble and lamented the lack of action at the high levels of the international gliding community. But really, what can



they do? The best thing they could do is put pressure on the international aviation community to minimise unnecessary regulation and take a scientific and data driven approach to safety. But real change needs to be taken at the grassroots level - yes, you and me. I read the Gliding International article in a positive manner because it showed we are effectively the first to really do something about it, in a concerted and dedicated way. Since that meeting, it is interesting to note that the MAAA are increasing their senior pilot fees by a third, citing different but similar reasons to ours, although they have not mentioned the ageing of their sport.

So, how are we working to change the culture and make GFA great, and grow our sport again?

Well S2F is a great start, but the churn is our persistent problem. We may have 600 to 800 new members per year, but we lose slightly more. Fortunately, S2F is expanding to some other clubs.

NEW TRAINING MANUAL

The Operations and Sporting Development groups got together last weekend and agreed to combine their efforts in rewriting the old Instructors Handbook, calling it a Training Handbook. It will include coaching, instructing, the Flying Further and Faster programs, plus more, all to ensure we standardise the programs and give new pilots a quality path to

move from solo to GPC and then beyond.

There are, of course, some old fuddy duddies that think we are throwing out good things. My challenge to those people is to put their hand up and help, perhaps in a small part of a specific area. We are going to be paying someone to do the technical writing work and we have a timeline of one year to complete it. The project is headed and largely funded by Jenny Thompson's sporting development group. The Operations team have already been beaver away for more than two years and have, I believe, made some significant gains to build on. The team is headed by Drew and they are dead keen to get moving.

SAFETY AND A NEW DIRECTION

I am in the US as I complete this article, and I note that over here people are also pushing back on rules they think are unnecessary, wrong or simply 'over the top'. A good example was at Fisherman's Wharf in San Francisco, where there are signs advising patrons not to feed the seagulls. Nevertheless, the number of people feeding the seagulls is high. Most who do so are tourists, but none of the locals say anything or try to enforce that particular rule. Why not? Perhaps because it is, in fact, unenforceable and they don't see it as worth the effort. Do we have any rules like that?

Readers may remember some time ago when I suggested the safety group should review both new and old rules to give an impartial, unbiased statistic and data driven process. Unfortunately, this was not seen as a good direction by the safety team, for reasons of both time availability, and the fact that they were largely SMS (safety management system) professionals and saw this as their primary aim.

Well, my view remains the same. I believe that we now need to go in a different direction. Stuart and the safety team have done a great job moulding the SMS at club levels, and there are significant

developments flowing from that. But I believe that now SMSs must only take the form of a light touch from GFA in this area, and it's really up to the clubs themselves to maintain the process.

TRAFFIC LIGHT REMOVAL

Did you hear the story or see the video about the Belgian crossroads and the traffic lights? Wow, what a story. Yes, it's the one from Professor Sidney Dekker about the removal of traffic lights and not replacing them or making the intersection a roundabout. The resulting safety outcomes are just fantastic – eradication of fatal accidents and a greatly diminished accident rate, with the attendant change in injuries, is simply counter-intuitive. That's what Sidney Dekker brings to us, a scientific and data based real life safety system, and he has agreed to join us as GFA safety advisor.

I don't know where this effort is going to go exactly, except that we have to agree on the general direction and so he will have a lot of support from me, but everyone else needs to come on board as well. To get ideas and inspiration, go to his website www.sidneydekker.com and watch some of the videos. If you are a print enthusiast, read some of his many books on the subject of safety in the workplace particularly, and in aviation in general. I look forward to the changes to make us safer, but beyond change we need a better understanding of safety as a whole, not just tick boxes that only protect the organisation.

A better safety system is essential and needs all of us to move it forward, for safety is not a 'bolt on' function and can't only come from GFA. It requires a grassroots, people approach. I am happy to say we are on our way to a better system, but it will take some time and some different approaches.

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UNNECESSARY REGULATION AND APOLLO 11

Unnecessary regulation is really what happens once we are past a certain minimum point of

standardisation. I saw a great example of that in a museum the other day, a General Declaration (outward/inward) 'Agriculture, Customs, Immigration, and Public Health' taken from Apollo 11. The people involved actually had to fill in this form to be able to bring moon rock and moon dust samples back to the United States. People will say that it was important documentation and had to happen, but I ask, what would have happened if the customs inspectors at Honolulu failed to allow entry? Would they have tipped them out?

I suggest that many of this type of regulations exist, and that we need to remove them. In other words, if we need a rule and/or a regulation it needs to be reasonable and defensible. Regulations don't make safety, pilots and aircraft maintenance people do. Do you know of any rules that are simply ignored, or paid lip service to? Recently I saw a regulation that required a person in GFA to read a complete MOSP. We all know that is not going to happen, so why put it in? It simply undermines the authority of the system.

Perhaps you can find other examples and make the suggestions to your relevant GFA authorities, or put it in the member survey we will have later in the year. We used the last two surveys to identify and fix various problems. All I really request of our members is to help identify ways to streamline our systems, without lowering safety as a result. If we are focused on silly rules and tick boxes, what happens to the important points?

By the time this is published we may be starting to get near the start of the next soaring season. Please ensure you are ready for the longer flights, the stronger lift and your flying currency is recent. In winter, be willing to say 'no' to marginal operations. Fly safe.

**PETER CESCO,
PRESIDENT**

president@glidingaustralia.org



FROM THE EO

GLIDING AUSTRALIA

If you look at the details on the cover of this edition of Gliding Australia you will see that it now covers a three-month period instead of two months, as it has previously. The GFA board decided to continue with both the hard copy and electronic copy of the magazine but to reduce costs decided to print four editions per year instead of six.

To compensate, we plan on increasing the number of pages in future issues so as to not lose too much content. If you have suggestions on articles that you would like to see, please let me know.

CHANGE TO FEES

The Board reviews all fees every April, and any changes they make at that time take effect at the start of the GFA financial year on 1 May.

We have been hit with a perfect storm of financial issues this year:

1. CASA are reducing their support by approximately \$24,000.
2. Insurance costs have increased by approximately \$10,000 due to worldwide claims growth)
3. Our membership continues to fall, hence membership income has reduced by up to \$30,000.

The Board has a plan to stop the membership decline with two main projects. These are S2F, expected to cost up to \$140,000, and contracting development of our post

solo coaching programs, with an anticipated cost of up to \$120,000.

The approach has been to reduce costs across all departments, to amend the structure of the International Teams Fund so that it focuses more on coaching and soaring skills for all members in addition to the International teams, and to reduce Gliding Australia expenses by \$20,000. Membership fees will also increase by \$40 per full member and \$20 per junior member. The outcome is that our budget for 2019/20 now has a deficit of \$148,000.

The Board is comfortable with this deficit budget, as the major expenses are short term projects intended to stop membership decline, rather than ongoing costs. Board members are of the view that stopping membership decline has to be our primary focus.

GFA OFFICE

Our office staff agreed to reduce their hours of work in order to support our cost reduction initiative. Unfortunately, this did not suit the needs of Cathy Cassar who has since found a permanent full time job instead of the part time role that we had available. We have decided not to replace Cathy for a period of time as we try other approaches to reduce workload.

Tanya, Fiona and Carol will continue to provide their excellent service to members. but the reduced staffing means that they

may not be able to respond as quickly as you are used to. If you have a non-urgent matter, you could drop an email to returns@glidingaustralia.org and the ladies will get back to you as soon as they can with the best advice.

THREE MONTH MEMBERSHIP

Though earlier on we announced that the three month membership option would be discontinued, a number of clubs appealed, as they actively use this membership for new members. The Board agreed to withdraw the change but will continue to consider if there are other options available.

SIDNEY DEKKER

Stuart Ferguson from Canberra GC has been the GFA Safety manager for the past five years, which means his tenure is now due to expire at the AGM in August. Stuart has done a great job for us, ably assisted by the Regional safety advisors.

Sidney Dekker from Warwick GC has agreed to take on the main safety role for GFA, which is a great benefit for us. Sidney is a best-selling author on Human Factors and Safety and an international speaker. He will change our understanding of how best to improve our safety performance.

IT'S TAX TIME - TAX DEDUCTIONS AVAILABLE

The Junior World Gliding Championships will be held in July in Hungary and we have four young pilots heading over to compete for Australia. Their names are David Collins, Reuben Lane, Josh Geerlings and Michael Keller. David, Reuben and Michael will be flying Club Class, and Josh will be flying Standard Class. Allan Barnes will serve as Team Captain and Coach.

Each pilot must find the funds to cover airfares, accommodation, glider and car hire, entry fees, aerotows and so on. The GFA and Paul Mander Trust have already contributed, but the majority of the cost is still outstanding. Your personal donation will support our Juniors in their quest to represent Australia at the World Championships.

Through our fundraising partnership with the Sports

GFA Membership numbers

	Flying	Social	TOTAL	Student	AAFC	Student & AAFC **
Mar 2015	2455	122	2596			
Mar 2017	2433	138	2571	356	64	420
Oct 2017	2457	151	2608	279	151	430
Mar 2018	2449	270	2719	254	165	419
Oct 2018	2382	294	2681	220	177	397
Mar 2019	2353	291	2644	205	149	354

Flying member reduction – average 40 PER YEAR (95 in past 12 months)

Youth member reduction average 33 PER YEAR (65 in past 12 months)

Foundation, donations to this assistance fund are tax deductible! On the GFA home page, click on the Donate Button for Juniors

WWGC LAKE KEEPIT

The Women's World Gliding Championships will be held in Australia at Lake Keepit next January. Although it is cheaper for local participants to compete in a World Championship, each pilot will still need \$10-15,000 to cover costs, so we are asking for your help for these pilots also. On the GFA home page scroll down and click on Donate, Team Australia WWGC.

Your contributions, small or large, will go a long way to assist our two teams, and you can claim it as a tax deduction.

MEMBER SURVEY IN SEPTEMBER

Many of the improvements made in GFA over the past three years have been based on feedback from members through our member surveys. The first survey was conducted in September 2015 and was then repeated in 2017. The second survey revealed that progress has been made in some areas but also identified new items for the Board to consider.

The survey coming up in September/October 2019 will again use the same basic questions, allowing us to measure progress and also identify other opportunities for improvement.

The first two surveys had a response rate of about 23%, which is a good result for a survey, but we would really like to hear from more of you. In particular, we had a very low response from our young members. To those members I would like to say that I'm not convinced that you are perfectly happy with the way that you are supported in the sport, but you have the most to benefit from any improvements, so please take 5 to 10 minutes to let us know what you really think.

WOMEN IN LEADERSHIP

Most Regional Associations receive grants from their State Government, but Governments are now demanding an increase in the number of women Board members

on the associations, to result in a proportion of 40 to 50%.

Given that women comprise 10% of our membership there is obviously a mismatch of numbers with this requirement.

VSA has met the requirement of 40% women on the Board, with President Viv Drew and Treasurer Robyn Lyall. Robyn is a Family member at Melbourne Gliding Club, showing the benefits of encouraging Family members to get more involved in the sport. How many Family members does your club have? Membership is free.

Western Australia now has a higher target because the State Government now requires 50% women on the Board. As they currently have no women on the WAGA committee, some work needs to be done in the west. All other states will have to face this hurdle in the near future.

Having more women is not something to be avoided. It provides a broader perspective and a more engaging dynamic, so I would encourage all clubs to make sure they seek and support women to take on leadership roles. Growing the number of Family Members is a good place to start to grow the pool of interested women.

Currently, three of the twelve GFA Board positions are filled by women – Jenny Thompson (Chair of Soaring Development), Mandy Temple (S2F) and Vivienne Drew (Victorian Board member). This leaves us with 25% women on the Board. Regions may like to consider putting forward more women as Board members and Alternate Board members at the August AGM.

When you look at Regional Officers we have no women in Operations, Airspace or Safety, one woman in Airworthiness (Cathy Conway) and three women in Soaring Development (Jenny, Mandy and Beryl Hartley). So, it looks as though succession planning still needs some work.

AGM 2019

The GFA AGM will be held on Saturday 24 August at Bacchus Marsh. The venue was chosen because it coincides with the launch of the new GFA Simulator, which will be based at Bacchus but available to any club to utilise. This simulator



TERRY CUBLEY AM
EXECUTIVE OFFICER
eo@glidingaustralia.org

is a design developed and built by Alby James (GCV), Ian Kerton (MGC) and Roger Druce (MGC) and will be available for other clubs or regions to construct if they so wish. Simulators are a great asset for glider training, and a much cheaper way to 'fly'.

There will be a short members forum and awards ceremony to coincide with the AGM, and all members are welcome. A detailed

CASA FUNDING

As we go to press, following extensive cooperation and lobbying, CASA has just announced that they have accepted a joint proposal from eight of the nine Sport Aviation Organisations regarding the appropriate level of funding to be provided over the next two years.

CASA originally proposed to reduce GFA funding by over \$40,000, but the eight sport aviation organisations reviewed and agreed on a set of parameters with regard to the work that they do, and put this to CASA. The outcome sees GFA lose \$24,000 with some of the smaller associations (Rotorcraft, HGFA, Warbirds) getting an increase. RAAus decided not to cooperate with the other eight and put in a separate claim for an additional \$62,000 but CASA has decided to increase their funding by only \$20,000 rather than impact the other organisations.

GFA President Peter Cesco said, 'This smaller reduction in CASA funding will make it a little easier for the GFA board to manage our budget.'



GFA CALENDAR

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

11TH FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS

28 July - 10 August 2019

For further details contact jwgc2019.hu

GLOUCESTER RIDGE CAMP

3 - 11 August 2019

Central Coast Soaring Club is again organising its popular ridge soaring camp at the beautiful NSW country site, Gloucester.

Numerous accommodation options are available in Gloucester - the town is welcoming to the annual visits from glider pilots. Gloucester Aero Club has full facilities including a bunkhouse and camping area. **Contact Julio Moraes for further details.** julio.ghion@gmail.com

0431 113 960

BUNYAN WAVE CAMP

14 - 22 September 2019

Canberra Gliding Club

QLD STATE COMPS

21 - 28 September 2019

Darling Downs Soaring Club
Bowenville QLD
www.ddsc.org.au

CLUB AND SPORTS NATIONALS

29 September - 5 October 2019

Kingaroy Queensland
Practice Day 29 September.
Contest Director - Greg Schmidt 0414 747 201
kingaroysoaring.com.au

WOMEN IN GLIDING WEEK LAKE KEEPIT

20 - 27 October 2019

For further details please contact Wendy Medlicott on 0428 499 774
wendymedlicott@optusnet.com.au

VINTAGE GLIDERS AUSTRALIA MELBOURNE CUP RALLY

2 - 5 Nov 2019

Bacchus Marsh Airfield
All welcome!
Contact Dave Goldsmith,
0428 450 475
daveandjenne@gmail.com

NARROMINE CUP

16 - 23 November 2019

For further details contact Arnie Hartley arnie.hartley@gmail.com

WAIKERIE ORANGE WEEK

23 - 30 November 2019

Waikerie Airport, Holder SA
Contact John Ridge
johnridge16@gmail.com

JOEYGLIDE 2019/20: AUSTRALIAN JUNIOR NATIONALS & COACHING PROGRAM

30 November - 7 December 2019

Kingaroy QLD
For further details please contact:
James Nugent 0400 235 815 or
Greg Schmidt 0414 747 201
admin@juniorsoaring.org

www.joeyglide.juniorsoaring.org

NSW STATE CHAMPIONSHIPS

30 November - 7 December 2019

Please contact Daryl Connell at email djpcconnell@gmail.com for further details.

MULTICLASS NATIONALS

9 - 21 December 2019

tocumwalsoaring.com,
For further information
nfo@tocumwalsoaring.com

10TH WOMENS WORLD GLIDING CHAMPIONSHIPS LAKE KEEPIT

3 - 17 January 2020

For further details about the 10th Women's World Gliding Championships
Contact Mandy Temple

mandytemplecd@gmail.com
wwgc2019.com

VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY - BORDERTOWN

5 - 11 Jan 2020

Members and friends are invited to the Annual Vintage Glider Rally to be held at Bordertown Airfield from 5 to 11 January 2020.

Social and flying activities will ensure a fun time for all. Winch launching will be provided.

Further details are available from VGA President John "JR" Marshall, 0407 417 747

or jma99350@bigpond.net.au

HORSHAM WEEK

1 - 8 Feb 2020

For further details contact horshamweek.org.au

RANGA SCHOLARSHIP

The Royal Australian Navy Gliding Association (RANGA) has established a scholarship valued at up to \$1,500 annually to be awarded to a person who can demonstrate a strong commitment to aviation but who is not yet at solo standard in any form of flying.

The money is a grant to assist in training in gliding, and will be paid to the club which provides that training.

The rules for the scholarship, and the process for applications, can be found on the GFA Website in the GFA Awards section.

The scholarship runs from 24 July 2019 to 23 July 2020. Applications can be made until 3 July 2019.

See www.glidingaustralia.org for details.

AUSSIES IN EUROPE

There are several Australians competing in Europe this northern spring and summer.

Adam Wooley competed in the FCC at Previdza, Slovakia, in April-May and finished 11th in club class,

John Buchannan, Matthew Scutter and Kieth Gately flying with Uli Schwenk competed in the Hahnweide competition.

Matthew won Standard Class with four day wins and a 4th place - a totally dominant performance.

Adam and Buchanan were 16th in the 20m two seat class.

Keith and Uli finished 2nd in Open Class, flying the Eta - it seems wing span still works at least as well as wing loading in Europe.

Both the FCC and Hahnweide had over 100 competitors, as did the Pribina cup in Slovakia, which had 130 competitors.

Peter Temple and Graham Parker flew in the SRP Finals in Spain - see page 20. NCC

FAI GLIDING BADGES

TO 25 MAY 2019



BERYL HARTLEY
FAI CERTIFICATES
OFFICER
faicertificates@glidingaustralia.org

A BADGE

ALEX PIERCY	903 ATS
JACK GREY	903 ATS
CLAUDIA FOGO	903 ATS
TYLER FORSTER	GCV
MAXYMILIAN DZIECIOL	BEVERLEY SC
RICKY YOUNG	LKSC
JERRY HO	LKSC
TOM WILSON	LKSC
AARON HANNAFORD	DDSC
CAMERON STIFF	DDSC
BENJAMIN DODD	WARWICK GLIDING CLUB
MATTHEW WEATHERALD	907 SQUADRON AAFC
MICHAEL TRUTER	907 SQUADRON AAFC
JAMES ATTWOOD	907 SQUADRON AAFC
ADIN SYIRAD	907 SQUADRON AAFC
CARL GOODIER	NARROGIN GC
KA YEE CHAN	NARROGIN GC
YIN MANLO	NARROGIN GC
FUNG CHI CHU	NARROGIN GC
ALEXANDER HARTNER	NARROGIN GC
DARYL SPEIGHT	DDSC
LACHLAN ROSE	903 ATS
KASSANDRA COLE	903 ATS
JOSHUA LEE	903 A903 ATS
ANDREW JONES	GYMPIE GC
ANDRES WEBERSINKE	SOUTHERN CROSS GC

DAVID ROBERTS	HORSHAM FLYING CLUB
AIDAN QUIRK	9903 ATS
CHRISTIAN BRINI	ADELAIDE SC
STEPHEN WHIDBORNE	AADELAIDE SC
ANGUS SUTER	CENTRAL COAST SC

B BADGE

JENNA MARSCHALL	DDSC.
LUKE MORRIS	903 ATS

A. B BADGE

DARYL SPEIGHT	DDSC
LACHLAN ROSE	902 SQUADRON AAFC
KASSANDRA COLE	902 SQUADRON AAFC
JOSHUA LEE	903 ATS

A, B, C BADGE

ANDREW JONES	GYMPIE GC
ANDRES WEBERSINKE	SOUTHERN CROSS GC
DAVID ROBERTS	HORSHAM FLYING CLUB
AIDAN QUIRK	907 SQUADRON AAFC
CHRISTIAN BRINI	ADELAIDE SC
STEPHEN WHIDBORNE	ADELAIDE SC
ANGUS SUTER	CENTRAL COAST SC

C BADGE

DAMIEN QUIRK	907 SQUADRON AAFC
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CHANGE TO BADGE CLAIM PROCEDURES AND PAYMENTS

Recently we have introduced changes to the way in which Badge and Distance Claims are made. The process is now completely online and no paper forms or separate payments will be accepted.

The online claim form is part of the MyGFA Menu, and it will take you through a claim process similar to the way the paper form used to operate. It will ask you to choose the pilot name and the Official Observer from the list of valid OOs and before submitting your claim it will require you to pay the appropriate fee online (not in the GFA Shop). The fees have been reduced and simplified.

Please note that the fee is now payable regardless of whether your claim is successful or not, so it is in your interest to ensure that the claim is valid before sending it in. Your

Official Observer should help you to determine this.

You should also make sure that your chosen Official Observer is current before you do your flight. A list of Official Observers can be found in the Gliding Information section of the GFA Website.

It is also important to note that the OO must be present and observe both the pre task declaration in the FRs carried on the flight and must be present to observe the file from the FRs taken post flight.

BADGE DECLARATION

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

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 website 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 claims must be predeclared and overseen by an official observer prior to the commencement of flight. Badge flights must be flown solo. All badge flights claims must be supported by an IGC file.



GLORIOUS GLOUCESTER RIDGE CAMP



Central Coast Soaring Club is again organising its popular ridge soaring camp at the beautiful NSW country site, Gloucester from 3 - 11 August.

The camp has been a feature of the NSW gliding calendar for more than 30 years. Last year more than 20 pilots from clubs around NSW experienced some of the best soaring in recent years with a combination of ridge, thermal and wave flights to 14,000ft.

The camp is based at the Gloucester Aero Club, a north-south strip in dairy farmland in the centre of the Avon Valley. Ridge soaring takes place during the winter westerly winds along the Mogranis, a 12km range of hills parallel to the Buckets. The area is one of the most scenic in NSW with the Gloucester and

Barrington Tops to the west and the ocean visible to the east.

Westerlies flowing at an only few knots will enable soaring along the ridge. Fast runs below the ridge can be experienced and thermals and wave allowing heights to more than 10,000ft are not unknown. Although winter, midday temperatures of more than 20C are common and thermal flights are the norm.

Numerous accommodation options are available in Gloucester - the town is welcoming to the annual visits from glider pilots. Gloucester Aero Club has full facilities including a bunkhouse and camping area. Further details are available from the secretary, Central Coast Soaring Club. **Julio Moraes** julio.ghion@gmail.com **0431 113960**

ghion@gmail.com **0431 113960**

Facebook [tinyurl.com/y4uvzgoe](https://www.facebook.com/y4uvzgoe)

S2F

SACRED COWS

The dictionary defines Sacred Cows as "Something that people accept or believe to be good or necessary without ever questioning their belief".

I am writing this to ask you to question some beliefs that are common at our gliding clubs.

Here are some Sacred Cows that I feel are particularly detrimental to our growth as an organisation -

Members wishing to fly must attend a daily briefing early in the morning.

We nominate a club member to be the duty pilot and record flight times when others fly.

We offer instruction on Saturday and Sunday.

Students cannot book a flying lesson.

Only members of our club can instruct at our club.

AEFs are flown every weekend.

Imagine a parallel universe -

Members can turn up when it suits them and go flying.

Flights are logged electronically.

We offer three intensive one-week courses or 2 or 3 weekend courses. The rest of the time our Instructors can do their own flying.

Students can book a course knowing that they will make progress.

Clubs share Instructors to meet demand.

AEFs are only flown when we need to raise money for a project such as a new glider.

Is that so unreasonable?

MANDY TEMPLE CHAIR S2

s2f@glidingaustralia.org



WINGS OVER THE ILLAWARRA



The Southern Tablelands Gliding Club (STGC) ably represented Australian gliding at The Sydney Airshow, Wings Over Illawarra, over the weekend of 4-5 May 2019. STGC's display, based on their beautiful Centrair 201 Marianne two seat trainer (pictured), generated enormous interest from aviation and gliding enthusiasts and the general public.

Club President John Wilkinson thanked Gliding Australia and Wings Over Illawarra itself for their strong support by

providing resources and the opportunity to put the club forward at the show. He was thrilled with the response to STGC and Australian gliding from fellow exhibitors, aviation enthusiasts at the show, and appreciated the support of an enthusiastic crew of club members.

STGC was set up and ready to go when the gates opened at 9.30am on Saturday to a beautiful day and a constant stream of excited visitors stopping to chat, also ready for a full day of fabulous air

displays. In the early afternoon, the two P51 Mustangs parked about 20m away, with their tails directed straight at the STGC stand, started up to taxi for their display slot. It meant all hands were on deck, holding onto club display boards, gazebo and glider in the prop wash. But all survived intact.

Sunday's weather proved less pleasant with heavy rain periods that brought everything to a lengthy halt several times. Nevertheless, passing visitors showed a good level of interest throughout.

STGC received many serious inquiries and very strong interest from show attendees living in the Illawarra and the Southern Highlands about the club, its aircraft and operations. John said, "Already we have a number of student pilots who have joined and flown with the STGC. A few visits still to come have been lined up with serious pilots with clear intentions to fully delve into gliding, instructors among them. That is a strong result for us and for gliding."

SAFETY MANAGEMENT NEWS

As most members will be aware, I announced that I would be stepping down from the role as National Safety Manager at this year's GFA AGM in August. By that time I will have held the position for 4 ½ years and it's GFA policy that incumbents hold these positions for a maximum of 5 years. The annual AGM seems an appropriate time for me to step down. Over these past few years, through our GFA Safety Seminar series and other activities, I have met and become friends with many of you. It's been a rewarding time.

I'm also pleased to announce that Sidney (Sid) Dekker will be taking over the position. For those who do not know Sid or his reputation, I recommend you search for him by name on Google. Sid is a published author in the areas of Safety Management and Human Factors. He has also produced many videos on the topic, some of which you can find on YouTube. He's well respected and a great guy, too. I know that the GFA will benefit from Sid's willingness to take on this role.

Recently the GFA held the annual

Ops, Airworthiness and Sports meetings in Melbourne. In preparation for these meetings, I supplied a report that highlighted that approximately 33% - that's right, one-third of our active clubs - have not reported a single operational incident or one Service Difficulty in the past 12 months. To put it bluntly, I find that very difficult to believe. If you're an active club, reportable events will be inevitable. I'd like to remind everyone that reporting incidents and service difficulties is a very important part of our safety management system. Your reports are often the origins of both Ops Safety Bulletins, improvements in our training

methods and Airworthiness Directives. Your report could save a life.

Before I sign off I'd like to thank everyone who has assisted me in the role of National Safety Manager. There are too many people to list by name so will avoid that. You know who you are and I thank you. I could not have achieved what I have without your assistance.

Finally, remember safety starts with you. Safety is not an activity, it's a culture. It's the way we do things, not what we do. All our rules and procedures are the result of lessons learned. Fly safely and CYA in a thermal.

STUART FERGUSON
NATIONAL SAFETY MANAGER





POST SOLO TRAINING



Much discussion in the gliding community currently centres on attracting more members, membership retention and the need for more young people in gliding. One of the related factors that S2F has identified is the churn rate of members. Many people learn to fly but do not choose to stay long term, raising questions about why this is so and suggesting that many clubs will have to face some hard truths.

On this front, S2F has also sparked discussion about what we can do to accommodate post solo students, help them progress and keep the passion alive. I would like to go into some detail about how we tackle these issues in my club, The Bathurst Soaring Club (BSC).

FROM AB INITIO TO CROSS COUNTRY

In our club, like most others, we are doing the majority of our AB Initio training during regular weekend operations. Once a student has begun to build solo hours and started to move into the world of cross country flying, a period follows when things may begin to slow down. Due to the nature of the terrain around our airfield, students require a greater amount of coaching to fly solo cross country compared to Temora or Narromine, for example.

In order to address this need, over the years we have run cross country courses. These one-week courses have provided an opportunity for pilots who prefer to take a week off work for intensive

training. The other way for students to break into the world of cross country is at our club camps.

BSC has traditionally run a camp at Temora in conjunction with the local club there every January, and another camp in February that has been held in various locations. The student pilots attending a camp form pairs, who share a single seat glider between them. They help each other, crew for each other and fly the glider on alternating days. Each day, while one student flies, the other jumps into a two seat glider with a coach. This arrangement gives the students an equal opportunity to receive coaching and to try out their new found skills solo.

A SOCIAL ATMOSPHERE

While flying the single seater, these students often pursue Silver or Gold badges. The other benefit is that out in the flat lands of western NSW we can give a student considerably more freedom to fly solo than out of our own airfield. However, all those practical considerations aside, the main advantage in taking students to these camps is the camaraderie that exists when a group of glider pilots travel away together to fly.

This social atmosphere cannot always be replicated in a course or flying school type of environment. We all enjoy chatting about the day's flying and telling tall stories around the bar of an evening, and if we introduce the students into this environment it helps them to settle in,

form friendships and before you know it, that new pilot in the club becomes part of the gang. This is how we give a club a future, as these people in time become tug pilots, instructors and committee members.

This scenario sounds great in theory, but it is not as simple as taking a student pilot under your wing at a camp. You still need to invest a lot of time into the student in the months leading up to the camp during your club's regular flying operations. The student needs to be briefed and trained to some extent in outlanding, and need to be type-endorsed in a single seat glider. It is also preferable that they have a daily inspection rating and are off daily checks so as to

minimise the work load on instructors at the camp who would like to fly their own gliders.

TRAINING EVOLUTION

This system was not deliverately planned out in our club – rather, it evolved on its own, but it is highly successful and many of our pilots in the last five or so years gained their first taste of cross country and earned their first badges this way, including myself. My first introduction to cross country was about four years ago, when I took a Jantar Junior to West Wyalong with another pilot. I did a lot of coaching, gained my Silver C and this was when I met Paul Mander for the first time, a man who taught me a great deal about cross country gliding. I was even lucky enough to spend a day flying with him in his ASH25.

I'm not saying every club should adopt this method of post solo training. Different clubs have different dynamics and you do what works best for you. However, it's not enough to simply teach people how to fly the plane. You have to make it fun, not just in the air but also on the ground. Ask yourselves what kind of social dynamic your club can create on the ground to complement your flying operation.

CHARLES DURHAM
PRESIDENT
BATHURST SOARING CLUB

DAWN WAVE AT MOUNT BEAUTY

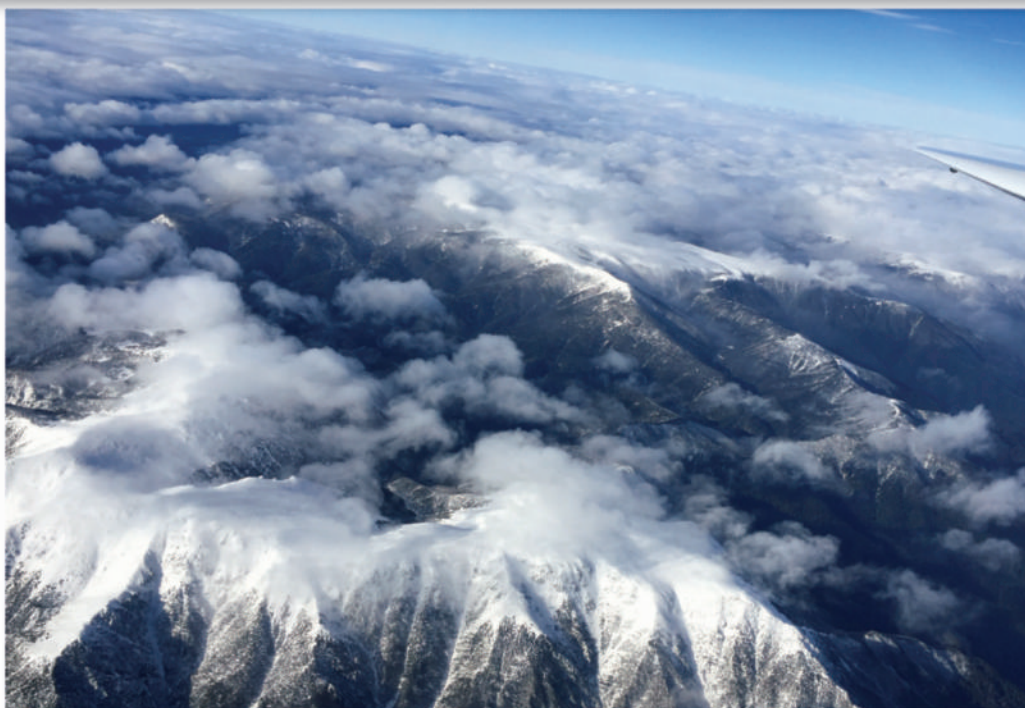


I was woken at dawn with a howling gale and the windows shuddering. I checked the wind on my phone and 40 minutes later I was above the clouds.

Fortunately, the southeast surface wind abated about 8am to allow a launch. I encountered very rough rotor at around 5,000ft near Mt Emu where I shut the engine down. The wind at 10,000ft was over 40kts but produced very usable smooth lift enabling a flight track between Mitta and Mt Hotham.

Hot spots were found north of Mt Bogong and Mt Feathertop as expected. Finally, cold feet and a full Uribag were the only reasons to descend after over four hours.

MARK BLAND



WAVE AT MT ARARAT

On Thursday 25 April 2019, the wind direction looked promising for local wave in the Ararat near the Grampians in western Victoria. At around 1400hrs, Trevor Hancock's Arcus self-launching two-seater was ready for flight, and Trevor invited me to occupy the Arcus' rear seat.

Upon take-off at about 14.25 from Runway 30, we climbed quickly to 4,000ft assisted by thermal lift. Heading toward Mt William, we overflew the sleepy hamlet of Moyston with no indication of wave lift. Trevor restarted

the engine and we climbed to 5,000ft where we contacted weak wave of 200ft per minute.

Clear air between long lines of cumulus indicated corridors of unbroken lift. Adjusting heading to fly north-northwest, we cruised for miles steadily gaining altitude. On reaching 10,000ft I was instructed to turn on the dual oxygen supply.

Towards the west, a blinding white carpet lay before us. Some 40 minutes later we passed 14,000ft but felt quite warm under the Arcus' huge canopy. Using the 'bread crumb trail' on our

flight computer, we could soar in unbroken lift, flying to and fro.

At one minute before 5pm, we left the wave at 16,700ft to cruise eastward till we were abeam Mt Cole, where we turned 180 degrees to fly back to Ararat airfield, landing long on Runway 30 at 17.06.

Thank you Trevor for giving me such an enjoyable and memorable flight in your Arcus sailplane. I found its controls light to the touch and easy to coordinate. It is a delight to fly.

HENRY LESCHEN

THE DIFFERENTIATED GLIDING CLUB

BY TERRY CUBLEY



I think that over time, many clubs in GFA have moved to think of themselves as a 'learn to fly' club. The focus of many clubs is to assist new student pilots to go solo and then leave them alone to develop any further skills. The new pilots quickly work out that progress is slow and when they do get to solo their freedom to fly is monitored and restricted. This does not match the approach that I experienced as a student and then as an instructor in the 1970s

Recent conversations on the GFA Forum claim that we should copy RAAus because they are much better at training new members than GFA. I propose that, if we only intend to be a 'learn to fly' club, that RAAus and General Aviation (GA) are, in fact, much better providers than GFA.

'LEARN TO FLY' CLUBS

If you want to learn to fly, power flying does have significant advantages. You can book a flight, fly and then go home. No wasting time hanging around the airfield. Each lesson takes approximately one hour and you only have to learn the procedures and rules – the essential flying skills are limited to basic stick-and-rudder and throttle control.

Of course, there is more to it than this, but in simple terms it's not too inaccurate a statement. The instructor can focus on the lesson and your practice, and during circuit training you can go round and try again several times in quick succession. It is also common to find power flying schools operating mid-week – it only relies on one instructor, one aeroplane and one student to make it happen.

Gliding in motor gliders can provide this experience also, but we don't have many sites that offer this opportunity.

At gliding clubs, in contrast, you generally rely on other pilots to prepare, move and launch your glider,

and the duration of the flight is often determined by the weather. The instructor focusses on keeping the glider in the air so the student can get more stick and rudder time, and the lesson can be interrupted by the need to try and climb up again. Completing multiple circuits is time consuming compared to power flying because you have to land and then push back and re-prepare the glider.

As a result, the student's experience amounts to a limited number of flights - usually three or four, or even fewer at some clubs - of varying lengths and uneven, interrupted progress, often with multiple instructors. Flying days depend on who is available to do the support work, which often only leaves the weekends. The student must also volunteer time and effort to helping other pilots.

AAFC MODEL

The Australian Air Force Cadet (AAFC) model is similar to the power flying model, where the syllabus is limited to getting students solo with limited focus on soaring skills, and working them through a staged sequence of lessons. The young pilots can usually keep up with this schedule and the ones who don't keep up tend to find they are encouraged to do something different. It is unfortunate that the motor glider option did not work for them, but this indicates that there are a series of issues with operating motor gliders with pop-up engines.

GFA has developed its operational side to form a very strong - some say rigid - organisation. We have a lot of CASA-type rules designed to improve safety. Certainly the GFA safety record is significantly better than that of RAAus, and similar to GA. This is a strength of our organisation, but it also means that individual freedoms are more restricted. So, do we reduce organisational control and increase reliance on individual responsibility, and cross our fingers that the safety performance does not deteriorate? What is the impact on low-experience pilots?

RAAus has a distinct advantage over GA. The medical constraints are less onerous, which is a benefit for their older age profile, and their aircraft are cheaper to fly and to own. The owner can do a lot of the maintenance themselves, and post-solo supervision is limited.

RAAus does limit where you can fly with respect to airspace, and the aircraft are weight limited, meaning that GA has more capability, but for most RAAus pilots this is not an issue. It appears that RAAus are trying to influence CASA to increase the weights of their aircraft and relax some airspace rules so they can better target GA pilots. Thus, RAAus' growth has generally been at the expense of GA flying clubs, with the addition of a number of disillusioned glider pilots.

If GFA wants to continue our focus on gliding clubs as learn to fly clubs then, in my belief, we are doomed to failure and should just hand over to RAAus.

THERE IS HOPE

We do have successful experiences in flying training, mainly at the clubs that provide full-time courses. The time commitment is much less, and the program is structured with only one or two instructors. Feedback

from students is very positive, and progress is excellent. Solo is achieved in a week for the young, quick learner and for others it probably takes an extra few days to get across the solo hurdle.

Some clubs make this fit into two or three long weekends with a good measure of success. The cost is not much different when you consider how much members spend over the many weeks or months that our standard process takes, and the time commitment is much more palatable.

The following table aims to compare the different training models. Beware, the numbers are subjective.

Student pilots' experience – 1 is low and 5 is high

	Time commitment required	Cost to solo	Quality and consistency	Program Structure	Volunteer commitment required	Overall rating
Gliding club - weekends	1	2	1	2	1	7
Gliding club – courses	5	4	3	4	4	20
GA flying schools	5	2	4	4	5	20
RAAus flying schools	5	3	3	4	5	20

Allowing for the rubbery figures, our typical gliding clubs just can't compare. Those who offer courses have a better chance in the learn-to-fly stakes.

GFA struggles as a flying training organisation and, in particular, clubs who only offer weekend training are facing a major battle and possible extinction.

We can compete provided clubs utilise the course model, possibly through sending new students to a course at another site and then continuing their development when they come back.

GLIDER SOARING CLUBS

So what does gliding have to offer? The major differentiation is that gliding is a Soaring Sport.

Gliders are designed for performance flying, for good 'feel' and glide angle. This sometimes make them a little harder to fly and you have to concentrate more, but the satisfaction in keeping this engineless aircraft airborne for an hour or as many as six, while investigating a constantly changing weather environment, is what attracts a glider pilot. You can increase your soaring skills and compare your flights worldwide through a series of badges and records, and on the On-Line Competition. If you are in any way competitive in nature, learning to race a glider is a great experience, and one that you can continue to develop over time. Many pilots who are introduced to soaring flight enjoy the new skill sets and challenges that this affords.

Power flying does not offer such experiences unless you get into Warbirds or Sport Aircraft/aerobatics.

If you have the help of a good instructor or coach you can gain the basic skills quite quickly, and then train to develop these skills to whatever level you desire. Pilots encounter everything from an enjoyable and relaxing thermalling flight in an afternoon, to a cross country flight over the Australian landscape, through to achieving personal goals, then competition flights, then records.

Many commercial and military pilots fly gliders just for fun.

MISSED OPPORTUNITY

Consider Driving Schools that teach people to drive vs Car Clubs that introduce them to racing or touring. A Car Club trying to teach people how to drive would quickly fail without the right programs and tools that the professional driving schools have. But the car club offers sporting aspects to excite and challenge the new driver, which the driving schools cannot even comprehend.

I think that many of our instructors and clubs have missed the opportunity here to engage members in these sporting aspects. If you don't offer such opportunities, then the pilot just believes that circuits are all there is and many head off to try something new.

Some learn that you can also 'shoot circuits' in a small aeroplane. which is much easier – so they also go away.

The GFA and the clubs, and the instructor and coaches need to review what they currently offer and move the focus to what differentiates gliding. If you fly at a club that does not provide training in these soaring skills then you need to ask, or check out another

club that does support these skills.

I have met some instructors who no longer enjoy or practice soaring, and despite their enthusiasm and commitment they are in fact turning members away from gliding.

FUTURE FOCUSED GLIDING CLUBS

Clubs focussed on the future will have a number of skilled soaring instructors and coaches who see their primary responsibility as introducing new members to soaring and then helping the member to develop the relevant skills.

Basic training will mainly occur at clubs that can offer intensive courses – one-week or two-weekend programs, including follow up training. Further to this:

- The club will offer Flying Further courses in a similar time frame, which will take the pilot to his or her Glider Pilot Certificate (GPC).

- If the club cannot offer courses they should refer their members to a suitable course at one of the main gliding centres, and then focus on soaring skills exposure and development on return.

- Not all sites are suitable for cross country but many of these clubs arrange camps to other suitable sites, making it a core part of the club activity – on a regular basis.

- The club can provide gliding conversion courses to Power pilots (GA or RAAus) which will include spins and unusual attitudes, plus soaring and cross country training. This may encourage the disillusioned power pilot to come gliding instead.

When we have a predominance of clubs that meet this definition then we can clearly differentiate what gliding is focused on, and then deliver this service. Those who don't enjoy the sporting aspect may move to RAAus or similar, but conversely we can encourage some of their pilots to come our way.

GA

WOMEN'S TEAM TRAINING WEEK

BY TEAM CAPTAIN TERRY CUBLEY



The Australian women's team is very keen to maximise their skills and their local knowledge of Lake Keepit to ensure that they are best prepared to compete in the 2019 FAI Women's World Gliding Championship, to be held from 31 December 2019 to 18 January 2020

All nine team members, plus Akemi Ichikawa who will be representing Japan, attended for the week, which helped with both skills and team development. Dianne Schuit will represent Luxembourg but was unable to attend as she is currently working in Europe. Michael Keller from WA, who is a member of our Junior team for Hungary, also made the big trek to join us.

The ladies were supported by a number of coaches including Bruce Taylor, Allan Barnes, Tom Claffey, Matt Gage, John Orton and Team Captain Terry Cubley. They provided good guidance, local knowledge and some fierce opposition for the team pilots.

The main focus of the week was to develop skills in flying with and supporting each other in order to improve overall performance, and to increase knowledge of the local area to identify the main traps and difficult areas, and the best options. It was also about gaining a common understanding of some key performance tactics and improving team communication.

It is a large team. I cannot remember any other World Comps in which Australia has had nine competitors, so to make it easier the pilots flew in their classes (18m, Standard, Club) with at least one coach creating some opposition for each class.

All have earned their places on the team with some excellent personal results over the past two years, and eight members have flown previously in at least one Women's Worlds, bringing a lot of skill and experience.

However, they have fairly low experience in flying as a team and the benefits that can produce. Individual pilots can do exceedingly well in a world championships, but a solo performance requires a lot of focus and energy and an individual does not always make the best decision. One mistake on your own can ruin your points for the day and for the competition.

By cooperating with other team members, you can share your thoughts and plans and also hear what the others are thinking. This often results in a better decision to improve overall performance. Therefore, the main task each day was for team members to fly with others in their class and to talk a lot.

On Day 1, many of them separated immediately after the start, so that idea was initially a bit of a failure. But after a few more days, the pilots were flying well together and learning from each other. This doesn't mean you cannot make your own decisions and choose to separate, but they

18M CLASS

Lisa Trotter, Claire Scutter, Cath Conway and Akemi Ichikawa who will be flying for Japan.





were starting to consider the benefits of mutual cooperation.

We are not referring here to Team Flying in the conventional sense. Because the pilots live across many states, opportunities to develop those skills are quite limited, but they were quickly becoming proficient at cooperating and tagging someone when needed to give a better outcome.

The weather at Lake Keepit was certainly not as good as it was in January. Often they were limited to 6,000 to 7,000ft with much softer climbs. Flying much closer to the hilly terrain let them see in more detail the safe places to fly and the tracks that could keep them within reach of a good landable field. Fully understanding the terrain was a great experience.

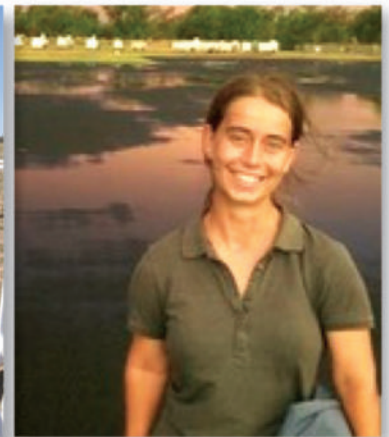
We had a few outlandings due to weak weather and tasks with close proximity to terrain, but this was handled very safely, and a lot of support and humour was in evidence.

The week was also a good social opportunity, important when developing relationships in a team that will be very close to one another for three weeks in a stressful environment. Games night was good fun - 'Pin the tail on the glider' and 'Celebrity heads' were the most popular games.

Each of the pilots is planning a good preparation with a mix of National and State Championships, plus practice weeks at Lake Keepit as the comp approaches. All will arrive at Lake Keepit on or very close to 28 December, allowing some valuable practice immediately before the competition. We will be well represented.

If you are able to help the team through a tax deductible donation, please click on the 'Donate WWGC button' on the GFA home page.

wwgc2019.com



18M CLASS

Jenny Thompson, Ailsa Mc Millan, Lisa Turner



CLUB CLASS

Kerrie Claffey, Jenny Ganderton, Jo Davis



MY FIRST GLIDING COMPETITION

BY WERNER STRAUSS

Pilots can learn a great deal by participating in gliding as an adventure sport, which goes without saying for those already mesmerized by the quest for flight. I recently had the privilege of participating in the Easter Regatta the Darling Downs Soaring Club hold each year in Queensland, and what follows is a description of my experiences there.

I am deeply grateful to the many people in the gliding fraternity who encourage and revel in their own and others' enjoyment and pursuit of flight. I am indebted to our CFI at Kingaroy Soaring Club (KSC) Justin Sinclair who suggested, as soon as I started flying the club's single-seater Astir 77, that I consider flying in one of the fun competitions around Easter in order to learn and improve my cross country flying. My gratitude extends to the club committee who approved my request to borrow our Astir for the DDSC Easter Regatta. This is where the learning leaps into higher realms.

While overseas about three weeks before the regatta,

Milan, one of our instructors sent me a message indicating that the club committee thought it would be wise if I took a cross country coaching flight ahead of the Regatta. I had by that time only completed one cross country flight. But how the heck would I fit all this in? Fortunately, Greg Kolb heard my call for assistance and the Saturday before the Regatta, Lauren and I journeyed to Kingaroy where Greg and I had a great coaching flight in the Club's Duo Discus, flying a 2hr 15min flight from KGY to Dalby and back.

STAY CONNECTED

I learned a lot from Greg on that day, my second cross country flight. Most important, I learned, in Greg's own words, to "stay connected" to the clouds, to stay high where I can and that it is infinitely easier to connect with a thermal higher up than when low. Of course, getting low also adds other stresses such as considering possible outlanding options, which detracts from engaging in flying skills and precision in thermalling. But as will be seen, there is much more to learn than flying well in a competition context when embarking on a journey to an event.

The members of KSC very graciously assisted in derigging KYY, manhandling her into the trailer and having everything ready for me on the morning of Saturday, 13 April. I arrived enroute from the Sunshine Coast to pick up the glider and the all-important extras such as tow-out gear, spare battery, battery charger, rigging gear and so on. There is so much!

My lists included all the glider-associated bits and pieces. I had a list of things to pick up in Kingaroy, a glider-associated list (don't forget that white sealing tape!), a list of flying essentials such as logbook, Gopro, favourite flying hat, and other items for newbie cross country pilots with only two flights behind them. I would



also need in-flight nutrition, hydration that does not leak and in-flight bladder relief. This latter bit deserves closer scrutiny for us novices - the range of advice I have encountered is staggering. More on this topic later, I think.

What fun it was travelling with glider in-tow. Arriving at DDSC, David Nash very kindly assembled a few members to assist in rigging KYY while in the background others were launching for the practice day. Once everything was signed off and ready to roll, KYY and I went off for a 1hr 32min familiarisation flight. I was surprised to notice that I was somewhat nervous and appreciated the opportunity to let those nerves settle and just enjoy floating around in the sky, taking in the views and practising thermalling. After tying down KYY and settling in for the night in the comfortable club facilities, it was pleasant to catch up with a few familiar faces and make new friends.

THE COMPETITION BEGINS

Day 1 dawned beautifully. The task and weather briefing was excellent and very thorough. I had to quickly learn how to program my flight computer and work out things such as handicaps and how they affect the actual task that one is to fly. Fortunately for me, Kevin Roden, one of the instructors at Gympie Gliding Club where I learned to fly, took me under his wing and quickly showed me how to program and make sense of flight computers. At Gympie we use a program called Top Hat Soaring, an open source app based on XCSOar that is free to use on Android and Apple devices. These things are really cool!

The way the handicap system worked meant that, because I was flying a lower performing glider and didn't really know what I was doing anyway (or so they thought! - chuckle chuckle.... wait for it...) my flying task was shorter than the tasks the others had to fly.

Before the start gate opened it was a bit of a struggle to find and work the early thermals. The start had a 10km straight line that one had to cross after the countdown and then fly to a turnpoint with a cylinder of varying diameters around it. My low handicap meant that I did not have to fly as far into the circle around the turnpoint. It also meant that the real hotshot pilots had to fly around the actual turn point and hence had a longer distance to fly.

Before I knew it I was on my way, flying cautiously and staying near cloudbase. I was also not flying too fast between thermals, somewhere between 70 and 80kts. I did not see many gliders around and soon found that my glide computer indicated that I had passed the turnpoint and now needed to head for the next one. What is interesting to learn about these systems is that the computer indicates the distance to fly to the actual turn point and not the distance to merely touch the diameter. I figured out that zooming out a little gave me a better overall picture of distance and direction to travel.

En route to the second turnpoint just short of Dalby, I got a tad nervous when I did not encounter any thermals, losing height and starting to have a look at the size of paddocks in the immediate area. Just novice nerves, I thought, as I was within reach of the Dalby airfield and thought that if I needed to, I could make the airfield.



While thermalling north of Dalby, I noticed a nice white and blue glider heading my way and joining my thermal some way below me. I sped off shortly after, and it was encouraging to notice, some distance later in the next thermal, the same glider heading over to join me again. It was reassuring - almost a confirmation of sorts of my own abilities to actually fly cross country in a competition!

CAUTIOUSLY TO THE NEXT LEG

I hardly encountered a single thermal on the next leg but flew cautiously and did not lose too much height. I connected with a nice thermal after the turnpoint, but drifted back as the last leg was into wind. Just before Dalby there was a good strong climb and then two more good ones at Dalby. At that point I started thinking that I was going to make it home. Yay! With no one else in sight I headed for home, stopping to top up on two more occasions - and then I was home! Only one glider on the ground. Did I get home before the others? Really? Guess what... it turned out that I won the day for Club Class! To boot, I flew 206.4km in 3 hours and 24 minutes!

Day 2 was a different kettle of fish but I learned a lot. My flight computer froze about 45 minutes after launch and I had to restart the program. Later on I worked out that there was a conflict between the XCSOar and TopHat programs, and deleting XCSOar from my phone solved the problem.

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Many a nervous moment emerged on this task, as I had to make a big decision. Should I cross the massive big blue hole in front of me, or take a big detour where there were some very promising looking cumulus clouds showing lovely active skies? I snuck gingerly across the blue area, flying at about 55kts while trying to eke out the distance to far-off clouds and the beckoning turn point.

Woohoo! Out of the blue or rather, depending on your point of view, *in* the blue, I stumbled across a nice strong thermal and hooked right into it. Phew! I was off to the turn point, rounded it and now had to head back across the blue space. I got by and made the last turn point, headed towards Dalby and home. All was going well - or so I thought...

At Dalby there were some super yummy cumulus clouds and I stopped to top up my height, but as it turned out, not enough. In my hurry to head home, I flew a straight line rather than detour a bit when good clouds teased me from a distance. As a result I was rewarded with an outlanding - my first real outlanding - in a nice farmer's field with a welcoming German Shepherd. Fortunately for me it was a lovely, friendly and playful dog!

ROOSTER OR FEATHER DUSTER?

So - it turns out that at DDSC a pilot can earn another kind of reward - the famous Rooster to Feather Duster Award for winning one day and outlanding the next. Some cheeky mutterings were overheard that my outlanding was strategically planned to lower my handicap again. Ha ha, not a chance.

Day 3 was to be my last flying day for the regatta as I had to return home for work. I was first to launch, and what a day it proved to be. Thermals were strong under building cumulus clouds and the vario often went nuts. I was loving this. It was so much fun staying high and cruising along really good energy lines. Looking up when flying between clouds, it was awe-inspiring to see the billowing, towering pure whiteness.

After turnpoint one I was heading in a NW direction, essentially downwind, and put pedal to the metal in a manner of speaking. No big gaping blue spaces to be

seen and hardly a glimpse of any other gliders. Rounding the last turnpoint and returning home, I was now flying into wind. Topping up here and there and following Greg's advice, I stayed connected to the clouds.

Just as the day before, just before Dalby, I encountered two very big clouds and super strong lift. Learning from my experience, I decided to milk these two to the max and get as close to final glide as I could. With about 30km to go I hadn't heard any final approach calls over the radio and my competitive spirit mounted. Could I be close to the front of the pack? Maybe even leading?

Now just past Dalby with about 20km to go, I made my radio call. I also decided that today would not be an outlanding day! Scratching my head a bit for information I had gleaned from the locals over a few beers after my outlanding experience, I decided to fly a slight detour and follow a creek home. One more big thermal in the blue that I probably didn't need, but cranked into anyway as it was such fun and probably one of the strongest of the day. Hey! We are flying for the fun of it after all!

Then suddenly I was home. I called in my arrival and stated my intent to extend my flight a little bit in order to enjoy the end of the day. As it turned out, I was flying 160.7km in 3 hours and 49 minutes, my longest flight to date - and I won the day! WOW.

When I called my better half Lauren to share my second day win, she exclaimed, "Geez Werns, you are turning into Adam Woolley Number Two!"

Driving back to Kingaroy, it was a pleasant surprise to find Andrew Georgeson and Neil Dunn at the clubhouse. They graciously assisted in rigging KYY and put everything away, and even shared a beer in Andrew's hangar before my departure for the Sunshine Coast. Thanks, guys!

What a great, giving and supportive community it is to be a part of. I highly recommend attending DDSC's regatta next year. Thanks to David Nash, Sarah, Bob Flood and everyone else who made this a fantastic and safe learning event. Pilots with low hours like me - get there next year and be prepared to be mesmerised, tantalised and above all feel so much joy and connection with the reasons we took up this sport in the first place. **GA**



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RACING IN THE PYRENEES

FIERCELY COMPETITIVE FUN



The Sailplane Grand Prix World Finals were held in La Cerdanya in the Spanish Pyrenees, 2 - 8 June. Two Australian pilots, Pete Temple and Graham Parker, were among the 19 competitors who had qualified for the finals by winning their national SGPs. The racing conditions were challenging and exciting, and the races could be followed online with excellent video and commentary. This is how the competition unfolded.

HAVE FUN AND FIGHT

The official practise day was 1 June, a classic thermal day in the region around La Cerdanya airfield, which is located 1,324m above sea level in the Segre River valley of the Catalan Pyrenees. The 200km task took the competitors over the spectacular mountain ridges crossing from Spain into France in the north and Andorra to the west.

Five pilots in the competition were flying JS3s, including defending SGP Champion Sebastian Kawa. Also competing in the Grand Prix fleet were four Ventus 3s, four JS1s, five ASG29s and one Lak17A. Graham Parker and Pete Temple were each flying an ASG29E.

The race was followed with live tracking and commentary by Contest Director Brian Spreckley and local pilot Jaume Prat. Their commentary throughout the week kept me glued to my computer screen until after midnight each night. It was very interesting sportscasting.

After landing on the practise day, Thomas Gostner said, 'It was very nice. We climbed up to 3,700m. Very strong thermals, a very good race. It was beautiful. This is the life – we are here to have fun and fight.'

REPORT BY SEAN YOUNG, PETE TEMPLE
PHOTOS FROM THE LA CERDANYA TEAM, MANDY
AND PETE TEMPLE, TILO HOLIGHAUS

SEEKING STRATEGIES - 2 JUNE

The fight began the next day. Although a low pressure system was developing in northern Spain, the forecast was for good conditions earlier in the day with the likelihood of over-development.

Soon the fleet was off to the first turnpoint in increasingly good conditions. They quickly split into two groups, but by the turnpoint they had come back together again. One small group, including Sebastian Kawa and Mike Young, tracked north while the others took a more southerly route to the Pic Cervi turnpoint.

Tilo Holighaus found his own way going along the southern face of the mountains along the valley. Once again the fleet split into two groups, one group heading north where the cloud base was higher, while the other group with Tilo went south, still encountering good conditions.

Once again, they came together and climbed to 4,000m before crossing the valley and heading into the turnpoint.

Sebastian went along a different direction to everyone else, looking to find a winning strategy, but this did not work for him and by the end of the race he was at the back of the fleet.

Soon the fleet had final climb and the race to the finish commenced with Tilo well in front. Tilo said that from the last turnpoint there was a massive convergence line, and

ABOVE: Pete Temple flies
an ASG29E above the
Pyrenees.



he streaked along at 200kph to win the day. The gliders following him flew through rain and hail, which did cause some damage to paint and seals on their gliders. The following five scoring places were taken with seconds between the finishers.

HEADING NORTH, HEADING SOUTH - 3 JUNE

The low pressure system continued to develop and was forecast to bring rain into the region. In the end, conditions improved sufficiently for a 188km task to be set. The first turnpoint was 25km north at Mont Louis. Over-development and high cloud resulted in challenging conditions. After the start, the choice was to turn hard left and go to the ridges to the north or to climb, which all but two pilots did.

Heading down the second 69km leg, Didier pushed out far ahead and to the north of track. Mike Young and Pete Temple kept closer to track but their climbs were not as good. Meanwhile, Sebastian flew even further north where he eventually connected with higher convection and was over 3,500m, at least 1,000m above the rest of the fleet.

Pete Temple came into the turnpoint below 2,000m but did not stop to climb and headed out on track followed by Mike Young and Jon Gatfield. By this time Sebastian, who was behind but already had more altitude than he needed for final climb, cruised through the final two turnpoints to win the day.

Pete Temple took 6th place, gaining 4 points that pulled him out of the zero points club.

CLIMBING VS RIDGE SOARING - 4 JUNE

At briefing, the weather looked challenging with areas of high cloud threatening to move into the area and cut off the sun. If the high cloud stayed away, it looked as though it would be a blue day, but strong winds from the south brought the possibility of good ridge soaring along the south facing slopes of the valleys.



TOP: Strong winds on 4 June brought interesting conditions with convergence cloud forming in the middle of La Cerdanya Valley and lenticulars forming in the distance.

ABOVE: Tilo Holighaus' view from his Ventus 3.

BOTTOM: The big screens in the briefing room displayed the Silent Wings tracking of the race. You could watch the action there online, wherever you were in the world.

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ABOVE: Pete Temple after landing on 4 June when he took third place on the day.

BELOW RIGHT: Pete departs into a murky sky on 3 June.

PETE TEMPLE

Practice day is over and now the real action begins. The last few days have been frustrating with extremely broken thermals and rotor that seem to favour the JS3 and V3. With smooth thermals, the G29 climbs just as well. I was in the lead for a while today but just one missed climb can mean arriving below the next ridge with a struggle from there. That's what happened to me and a few other pilots today.

STORMY FIRST DAY - 2 JUNE

It was a day of moderate to strong climbs followed by rapid over-development. After the first few kilometres I had a firm grip on mid-field and stayed there for the rest of the flight. Unfortunately, the scoring is savage and finishing 10th in a GP awards no points. Congratulations to Tilo for winning the day. Sebastian made an uncharacteristic error on choice of route on the way home and ended up starting his engine to finish last.

The return home brought back memories of the storms at the Vinon Worlds in 2006. Today a thunderstorm was brewing as we re-entered the Cerdanya Valley and got worse as we approached the final turn. Rain progressively built until we had heavy rain mixed with some hail at the turn. My glide disappeared as did visibility but fortunately conditions improved back towards La Cerdanya airfield for an uneventful landing. Unfortunately, the hail did damage the paint on the glider canopy and lots of other gliders suffered shredded gap seals.

ALONG THE RIDGES - 3 JUNE

Very difficult conditions prevailed in the mountains today with weak climbs that generally didn't reach the top of the ridges. We all went through the start and stopped for a long time on the first ridges with no one climbing. I made a break that got me onto the higher ground before most other pilots. This got me in and out of the first turn but I then struggled to climb on the ridges near La Cerdanya. I knew I needed to get up on top so I spent a long time trying different ridges until eventually I clawed my way up the mountain.

From there it should have been easy - but wasn't. A long glide out to the western turn onto a ridge that had the sun and wind on it should have worked, but didn't. So with very little remaining height I tip-toed back towards the Cerdanya Valley, finding nothing to climb in but getting reasonable air at about half ridge height. Down, down, down to 500m off the deck within glide of the airfield - but still 50km of task to go with a turnpoint on top of a mountain at 2,711m.

After start, the pilots had two options. They could turn left onto Pic Pedro and climb back up above 3,000m before continuing to the first turnpoint, Mont Louis. The second option was to run on the south ridges on the north side of the Cerdanya Valley. Most pilots opted to climb but Graham Parker stuck to the ridges.

Graham ended up taking the first turnpoint about 1,500m lower than the rest of the fleet, who stayed above 3,000m as they turned for Pic Cervi 102km to the west. Sebastian climbed to 3,800m and several other pilots climbed above 3,700m. Sebastian and Max flew out in front higher and faster as they came up to the valley of Andorra.

Unnoticed by the rest of the fleet, Pete Temple and Tilo Holighaus had followed a more southerly and direct route to the turnpoint, sticking to the south facing ridges.

Pete and Tilo eventually stopped to climb before crossing the Sort Valley. As they approached the turnpoint all the leading pilots came together at a good altitude. They all took the turn quickly, but Sebastian, Louis and Max went north and took a climb, while Pete headed straight on track. But Tilo had already left and was racing ahead of Pete along the ridges 1,000m lower to the Colcanto turnpoint 31km away.

So, while Sebastian and the others climbed above final glide Tilo, followed by Pete, was approaching the turnpoint much lower down. Louis, who had climbed the highest, passed Pete as they reached Colcanto.

Sebastian overhauled Max, and their final positions did not change. Tilo raced home minutes ahead of everyone else. Louis used his extra altitude to pull ahead of Pete. Sebastian was unable to catch Pete and so took 4th place, followed by Max.

It was an exciting finish to a great race in conditions that were better than envisioned.

LOW PRESSURE SYSTEM - 6 JUNE

After two day wins, Tilo was out in front with 23 points followed by Didier Hauss on 16 points and Sebastian with 15. Pete Temple was in contention with 11 points.

After a rest day due to forecast thunder showers in the Cerdanya valley, the 19 competitors gathered at briefing to see what the weather had in store for Race Day 4.

A low pressure system still dominated the region bringing moist southwesterly wind off the Balearic Sea. Cloud bases were expected to be lower than they had been earlier in the week with thermal tops at 2,800m, making it difficult to task into the high mountains.





ABOVE: La Cerdanya Valley from the airfield showing the tantalising cumulus sky on 7 June.

RIGHT: Graham Parker talking to Claire Heliot from the SGP team.

BELOW RIGHT: Tilo Holighaus flew a Ventus 3 T from his very own factory Schempp-Hirth.

Today, the start was into wind with the first leg to Cometa running 67km along the west side of the Sort Valley. Mike Young was the first across the line, quickly followed by Jon Gatfield and Pete Temple. The start was slower than the previous day and more spread out and many gliders started quite low.

The field quickly split into two distinct groups. Mike, Jon and Giles Navas went north to the ridges, but the main group opted to climb in thermals on the south side of La Cerdanya Valley.

The southern group, which included Sebastian, Tilo, Christoph Limpert and others, ran down the valley quickly with good cumulus under Cadi Mountain. They arrived at the first turnpoint ahead of the northern group.

BOUMORT TURNPOINT

The gaggle stopped to climb before crossing the valley but Sebastian and Tilo cut short their climb and pushed out ahead. Tilo made the turn first at 2,300m followed by Sebastian and the main group not far behind.

They set off to the southern turnpoint of Boumort. That turnpoint is quite high and a good altitude was needed to make it. Christoph Limbers, followed by Giles, Mike and Pete had the altitude to head straight into the turnpoint.

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Pete Temple continued

Pete Temple on the podium on 4 June when he came third with Louis Boudierlique and Tilo Holighaus.

The last chance was a little ridge in the sun and it worked with a wonderful 2m/sec to get back up to 2,200m, still way below the top of the high ridges but it gave me a start. From there it was a series of slow climbs to get high enough to round the turn without crashing into rocks and an easy glide home from there. I flew pretty much by myself all day and finished with a very satisfying result.

I came 6th for the day and with 4 points, so I've escaped the zero points club. Seven pilots remain in the club after two competition days.

COMPETITIVE RISK - 4 JUNE

We finally had a classic ridge day. Strong winds made for extremely turbulent conditions, especially close to the rocks where I was for most of the day. Some pilots managed to stay high but I was stuck low on the ridges. If I'd found a strong climb taking me higher, I would have taken it but such climbs eluded me.

The first turn was to the east and then back along the Cerdanya Valley. For the first time I took a more northerly route in the rugged high country on the French border well north of the valley. Flying below the ridges in high narrow valleys certainly took some courage but I didn't need to stop to thermal and made reasonable speed. However if I hadn't managed to clear the mountain passes through that section it was a long way to backtrack.

GP racing is about taking competitive risk and in this case it worked. Later in the flight I was very lucky to find a good climb from 2,000m at the end of a dead end valley with only seconds between finding the climb and having to turn back and face a probable outlanding.

After climbing 1,000m at 3.5 m/sec, I was joined by Sebastian Kawa, Tilo Holighaus and Louis Boudierlique. I managed to shake Sebastian off but congratulations to Tilo for a superb flight for another day win and to Louis for yet again overtaking me on final glide. It was a podium finish in 3rd place for me today. Sergi even managed to replace the NZ flag with an Australian flag just in time for the ceremony.

UNEXPECTED ENERGY - 6 JUNE

Another good result came my way in today's strong conditions. I was one of the first across the start line and took an unusual route down the middle of the Cerdanya valley - and to my surprise almost everyone followed. With my lack of local knowledge I didn't know that it wasn't supposed to work but I'd spied a good line of energy from wave influence off Cadi.

After Boumort, Tilo and Sebastian separated on the northern leg to Maniga. Tilo tracked further north. They both needed climbs to get to the turnpoint and Sebastian found a very good climb to 3,000m, putting him above and in the lead.

It seemed that Tilo's strategy was simply to push ahead, which may have forced Sebastian to follow him or loose touch. This was a critical part of the race, as Tilo was never able to pull back his height differential and Sebastian always had a height energy advantage over him.

This strategy was not without risk. But Brian recounted that Tilo had flown the national Spanish Grand Prix here, which he won. He was also at La Cerdanya when he was 18 years old and has experience with ridge running at low level in this area.

CHAMPION GLIDERS FOR CHAMPION PILOTS

The three pilots took the fifth turnpoint together and had just about enough altitude for final glide, but would need the energy on the ridges to get to the finish. The final turnpoint was Puigcerda 62km east.

This leg turned into a battle between two champion pilots and what are now clearly the top two gliders in production, the JS3 and Ventus 3. Tilo was always just slightly lower than Sebastian, which meant that he had to fly lower on the ridges causing him to fly that bit more distance than Sebastian, who was able to take a more direct line to the turnpoint.

At this point they needed 800m to get home. But Sebastian had a good 100m more altitude above Tilo. As the leaders came onto the control point, Sebastian kept his 100 to 200m attitude advantage, making it almost possible for Tilo to catch him as Sebastian used his energy advantage to pull further ahead to win the day.

With two race days left to fly, Tilo Holighaus is in the lead with 31 points followed by Sebastian Kawa with 25 points and Louis Boudierlique in third position on 19 points.

INCREASING WIND - 7 JUNE

The low pressure system was turning into a summer storm and heading north. For Cerdanya at altitude, this meant wind. Above 3,000m the winds increased to 60 to 80kts at 5,000m. This brought the probability of severe turbulence, rotor and wave above 3,000m. Otherwise, conditions were good with cumulus along the mountain tops.

The fleet ran up to the start with a 20kt tailwind. Jon Gatfield turned straight for the ridges on the north, and everybody else took a climb back up to altitude. Giles Navas followed Jon onto the ranges. Jon kept ahead and





ABOVE: Pete Temple on take off from La Cerdanya.

BELOW LEFT: CD Brian Spreckley discusses the option of delaying take off on 7 June.

RIGHT: Pete's view of the last turnpoint on 7 June - it is somewhere under the cloud.

the main group, with Tilo at the head, came into the first turnpoint together.

On the second leg heading into wind, Jon and Giles kept pushing ahead while the others climbed above 2,900m on the Carlit to make the crossing to Caravassa Mountain. Tilo and Sebastian soon found each other and flew together, keeping altitude and flying conservatively. They took a climb on La Ravassa Mountain.

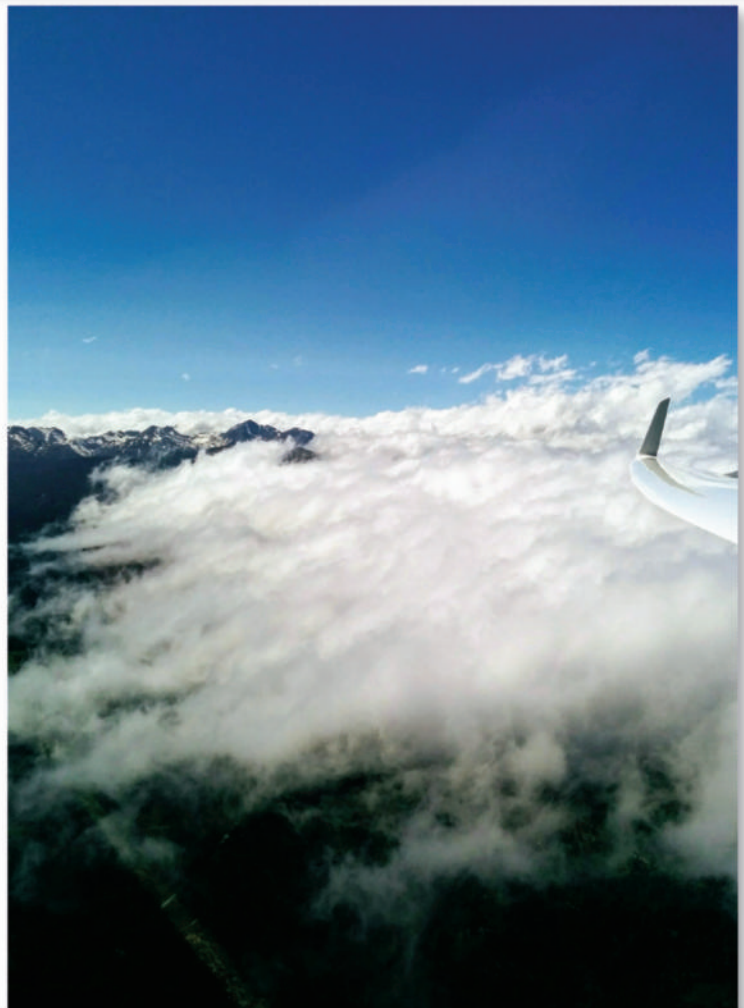
Tilo left without climbing and pushed on ahead to the next turnpoint followed by Christoph Limpert. They nearly caught up with Jon Gatfield who had now climbed up on Pic de l'Orri.

On the leg east he maintained his lead on Sebastian and the others. Meanwhile, Jon was still far ahead of Tilo taking a good climb on the north side of the La Cerdanya.

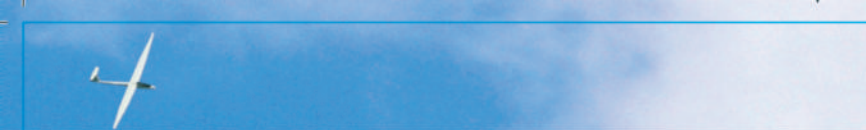
Tilo climbed to 3,000m and had final glide. From that point he was always 5 to 6km ahead with several hundred meters in altitude to spare.

Tilo cruised to the finish line followed by Jon while Sebastian chased him hard but was beaten into 3rd across the line. However, because Jon had missed one of the turnpoints, Sebastian was awarded 2nd place, gaining 8 points while Tilo took 10 points.

After landing Tilo said, 'It was a great race. I was out ahead of everybody and climbed to 3,000m. Then I saw Jon Gatfield out ahead of me but I was sure I could overtake him. I am very happy.'



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☛ Pete Temple continued

ABOVE: Tilo Holighaus approaches the turnpoint under a cumulus sky.

From there it was a matter of following either the ridges or cumulus and turning as little as possible. On final glide, better choice of route allowed me to overtake the gaggle in front of me and with more energy I overtook Christoph Limpert and Maximilian Seis just before crossing the finish line. What a race!

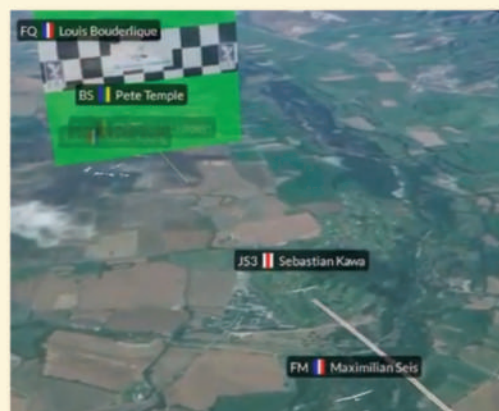
I'm now sitting in 4th place overall with two more days to go. The battle for first place is between Sebastian and Tilo. It'll be a thrilling couple of days.

BEST LAID PLANS - 7 JUNE

Today didn't go to plan. I was last to launch by 10 minutes and the 20 minute start gate announcement came while I was still on tow. Then I was waved off far below the nominated height – which was pretty annoying when some other pilots were towed 1,500ft higher. I did manage to get up to the start height before the gate opened but it was a rush with no opportunity to explore the sky.

It was chaotic after the start with gliders everywhere and I didn't make the best of it, ending up well below. However, I got a strong climb behind the others at the first turn and almost caught up again. All was well until I got dumped downwind of Pic de L'Orri and was not

BELOW: The finish line on 4 June with Pete beating Sebastian Kawa to the line.



rewarded with anything workable once I rounded the ridge.

There was some luck with the timing, since that section of ridge worked well after I rounded the turn. Anyway, that lost me 10 minutes and it was all downhill – literally – from there. I dribbled home as the last finisher, 26 minutes after winner Tilo. At least the GP format meant I scored the same as 10 of the 19 starters.

FINISHING ON A HIGH - 8 JUNE

For the final race day, the low pressure system had moved north and the wind had abated. The day promised to be mostly blue with thermals extending to above 3,000m. The wind came from the southwest but not too strong, which would mean less ridge lift.

A cat's cradle 261km task was set going east, west, south, north then back west. The finish moved straight in from Mont Louis with no control point.

At the start, Sebastian Kawa led the way to the south side of La Cerdanya Valley. The rest of the field stuck together on the higher mountains to the south. By the time they were approaching the turnpoint, they all arrived together and took a climb to 3,000m.

However, they did not climb as they crossed, and Pete Temple and Sebastian pulled out in front. At this point in the race, Tilo Holighaus was close to the back of the fleet and the gliders started to spread across the mountains, all looking for a good climb.

Moving on to Carabassa they still found no climb and all moved onto at the edge of the Andorra Valley. Tilo and Sebastian came together and followed the ridge line to Pic de L'Orri, maintaining altitude but still finding the climb they needed. Low on the ridge at about 2,000m, they did find a climb but Tilo left it for the lower slopes of the ridges.

PIC DE L'ORRI

Most pilots climbed slowly on Pic de L'Orri but it was clear that conditions were difficult and possibly deteriorating. Coming to the Boumort turnpoint, the ground rises to the highest point of the race. But all pilots were struggling to gain enough altitude to reach the 3km turning zone. Eventually, Giles Navas found a good climb and Jon Gatfield followed the ridge into the turnpoint.

Leaving the turnpoint for the northern leg, they went back again to Pic de L'Orri. Giles took two climbs on the way and was now well in the lead.



ABOVE: Another interesting sky as Pete comes in to land.

RIGHT: Brian Spreckley at the closing ceremony.

Heading back south after the turnpoint, the main group, including Sebastian and Tilo, found a good climb crossing the Andorra Valley and they now nearly had final glide.

Giles was now very far ahead. For the rest it was a straight race into the final turnpoint and back to the finish. On the final stretch, Tilo inched past Louis, but then Sebastian pulled in front of Tilo in a very close finish.

However, Giles Navas had already won the day, taking the prized 11 points and denying Sebastian the chance to gain on Tilo.

FINAL SCORES

The final scores left Tilo Holighaus way ahead on 49 points to win the championship. Defender Sebastian Kawa was penalised and lost points on the day, but this did not stop him from taking the 2nd place on the podium with 35 points. Louis Boudierlique took the 3rd podium place with 28 points, beating Didier Hauss into 4th position after he failed to win any points on the final day.

At the closing ceremony, Brian Spreckley recounted how he had first visited the airfield at La Cerdanya in 1988. It was then a nearly abandoned old airfield with no gliders, few power planes and no facilities. After that, the European Soaring Club that he founded visited La Cerdanya for many years and introduced many pilots to the region.

He said, 'What is really satisfying for me is that after 30 years, we are running the World Sailplane Grand Prix Final here in La Cerdanya.'

GA



9TH FAI SAILPLANE GRAND PRIX - WORLD FINAL LA Cerdanya SPAIN

2 - 8 JUNE 2019

1 TILO HOLIGHAUS	VENTUS-3T	49
2 SEBASTIAN KAWA	JS3	35
3 LOUIS BOUDERLIQUE	JS3	28
7 PETE TEMPLE	ASG29E	19
17 GRAHAM PARKER	ASG29E	0

www.sgp.aero or
tinyurl.com/yxbwkl6f

HUNTER VALLEY GC VINTAGE RALLY

BY DAVID GOLDSMITH

EASTER 2019



The Hunter Valley Easter Vintage Rally 2019 will go down as one of the best rallies held in Australia in recent times. With a spacious club-owned airfield and excellent facilities, the club provided very strong support, and even vacated some hangar spots to make room for the old-timer gliders. Enthusiastic management by Paul Dickson, assisted by Rob Moffat and club members and visitors, ensured that every need was taken care of. Many thanks to all for a wonderful week!

The rally facilities and launching continued beyond Easter to the following weekend, encouraging visitors from afar to make the journey. Among many members and visitors attending were Laurie Simpkins (Foka 5 GEF), Scott Johnson (BG-12A GAC) and Graeme Manietta (Cherokee II GNR) from Queensland. Pilots from Victoria were Bill Hughes (Bocian GQJ), Peter Raphael (Cherokee II GPR) and David and Jenne Goldsmith (ESKa6 GNB).

Phillip Brown (Cobra GHW), Boris Jovanovic (Central Coast Club Pilatus B4 GJV), Ron Kingston (K7 GQP), Dean Erby (Cherokee II GLU) Peter Rundle (Scheibe SF-27MA ZOT and ES-56 Nymph GHA), Rob Moffat (M200 GTG, Central Coast Club ASK-13 GTU), and Paul Dickson (Slingsby T51 Dart I7R IZO) came from New South Wales.

Flying commenced on Good Friday with 20 flights. The weather was generally pleasant for the entire rally although a bit windy on the final Friday. Staying up was not difficult on most days, however, heights to only about 5,000ft, usually under nice cumulus, were available. Three vintage flights exceeded 100km distance on OLC, giving an overall total of about 1,000km.

Efforts to vie for the Easter egg prize for the best handicapped distance flight continued each day with



spirited, friendly rivalry despite the autumn weather. This caused the only landout during the rally, when Paul pushed it perhaps a little too hard in the beautiful Dart 17R. After a safe outlanding at Whittingham and an aerotow retrieve, he launched again for a good flight of over 100km, not quite enough to earn the egg though – that went to Laurie Simpkins in his Foka on the day!

continued over page

TOP OPPOSITE: Peter Raphael and Frank Van Der Hoeven land in Bocian 1D, Quebec Juliet which recently returned to flying status in time for the rally.

OPPOSITE MIDDLE: Rob Moffat takes Julio in the Morelli M200

OPPOSITE BOTTOM: Paul Dickson's Dart 17R

ABOVE: Rob Moffat and son James anticipate some real flying in the ASK-13

LEFT: Rob Moffat presents the People's Choice award to Peter Raphael and Bill Hughes for the Bocian restoration.

BELOW: Scott Johnson's restored BG12A





The club had brought in an extra Pawnee from Bathurst Club, making two tugs available. The event's busiest day was Sunday with 48 flights.

The mornings began with an operations and weather briefing in the clubhouse. Flight operations were well organised with lots of help available to keep two lines running at the launch point – plus the usual chin-wagging!

Following the briefing each morning, one of the participants would make a presentation and tell us about the characteristics and unique history of his vintage glider. This was a most interesting addition to the normal rally procedure that everyone enjoyed.

When the gliders were packed away, evening meals cooked by volunteers were ready in the

clubhouse. Extra activities after dinner included a talk on Paul's Slingsby Dart, a history of the Rathmines Flying Boat base, and a presentation on the 2019 International Vintage Rally at Stendal, Germany and the Wassekuppe and other museums. A trivia night brought much jocularity on Saturday night. Overall the rally was lot of fun and we will certainly be including the Hunter Valley Gliding Club Easter Vintage Rally in next year's calendar.

TOP: Laurie in his swish Foka 5.

BELOW: Peter Rundle in his ES56 Nymph – ready to go.

More fabulous photos can be seen at tinyurl.com/y4o34znt



RECORDS FLOWN IN AUSTRALIA 2018-19 SEASON

A number of records were flown in Australia in the 2018-19 summer. 27 December must have been an amazing day, and the season continued late into the year - Allan and Harry's flight to Horsham was in March!

Congratulations to Ailsa McMillan, Lumpy Patterson, Harry Medlicott, Allan Barnes and Mac Ichikawa for the following achievements listed below.

MAC ICHIKAWA

"I think everyone will agree that 27 December was the best day of the season - or maybe of the decade? - and now that I've had some time to think over this season and this day, I hope to do even better next time.

"I did pretty well with what glider I had, an LS8 without flaps, but I hope I will make an even better decision regarding the record to aim for the next time I am fortunate enough to be facing similar weather. Record flying has changed completely with newly available weather forecasts. It is very important to analyse conditions and make the best planning for the whole day or peak part of the day. I think we could all still improve on this.

"Congratulations again to everyone, particularly Harry and Allan for their 1000km record on 1 March so late in the season."

AILSAMCMILLAN

"Definitely best day of the decade! Just a shame the high cloud appeared so soon. It would've been a total

waste of having a JS1 to fly if I hadn't had a crack at a record on this day. I decided on the 100km Speed Triangle both because I really like the simplicity of that record, and because it was forecast to be a late start out of Benalla. This was the second time I'd put water in the JS, so I was mainly thinking that I'd use the flight to improve on the feminine record of 139 kph and to practice more before the nationals. When XCSOAR showed me finishing task at 205kph, I figured I must've messed something up - but it was just a proper dream run!

Thanks to Arnold Geerlings for providing the glider, and Matt Gage for being OO. I recommend the 100km triangle to anyone, at any level, who wants to build up their cross-country flying skill. You can learn where you're losing time pretty quickly, and it's a lot of fun."

FROM THE RECORDS OFFICER

Some record claims were missed out or downgraded this year due to pilots not knowing the rules. Records are the epitome of the sport and therefore the rules are rigid. As Ailsa said, training for, and having a go at a record certainly builds up cross country skills and is lots of fun, especially on those really stonking days. So if you decide to give it a go, BE PREPARED for when that really good day comes along, make sure your Official Observer is briefed, and put the paperwork in promptly and accurately.

Jenny Thompson JENNY THOMPSON
RECORDS OFFICER, GFA
fairecords@glidingaustralia.org

SUMMER SEASON - NOVEMBER 2018 - MARCH 2019

ALLAN BARNES, CO-PILOT HARRY MEDLICOTT

AUSTRALIAN 750KM FAI TRIANGLE 20M IN ARCUS VH-UHM - 119.37 KPH FLOWN FROM LAKE KEEPIT
ON 11 NOVEMBER 2018.

ALLAN BARNES, CO-PILOT HARRY MEDLICOTT

FREE TRIANGLE DISTANCE 20M IN ARCUS VH-UHM - 849.8KM FLOWN FROM LAKE KEEPIT
ON 11 NOVEMBER 2018.

AILSAMCMILLAN

100KM AUSTRALIAN FAI TRIANGLE GENERAL AND FEMININE OPEN AND 18M SPEED RECORD IN JS1-C
VH-VOG - 205.04 KPH, FLOWN FROM BENALLA
ON 27 DECEMBER 2018. OCEANIC RECORD IS PENDING.

LUMPYPATTERSON

AUSTRALIAN OPEN 1000KM FAI TRIANGLE SPEED - 147.96 KPH FLOWN FROM TOCUMWAL
ON 27 DECEMBER 2018.

MAKOTO ICHIKAWA

JAPANESE RECORD FLOWN FROM TOCUMWAL (OCEANIC RECORD PENDING) - GENERAL CATEGORY, 15M
FREE TRIANGLE DISTANCE RECORD 1148.21KM
ON 27 DECEMBER 2018.

MAKOTO ICHIKAWA

JAPANESE RECORD FLOWN FROM TOCUMWAL (OCEANIC RECORD PENDING) - GENERAL CATEGORY, OPEN
CLASS FREE 3TP DISTANCE RECORD 1116.38KM, ON 4 JANUARY 2019.

HARRY MEDLICOTT AND ALLAN BARNES

AUSTRALIAN 20M STRAIGHT DISTANCE TO A GOAL IN ARCUS VH-UHM 1003.176KM FLOWN FROM LAKE
KEEPIT TO HORSHAM ON 1 MARCH 2019.



PREPARING FOR THE SEASON

Last year, the National Coaching Committee (NCC) wrote some advice for competition pilots as they prepare for the upcoming season. The winter months are the ideal time to be checking and re-evaluating your glider, equipment and yourself to make sure you are prepared for the rigours of the Australian soaring season. The contest season starts in September, but whether you are flying competitions, cross country or just staying around your own airfield, here is an excerpt from the NCC's advice.

BY DAVID PIETSCH

PERSONAL PREPARATION

This is not an article about maximising contest results, rather about reducing stress and minimising safety risks at the beginning of the contest season. If we are to adopt the principle of outcome rather than process, we need to think about those aspects of competition flying that give rise to those stresses and risks and a strategy to minimise them.

I have extracted five major aspects of contest flying that can give rise to disappointing or unpleasant outcomes if executed badly.

1. Logistic Preparation Am I logistically prepared for the contest or will I arrive with no maps, an unreliable trailer, poorly prepared aircraft and so on, giving rise to distractions, frustrations and little peace of mind?

2. Launching Am I organised so that for the first contest launch I am comfortably established in the cockpit, confident that I know my real options, and able to confidently handle my heavily loaded glider should the launch fail at the worst possible moment?

3. Gaggle Flying Am I prepared and confident that I can operate safely and collegiately in a big gaggle, at not particularly high altitude, aiming to stay there to avoid a relight or outlanding?

4. Outlanding Am I mentally prepared for an outlanding? When I am getting low, will I be carefully assessing outlanding options, expecting to have to use them, should a hoped-for climb or engine start not eventuate?

5. Finish Line Congestion Am I prepared and do I have the skill and situational awareness to manage a multiple aircraft arrival, even if the person in front does the unexpected?

These are but a few of the issues that we face as glider pilots and are exacerbated in a competitive environment. So back to the question – am I prepared?

READINESS

Not all of us will be as prepared as we would like to be at the beginning of a contest. Yes, you might be fully prepared logistically with everything in tip-top order but you may not have flown a lot in the preceding period and your last contest might have been last season or even before. Here you need to honestly look at your recent flying history to make some realistic determinations.

You need to be in current gliding practice, and what constitutes 'current' will be determined by the combination of both non-gliding and gliding recent experience. If you're honestly ready for the launch failure described above, that is a good indication. But if you are thinking 'I reckon I could cope', then maybe you aren't as ready as you could be. Here you must be brutally honest with yourself.

Strategy - Being in current gliding practice makes all of the other contest issues very much easier to deal with. Having recently flown on tricky, non-benign days is great training with both sporting and safety benefits. Our instincts and 'muscle memory' can kick in when you are faced with a tricky situation requiring immediate attention and confident application.

Attitude and Decision Making How prepared am I when everything seems to be going wrong? Let me present two quotes here:

"The more I practice the luckier I get," Arnold Palmer - Golfer

"Soaring is a game of Chance and Skill....." Chris Rollings from G Dale's Book The Soaring Engine Vol 1.)

Putting the above two thoughts together - at the beginning of the season when unpractised, with unhone skills and adverse luck, you can get pretty frustrated. It is here that mental preparation for the contest is so important. You must be prepared for your 'luck' to be absent, while everyone else seems to be 'having a good run'. If you are prepared (and of course, it may not happen), it is much easier to take it in stride and simply look ahead to the next day.

Most important, you must not let a 'bad run' overwhelm you while airborne so that you start doing desperate things trying to catch up, which almost always will end up in tears at best and a tragedy at worst.

UNAVOIDABLE ODDS

Finally, a couple of other thoughts -

Risk appetite What is my appetite for risk? There are both safety and sporting risks associated with contest flying. Fill your boots regarding sporting risk ("I am sure the next cloud will be better than this one") and if you get away with it and pull a screamer from the bottom of the working band - great.

However, if you think you are taking a sporting risk and haven't thought through the consequences clearly, then you might be exposing yourself to a safety risk, which could come up pretty quickly and be a nasty surprise. Accordingly, if that hoped-for screamer is over rough country but didn't eventuate and an outlanding results in a busted glider, then the risk wasn't worth it. You are out of the contest and might even be in hospital!

Age Many of us are getting older, and older pilots are certainly not absent from the accident statistics. For us older pilots, our faculties may be starting to show signs of wear. Sorry, but it's true. The degree of wear and mental processing slow-down is hard to measure and not tied to any particular age.

Some pilots fly quite competently into their eighties, but ageing is inevitable. You are not likely to be as good as you were. Your situational awareness is possibly not as good as it used to be, you tire more easily and your time in the sun may be behind you. Perhaps you need to accept contest results that are not as high as they used to be, take a few days to settle into the contest, and simply enjoy flying safely?

PREPAREDNESS EQUALS COMPETENCE

The information above is simply a brief look at some of the issues associated with contest flying and aims to stimulate thought. The

idea is that we all honestly ask ourselves what is our level of preparedness and our competence to undertake glider racing on the first contest day. If we skip over self analysis and say to ourselves, "It'll be OK, it'll all come back on the day..." then we are likely doing ourselves and our racing colleagues a great disservice and endangering ourselves and our friends.

Take any opportunity to get some preparatory flying under your belt. If opportunities have been limited, take maximum advantage of any pre-contest flying that might be available at the contest site.

If you are in serious practice then you can go full out on day one. If, like most of us, you aren't in red-hot practice, you need to recognise that you are likely not as good as you think you are and your situational awareness may not be anywhere as good as you think. Visualisation of the first contest day and its likely challenges will help preparation and decision-making processes as those challenges present themselves on the day and subsequent days.

This brief discussion does not aim to provide a formula to determine readiness for contest flying. Rather, it aims to promote thought and self-examination for those of us attending competitions early in the season, or for that matter, just going cross-country.

Finally, how many of us are as ready and as good as we think we are?

GA

COME AND GET ME!

We are fortunate that, when flying cross country in Australia, we usually have a choice of large paddocks that we can land in. However, even if you outland without damaging yourself or the glider, you will still need a retrieve. No matter where you fly from, you could easily find yourself in a remote area in intense heat and fading light, out of radio and telephone contact with no inhabited farms within walking distance. If you add to that the possibility that you may be concussed or injured, then you maybe in a very critical situation.

For decades pilots have juggled these risks and fortunately very few critical situations have ended badly. But in any club you will hear stories from glider pilots of amazing good fortune resulting in lucky retrieves. Since the development of GPS and satellite telephony services, we need no longer take such risks.

406 BEACON

Many pilots consider a 406 Beacon to be an essential safety item for cross country pilots, properly registered with www.beacons.amsa.gov.au. There is no charge for registration. This will ensure that the rescue authorities will not need any third party to inform them that you are in an emergency. Once you push the SOS button, they will be on the way. There are many small Personal 406 beacons. Popular ones can be bought at boating supply stores.



INREACH

InReach uses the Iridium satellite network and provides you with two way messaging communication as well as emergency, position and pre-set retrieve messages. The advantage over SPOT is that you can receive messages so that you will know that your retrieve message got through. It will also enable you to coordinate with your crew so you can remind them to stop at the servo on the way and bring you a cold drink.

Evaluate the systems available, but be sure to select at least one. Not only will it make cross country soaring much safer for you, it will also make it more convenient and enjoyable as you will not be left wondering if anyone is coming to get you.

SPOT

SPOT has been used for the last decade to send outlanding and emergency messages. Many pilots report that the system works well and I have used it successfully several times. Club members

and family can keep track of your location on a web page. If the glider stops moving, they can see where you are, even if you are unable to press the button and send a message.



SATELLITE TELEPHONE

A satellite phone using the Iridium satellite system enables you to voice call anyone including your club, crew or emergency services no matter where you are. This is the most expensive option, but some pilots say it is the best for retrieves as you have full voice and text communication. There are many units for sale or rent, and you can buy a connection package and only use it in the main gliding season.



MESSAGING SERVICES

Many pilots are now using phone messaging services including tracking services such as WhatsApp, TrackMe and similar apps. Be sure you know their coverage and availability in remote areas before you rely on them.



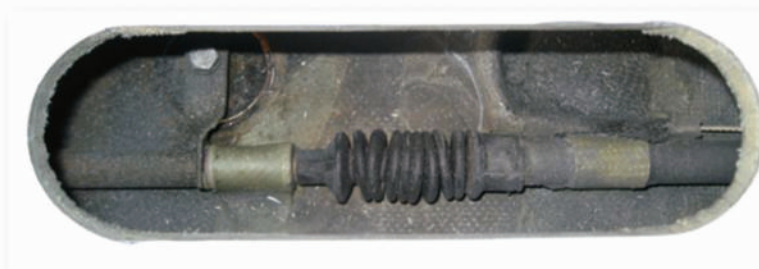
KEYHOLE SURGERY - ON A VENTUS BY TERRY CUBLEY



I recently completed the Form 2 on my 18m Ventus with the help of John Orton. One of the tests in a Form 2 inspection checks that there are no leaks in the water ballast tanks, as this may indicate leaking from the tanks into the aircraft structure. With four wing tanks and a tail tank, the 18m Ventus needs lots of checking. Disappointingly, neither of the two main wing tanks on my glider would maintain air pressure when tested.

ABOVE: John Orton performing keyhole surgery.

After some discussion with other Ventus owners, it appears that just about everyone John and I spoke to had had this exact same problem. The water ballast dump system relies on a rod that travels the full length of the main tanks to drive the outer wing tank dump mechanism. The rod is housed in a length of conduit inside the water tank with a set of rubber bellows to prevent water entering the conduit.



Bellows intact in the wing through the hole cut in Chris Woolley's wing.

The bellows connects to the rod at a small aluminium sleeve and unfortunately the aluminium corrodes, which means that the rubber bellows will no longer seal. So, the solution is to remove the bellows, and the aluminium sleeve, and replace it with a more suitable material and reinstall. Simple, except that the bellows are inside the wing with no direct access – a fairly straightforward operation if you cut a hole in the wing, but you then have to repair the holes in each wing.

Chris Woolley sent us a photo of what he found when he cut a hole in the wing of his Ventus to do the repair. The picture shows the rubber bellows and the thicker section at the right hand end of the bellows, where the bellows are over the aluminium sleeve. The other photo shows the corroded sleeve that Chris removed.

John Orton spoke to another 18m Ventus owner, Chris Runeckles in WA who explained that he had been able to remove and replace the various parts via key hole surgery through the water dump hole and a small hole at the wing root, where the rod enters the wing – no hole cutting was required at all.

John Orton took this as a challenge and decided to have a go at this approach. I was tradesman's assistant while John burst into action.

There are two tubes connected by roll pins, so John modified a small G-clamp to push these out. There was reasonable alignment with the water dump hole, if only you could get three hands through the hole. My mind quickly turned to cutting a hole – the first of many such thoughts. John persevered and after some modifications to the tool had the roll pins removed. Now we could remove the outer section of the drive rod, and had access to the rubber bellows. Pulling these out was relatively simple.

Then we had to cut the aluminium sleeve off the PVC tube. This was about 30cm past dump hole so we had the duo holes. John then created a hacksaw using an old blade and a length of aluminium angle. After lots of bending to get the blade past various obstacles, he then started cutting the sleeve. With lots of small backwards and forwards movements of the 'saw' and lots of patience, while looking through an inspection camera, John made two cuts at 90 degrees to each other.

Now we had to prise the sleeve off the PVC tube that it was glued to. John manufactured a couple of different chisels or levers that could be pushed up the wing and placed over the cuts, and gradually started to tear away the sleeve. There was another 'just cut a hole' thought going through my head, but with tenacity the sleeve finally split away.

The aluminium sleeve certainly showed that it was the real problem, since it would have been impossible for the rubber bellows to make a good seal against it. Another tool was manufactured to sand back the surface of the PVC tube to take the new sleeve.

John manufactured a new sleeve from a couple of sections of carbon fibre tube of 20mm diameter with

a raised section at the end from a slightly larger carbon tube. The next tool enabled him to push the new sleeve and glue it onto the PVC rod. We were now in the construction stage rather than the removal phase.

I ordered some new bellows from the Schemp-Hirth factory using their on-line form. Then I rang them to check that they had the right information. They were very helpful, although the first response when I said I had submitted a purchase order was, "We have more than a hundred of those." It seems the sun is shining in Europe and everyone is wanting to finish the jobs they started in winter.

The good thing is that my phone call may have moved my order to the top of the pile rather than the bottom. I received the new bellows and the wing root seals in about 10 days. Good service, Schemp-Hirth.

The hard part was getting the new bellows onto the new sleeve, 40cm up the wing. The bellows is rubber and this means it is not rigid. Mmmm! That led to more thoughts of cutting holes. This time John created a tool from a piece of black plastic pipe with a split in it. This was compressed and then the bellows placed over the top to force the neck of the bellows open. Easy.

The first wing took five hours of manipulation and tool design and re-design. But the bellows went on cleanly. The second wing bellows only took two hours because the tools and techniques were already developed.

The rest of the job was straightforward, just closing up the various outer seals and roll pins. It was very satisfying when it was all closed up again. No holes in

the wing. We bravely repeated the water tank leak test – success!

Nearly everyone else recommends just cutting a hole and getting it repaired, which is probably a good idea but I don't like the idea of cutting up my glider, and John certainly enjoyed the challenge. The thinking and design and huge amount of patience made it successful and demonstrates the expertise of our glider maintenance folk.

GA



Some of the tools used in the surgery.

GFA APPROVED MAINTENANCE



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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

Test Instruments

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

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

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



OPERATIONS

OPERATIONS UPDATE - SIMPLIFYING OPERATIONAL REGULATION AND PROCESSES

The National Operations Panel has considered ways to simplify our processes and regulations affecting operations, with inputs from Regional Operations Panels and members.

Soon you may see rule-making proposals supported by risk-based arguments, and feedback on these proposals will be sought. Where they affect GFA Operational Regulations approved by CASA, such as flight review periodicity, we will negotiate using risk-based logic and examples from overseas and other aviation groups.

The first proposal is moving to a new flight review system with two years between reviews, plus changes to club and CFI roles and powers. More emphasis will be placed on training, educative and airmanship aspects of flight reviews. Club Panels may extend currency (recency) check requirements to non-charter, non-instructor pilots.

Another consultation will address the Independent Operator rating system, putting the case for a single IO rating. Greater use of online testing of human factors and radio and airspace theory is intended.

Changes to Flight Instructor refreshers and assessments are being developed, to simplify the review process and improve standardisation.

DREW MCKINNIE

Chair, Operations Panel

cop@glidingaustralia.org

Different approaches to safety audits are being considered, with the aim of achieving better safety outcomes and a more local club focus, with internal audits used to supplement external audits. Our new National Safety Manager Sid Dekker will be part of this process.

Operations department staff are also assisting in liaising with CASA and the GFA Executive on the preferred way ahead for Part 149 implementation. A joint project team approach with the Soaring Development Panel is now being pursued to develop a new GFA Training Manual, replacing instructor and coaching handbooks.

Over the coming year some changes in the Operations Panel team will occur. I have had a busy and challenging time over five years as Chair of Operations Panel, and hope to help the ops team in a supporting role when succession plans kick in. Christopher Thorpe as Executive Manager Operations has been a brilliant partner in ops issues, and I also thank the talented team of Regional Managers Operations and Airfields Airspace Avionics officers. At the GFA AGM, Pat Barfield will be nominated as Chair of Operations Panel. His safe hands and superb intellect will benefit us all.

Take Care of Yourself

- be trained in back care
- use stands & lifting gear
- organise sufficient help

Maybe you should ask those guys for some help

They can't.... they all hurt their backs rigging gliders



GFA Safety Poster RG 19

Occurrences & Incidents

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

You can read the full SOAR report at <http://tinyurl.com/lmk056>

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



The Gliding Federation of Australia Inc SOAR Accident and Incident Occurrences General Statistics

Date From: 01/01/2019
Date to: 28/02/2019

Damage	VSA	GQ	NSWGA	SAGA	WAGA	Total
Nil	9	6	6	6	3	30
Minor	2	1	5	2	2	12
Substantial	1		1	1	3	6
Total	11	8	12	9	8	48

Injury	VSA	GQ	NSWGA	SAGA	WAGA	Total
Nil	11	8	11	9	7	46
Minor			1		1	2
Total	11	8	12	9	8	48

Phases	VSA	GQ	NSWGA	SAGA	WAGA	Total
Launch	6		3	1		10
Landing	2	6	8	5	3	24
Outlanding				1	3	4
In-Flight		2	1	1	2	6
Thermalling	2			1		3
Ground Ops	1					1

Type of Flight	VSA	GQ	NSWGA	SAGA	WAGA	Total
Cross-Country	2	3	3	3	1	12
Training/Coaching	2		1	1	3	7
Competition	4		3		3	10
Local	4	3	5	4	1	17
Ground Ops	1					1
AEF				1		1
Total	11	8	12	9	8	48

Level 1	WAG/VSA	SAGA	NSWGA	GQ	Total
Airspace	2	2	2	4	10
Consequential	1				1
Environment			1	3	5
Operational	7	9	6	6	31
Technical				1	1
Total	8	11	9	12	48

4-JAN-2019 VSA ROPE BREAK/WEAK LINK FAILURE ASW28; PAWNEE 2 SEATER

During an aerotow launch in hot (42 degrees) and gusty conditions, and at a height of about 300ft AGL, the tow plane lost altitude in sinking air and a bow developed in the rope. The glider pilot attempted to slow the ballasted glider gently, however the tow plane suddenly entered strong lift and climbed. The rope quickly became taut and the

weak link broke. The glider pilot was able to conduct a 180 degree turn and safely landed the glider on the reciprocal runway. The tow pilot had launched approximately 15 gliders that day, including one immediately prior to the incident flight. The preceding tow was reported as uneventful, with benign wind conditions. However, during the ground roll on the incident flight both tow and glider pilots reported that the wind had picked up considerably, with a very strong crosswind component.

After becoming airborne the tow plane turned right and climbed out over factories to the north. At a height of about 200ft AGL, the tow plane flew through strong sink. This resulted in the glider accelerating towards the tow plane, and the reduced tension on the towrope caused it to bow and slack. While the glider pilot was gently manoeuvring to slow the glider and remove the bow in the rope, the tow plane flew through lift. As the tow plane climbed, the rope quickly became taut and the weak link broke. The glider pilot was unable to land ahead due to urban development and elected to land from the reciprocal end of the operational runway. This incident highlights the risks of aerotowing in hot and blustery conditions and reinforces why pilots must maintain situational awareness and be prepared for emergencies such as cable breaks when the workload is unusually high.

6-JAN-2019 GQ AIRCRAFT SEPARATION NEAR COLLISION TWIN ASTIR; JUST SUPERSTOL

The pilot of a Just SuperSTOL ultralight aircraft had returned to the airfield after a local flight and observed gliders operating on autotow off RWY 04. The ultralight pilot joined on the dead side of the circuit at about 1500ft AGL to observe and maintain separation with the gliding operation. When the ultralight was almost over-head the airfield, its pilot heard the glider launch calls and observed the glider as it gained altitude. As the ultralight flew across the first third of the operational runway its pilot observed the glider climbing above and tracking on the runway heading. The pilot then joined late downwind. Meanwhile, the glider had released from the autotow at 900ft AGL and immediately turned left to join the downwind leg of the circuit.

As the ultralight pilot turned onto the base leg, they heard a radio call from the glider advising it was entering downwind. The ultralight pilot advised:

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"I was not sure of the type of aircraft at this time as I was setting up for my final approach." When the ultralight was on short final at about 150ft AGL its pilot received a radio call from the gliding operation to expedite the landing as there was a glider behind. The ultralight pilot stated: "As my approach speed was less than 50 knots the glider had gained quickly on my aircraft, I elected to go around to allow the glider to land first. This was then carried out as a normal missed approach and go around." The command pilot of the glider had already recognised that the glider was converging on the ultralight due to the speed differential and assumed command from the student. The command pilot extended their downwind leg and conducted an 'S' turn to provide separation. Both aircraft landed safely without further incident. Non-controlled aerodromes can host a variety of aircraft and types of operations, including passenger air transport in large jet and turboprop aircraft, glider, parachute, helicopter, gyroplane, ultralight, balloon, and agricultural operations. This diversity presents a range of potential safety risks. In this case the risks were mitigated by both pilots through the adoption of standard circuit procedures and good airmanship.



**7-JAN-2019 NSWGA
WEATHER EVENTS
LS 6-C**

After completing a cross-country flight, the pilot landed back at the home airfield just as a storm hit. A wind of 58 kts was blowing as the pilot climbed out of the cockpit and heavy rain began falling. With the wind blowing over the tail of the glider, the pilot held the port wingtip to steady the glider for 10 minutes until the storm passed. The pilot stated: "I was not injured and there was no damage to the glider, which is fortunate. Lesson learnt here is to outland earlier and tie down the glider before a storm arrives, so as to prevent potential personal injury and damage to the glider." Weather does not stay constant and may not behave in a manner consistent with the forecast conditions. It can deteriorate rapidly. When the actual conditions differ from that forecast, pilots need to consider the impact this may have on the planned flight. They

need to continually assess the weather enroute and lookout for deteriorating conditions behind, around, and ahead. Make decisions early and when in doubt, look for alternative landing areas.

**9-JAN-2019 NSWGA
CONTROL ISSUES
JS1 C 18/21**

The glider pilot was competing in the 38th Australian Club and Sports Class Nationals at Lake Keepit, NSW. During launch on the downward sloping runway, the tow plane lifted off ahead of the fully ballasted glider and commenced a steep climb. The glider was too slow (~50 knots) to follow, and the pilot released (This glider type requires a minimum towing speed of around 73 knots when ballasted). The glider came to rest near the end of the runway. The Competition Safety Officer reported the hot dry conditions and slight crosswind component contributed to a number of dust devils of various intensities crossing the runway during launching and that this may have been a contributing factor. It is well documented that heavy gliders may not leave the ground before the tow plane; in fact, it is reasonably common to see a heavy glider still on the ground with the tow plane airborne. If the tow plane climbs too early in this case, the glider will either not have flying speed and will have to release before it collides with the upwind fence, or it may have marginal flying speed and get dragged into the air barely above its stall speed and virtually uncontrollable. Neither of these options is attractive. The solution is for the tow pilot to keep the tow plane in ground effect until the known/agreed climb speed has been achieved, then allow the tow plane to separate and enter the initial climb with enough speed to give the glider pilot good control. From the foregoing descriptions of the two extremes of take-off technique, it is obvious that the tow pilot must know the characteristics of the glider about to be towed, especially its weight and safe tow speed. Glider Flight Manuals are a good source of information or, if unsure, the tow pilot should ask the glider pilot. Once this is known, the exact technique to be used may be pre-planned and put into practice. It is necessary to go through this exercise prior to EVERY tow (Refer GFA Aerotowing Manual, Section 10.1.10.2 'Separation technique - gliders with heavy wing-loading').

**9-JAN-2019 SAGA
WHEELS UP LANDING
DISCUS B**

Under investigation. The low hours pilot was flying with water ballast for the first time. After the pilot completed the pre-flight cockpit checks, the launch assistant noticed the monitoring frequency was incorrectly set on the radio. The canopy was opened, and the launch assistant set the correct frequency. The canopy was then closed and apparently locked. Take-off occurred normally and the pilot elected to release from the tow plane at 3000 ft in order to explore the handling

characteristics of the ballasted glider. Immediately upon releasing the tow line, the canopy flew fully open. The pilot was able to pull the canopy closed but despite repeated attempts throughout the remainder of the flight, was unable to lock it (possibly because the retaining cord, unseeable and inaccessible to the pilot, was jamming between canopy and frame). This necessitated the pilot holding the canopy closed with their left hand throughout the remainder of the flight. The pilot made a radio call to the gliding operation and advised of the difficulties. The water ballast was jettisoned, and the pilot flew a series of left-hand turns to return to circuit height. The pilot conducted the pre-landing check list and joined circuit for landing. The pilot intended to land back on RWY 20 without the assistance of airbrakes, but became concerned that the glider may overshoot and elected to land on the longer RWY 26. During the final approach the pilot realised they would need to use some airbrake to get the glider on the ground and held the stick between their knees while using the right hand on the airbrakes. However, due to the high workload and stress of the situation, the pilot mistakenly pulled the undercarriage up. Realising their error, the pilot managed to open the airbrakes but did not recognise the undercarriage was retracted. The glider stabilised on the approach and the aircraft touched down lightly on the fuselage. The pilot was uninjured, and the aircraft suffered only minor damage to the lower fuselage.



11-JAN-2019 NSWGA TURBULENCE/WINDSHEAR/MICROBURST LS 6

The pilot was competing in the 38th Australian Club and Sports Class Nationals at Lake Keepit, NSW and had returned to the vicinity of airfield at 16:30 after a 328km cross country flight. The glider operation informed the pilot that the wind was calm and the preferred runway was 14. At 16:33 and at a height of about 1,000ft AGL, the pilot turned onto final approach to RWY 14. During the final approach the pilot received a warning over the radio of a dust devil on the eastern side of the runway. The pilot stated: "I was already aligned on

the west side and decided to shorten my landing (we usually land long in competitions) to minimise the chances of contacting the dust devil. The glider did not have any water left, the approach was done at the usual airspeed of 62-65kts. Just before touchdown I noticed significant turbulence and higher than usual ground speed. While rolling on the ground the deceleration on the slightly uphill strip was slower than usual and I quickly lost aileron authority. Indicating a strong tail wind. I glanced at the ASI and the needle was barely bouncing over 20 knots but the ground speed was still quite high, the left wing dropped and I realised

that a ground loop was inevitable. As the glider started to turn left, I pushed the stick forward and after about 90-degree turn, the glider violently became airborne to about 1.5-2m high. The glider then nose-dived and contacted the ground shattering the nose cone, canopy and tailplane. I was unhurt and walked out." Witnesses reported the thermal crossed the runway as the glider touched down and lifted it about 3 metres into the air while rotating it 270 degrees. Although the pilot was unhurt, the aircraft was substantially damaged. The Competition Safety Officer advised that a number of Dust Devils passed across the airfield during the period of the competition, which were mostly avoided by ceasing launching or using a different runway for landing.

12-JAN-2019 VSA CONTROL ISSUES DUO DISCUS; AMERICAN CHAMPION AIRCRAFT CORP 8GCBC

During the initial aerotow launch and climb to about 300ft behind a 'Scout' tow plane, the glider pilot noticed the airspeed to be very close to the stall. The glider pilot made a radio call to the tow pilot asking for more airspeed, but the message was not heard. The glider pilot reported: "In the initial part of the launch, if I released, I would not have had sufficient elevator to flare the glider". Investigation revealed that the tow plane had been fully refuelled before the launch and this, coupled with a high density altitude and crosswind conditions affected performance. The tow pilot noted: "During the take-off run, and before lift-off, I experienced a couple of strong loads coming on the towrope. It felt like this was the glider getting flying and establishing itself slightly high tow. Acceleration was retarded slightly each time. It felt typical for a very hot day and a heavy glider on tow."

13-JAN-2019 GQ TURBULENCE/WINDSHEAR/MICROBURST VENTUS B

While landing into a cross wind during strong local thermal activity, the right wing was lifted as the flare was initiated. The pilot corrected by levelling the wings and closing the airbrakes but was unable to prevent the glider ground looping at

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the end of the ground roll. The tailskid was torn from the glider, which was otherwise undamaged. The pilot had about 35 hours on type but most of their experience was on lighter, wooden gliders with high wings. Gliders with their CG well behind the wheel have a much stronger tendency to weather-cock into wind. If a swing does develop it will worsen, sometimes very quickly, and the rudder may be incapable of stopping it. Pilots must take special care when landing these aircraft in a especially when there is strong local thermal activity. Unless full opposite rudder is applied immediately, the glider starts to swing and will almost certainly ground loop despite the pilot's best efforts.

**15-JAN-2019 NSWGA
LANDING GEAR/INDICATION
T51 DART 17R**



The pilot had returned from a cross-country flight and had configured the aircraft for landing by lowering the undercarriage and confirming the lever was in the locked position. On touch down the undercarriage collapsed. The pilot reported that the landing was normal, with the tail skid contacting just ahead of the main wheel. The landing surface was somewhat rough due to drought conditions. The gear operating lever was still in the down and locked position when the glider came to a stop, and the mechanism sustained damage; this included bending of the intermediate pivot arm immediately behind the cockpit bulkhead, bending of the fork at the end of the actuation torque tube and angular distortion of the torque tube. Investigation revealed that an electrical cable for the undercarriage position limit switch had obstructed the undercarriage lever and prevented the over-centre mechanism fully engaging. The damaged components were repaired to achieve the correct geometry and the electrical cable was better restrained to prevent recurrence.

**26-JAN-2019 GQ
COLLISION WITH TERRAIN PW-6U**

While landing following a check flight, the pilot under check chose to land in a mowed grass area to the right of, and outside, the operational runway.

Just after touchdown on the rough ground the glider struck an anthill with sufficient force that the undercarriage was substantially damaged, and the front canopy was ejected and struck the fin and was destroyed. Investigation revealed the instructor had suggested the pilot land of the right-hand grass runway due to ant hills and the proximity of gliders on the left-hand grass runway. The pilot under check chose to land outside the runway markers to leave room for the tow plane to land. The round-out and flare were normal and after a short ground roll (about 20 metres), the mainwheel struck an ant hill and the glider became airborne by about 1 metre. Simultaneously, the front canopy popped open from the front release point, separated and hit the fin before crashing to the ground. The glider came to rest approximately 250m after the point of touchdown. Ant hills are a known problem at this site and they appear rapidly in certain conditions. They can also be difficult to see during landing. Field conditions will be checked before each flying day by duty instructor or delegate.

**28-JAN-2019 WAGA
WHEELS UP LANDING
DG-500 ELAN ORION**

The pilot was under instruction and assessment for suitability to progress to their first flight in a single seat glider. Following a successful first flight, a second flight was conducted to 1,000ft AGL. At approximately 800' AGL the instructor retraced the landing gear, and at 1,000' AGL the student pilot released from aerotow and immediately joined the circuit. The student pilot conducted a normal post-release check and noted verbally that the landing gear was retracted. During the downwind leg the student and instructor discussed the glider's position and angle to the aiming point. Upon turning onto the final approach, the student deployed approximately half dive brake aiming slightly ahead of the runway direction numbers near the threshold. The round-out and hold-off were well executed and the glider was fully held-off at the time of touchdown of the tail wheel, followed immediately by the underside of the fuselage contacting the runway. Touchdown was on the runway centre line and the glider slid to a stop, several metres to the left of



OCCURRENCES & INCIDENTS

the centre line. The underside of the fuselage, just forward of the main gear, suffered abrasion through several layers of fibreglass. The instructor noted the following contributing factors:

23-FEB-2019 SAGA TURBULENCE/WINDSHEAR/MICROBURST PW-5 "SMYK"

While flying at about 9,000ft the pilot noticed a dust storm approaching the airfield from the west. The pilot made a quick descent and joined circuit for a landing on runway 35, having verified the wind to be from the north-west at 10 to 15 knots. As the pilot turned onto the base leg the glider was struck by the approaching squall and "was thrown around like a cork". The glider overshot the runway centreline, and at about 200ft AGL the pilot increased the airspeed to allow for the increased wind speed and turned into wind on a heading of 270 degrees. The pilot was able to overfly the runway and conducted a safe landing in a paddock on the western side of the airfield. The pilot remained in the aircraft until the squall passed.

6-FEB-2019 SAGA HARD LANDING HK 36 TTC

Under investigation. During take-off and shortly after getting airborne the motor glider flew through some turbulence and struck the ground hard. The pilot continued with the take-off and, once airborne, asked the controllers in the tower to check the undercarriage for damage. There was no visible damage that the controllers could see, so the pilot landed and returned the glider to the hangar. Inspection revealed the propeller had struck the ground and about 60mm of material had been removed from both tips. In addition, the nosewheel fork was bent.

9-FEB-2019 WAGA FORCED/PRECAUTIONARY LANDING DG-1000S

During the course of a training flight, and at a height of about 3,000ft AGL, a spinning exercise was to be conducted. The glider was positioned about 4 kms south of the airfield in order to remain clear of gliders heading on cross-country tasks. The student pilot completed a spin to the right and recovered after one turn with a height loss of about 400ft. A second spin to the left was then commenced but from a steeper turn entry. The glider departed controlled flight into a steep nose down attitude and continued rotating beyond one turn. The student was unable to effect recovery and the instructor assumed command and regained controlled flight after a height loss in excess of 1,000ft. The glider was recovered at about 1,000ft AGL and still 4 kms from the airfield. The instructor headed towards the airfield but did not have enough height to make the runway. A safe outlanding was conducted into a suitable paddock about 3kms from the airfield and the glider was subsequently retrieved by aerotow. A post flight review of the

aircraft's loading configuration confirmed the glider was being flown within the approved limits. The instructor believes the student did not apply enough rudder input to stop the rotation during the spin.

10-FEB-2019 GQ NEAR COLLISION NIMBUS 3/24.5 HANG GLIDER

On arrival overhead the Airfield at 2,500 AGL, the pilot noticed a hang glider pass under the glider's left wing and became aware of several other hang gliders in the vicinity. The pilot attempted to call the hang glider traffic without success. After landing the pilot spoke with one of the hang glider pilots as to whether they had radio. The hang glider pilot reported that they did have radio, and that appropriate CTAF calls were made. The hang glider pilot did concede that the radio was somewhat difficult to hear.

22-FEB-2019 WAGA COLLISION WITH TERRAIN ASW 24



Injury Nil Damage Nil Phase Outlanding PIC Age 63 During a cross-country competition flight the pilot landed in a paddock and requested an aerotow retrieve. During the recovery launch the glider pilot had difficulty maintaining position behind the tow plane, attributed to being towed from the CG release as the glider was not fitted with a nose release, and aborted the launch. A second attempt was made and the glider became airborne. Shortly afterwards the left wing contacted the ground and the glider suddenly rotated 90 degrees to the left, followed by the nose and tail heavily impacting the ground. The tail boom broke, and as the main wheel contacted the ground the glider skidded to a halt. The canopy was destroyed, the nose suffered damage, and the tail boom and horizontal stabiliser were substantially damaged. The pilot was uninjured. The pilot's situational awareness and decision making may have been affected by fatigue and dehydration. The dangers of aerotow retrieves from paddocks should not be underestimated. Such operations are fertile ground for accidents and there are several clubs in Australia which do not permit them for this reason. Conducting an



unassisted, wing-down take-off from an unprepared paddock is a hazardous operation. The odds of success are reduced when towing off a belly release, and when flying high wing loading gliders that have poor aileron control and high stalling speeds. Human factor issues also play a part in success or otherwise. A trailer retrieve is usually the safest option.

27-FEB-2019 WAGA COLLISION WITH TERRAIN STANDARD CIRrus

The pilot was flying the first official competition day of the WA State Championships. Conditions were generally weak and widespread cirrus was forecast in the task area. The fleet was tasked to the South of the aerodrome, with the first turnpoint being an assigned area centred on a town approximately 100km away. While on task and approximately 3km short of the assigned area the pilot decided that an outlanding was inevitable. The pilot had selected a paddock with wheat stubble and identified several small rock piles to one side. The pilot flew a very low circuit and landing. Due to the light surface winds, the left wing dropped to the ground towards the end of the landing run and struck a rock hidden amongst the wheat stubble. The aircraft was rotated through approximately 30 degrees and the wing suffered minor damage. Review of the flight trace revealed the outlanding was conducted after a failed attempt to thermal away from low level. The trace records the pilot took a final turn in a thermal at a height under 500ft AGL and then joined downwind at about 250ft AGL. The pilot was debriefed by their CFI and acknowledged they had left the decision to break off the flight too late. The CFI reminded the pilot that the aim on any cross-country flight is to have a broad landable region (perhaps several good paddocks) chosen by 2,000 ft AGL and to break off the flight and be in circuit by 1,000 ft AGL. The pilot put this learning to good use and safely conducted four further outlandings during the course of the competition.

27-FEB-2019 WAGA HARD LANDING VENTUS-2C

The experienced pilot was flying the first competition day of the WA State Championships. About 80kms along the first leg of the task the pilot got low. Once below 2000ft the pilot made a radio call to advise he was getting low and continued to search for thermal lift. Although the glider was ballasted, the pilot did not consider dumping the ballast. As the glider got lower the pilot extended the landing gear and flew towards a paddock. Quite low on final approach to the paddock the glider entered strong lift. The pilot stated that he "foolishly commenced a right-hand turn in the lift believing it to be a strong thermal." The strong lift was soon followed by even stronger sink which drove the glider rapidly towards the ground. During this descent the pilot commenced a left turn into wind and towards the longer side of the paddock. The aircraft struck the ground and skidded sideways



damaging the undercarriage and fracturing a small section of the left-wing leading edge. The pilot suffered some minor pain to his pectoral muscles, most probably due to the impact against the harness. The pilot stated that a combination of fatigue and dehydration on this hot day may have affected his decision making.

28-FEB-2019 WAGA HARD LANDING DG-1000S

On final approach the glider encountered heavy sink resulting in the pilot undershooting the runway threshold. The aircraft landed heavily resulting in partial collapse of the undercarriage. Operations had moved from RWY 16 to RWY 34 about an hour earlier as the wind had swung predominantly to the north. Conditions were blustery and the wind had moved to a more westerly direction. Just before the accident the westerly wind component was generating low-level turbulence of the approach, influenced by geographical features such as trees and roads. The CFI investigated the accident and reviewed the flight logger trace. The CFI identified the glider was flying at 55 knots on final, which was too slow for the conditions, and had a sink rate in excess of 10 knots. The CFI stated: "I landed only ten minutes previous to the accident and the conditions were quite difficult at around 300 feet". Another pilot who witnessed the accident noted: "From what I saw, the aircraft should have carried a little bit more speed for the final leg, although it never appeared to be travelling too slow for comfort." The witness also observed the aircraft appeared "to have a fair bit of dive brake extended on the round out" and descending at a rapid rate, striking the ground in a twopoint attitude with such force that the "wings flexed downward". The CFI noted that several heavy landings have occurred on this runway in the past due to mechanical turbulence. The club has now displaced the threshold further into the runway so that landing aircraft avoid overflying the trees and roads at low height. but .

GA

GFA CLUB LIST

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

sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

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

2 WING AAFc

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

ADELAIDE SOARING CLUB

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

www.adelaidesoaring.on.net

ADELAIDE UNIVERSITY GLIDING CLUB

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

AIR CADET GLIDING CLUB

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

ALICE SPRINGS GLIDING CLUB

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

AV8 FLIGHT TRAINING AV8 FLIGHT TRAINING

SOUTH AUSTRALIA 0429 803 705 AV8.net.au

BALAKLAVA GLIDING CLUB

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

BALLARAT GLIDING CLUB

15 members operating from the Ballarat airfield. Airport Road Ballarat. 47.5 E Tel

5339 2444. Aerotow operations most weekends or by arrangement. Single club two seater. Access to hangarage and airport facilities for Bar, showers and rooms.

BAROSSA VALLEY GLIDING CLUB

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

BATHURST SOARING CLUB

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

www.bathurstsoaring.org.au

BEAUFORT GLIDING CLUB

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

BENDIGO GLIDING CLUB

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

BEVERLEY SOARING SOCIETY

Beverley Airfield 4 Bremner Rd Beverley WA 6385 - The closest gliding club to Perth. Flying Friday, Sat & Sunday Air Experience Flights on line booking www.beverley-soaring.org.au/aef.php

Flight Bookings or questions 0407 385 361, bevsoar@beverley-soaring.org.au or Facebook Club Landline (08) 9646 0320, Operations mobile 0427 126 700, Airfield 126.7 Club facilities:- briefing Room, Kitchen, Ablutions, BBQ, 3 bunkrooms, Glider Maintenance workshop, Aerotow two Pawnees - 2xDG 1000s, Putechcz and ASK 21 plus 3 Singles and large fleet of private gliders beverley-soaring.org.au

BOONAH GLIDING CLUB

The club is one hour south west of Brisbane and sits adjacent to the Great Dividing Range in the Scenic Rim. Thanks to our location and climate we have year round soaring, with thermal, ridge and wave conditions. We are a student friendly (ab-initio and intermediate students) club. Three single seat and two dual training aircraft are available to members. Aero and auto tow operations available. Our clubhouse has full amenities, hanger and bunk house.

Operations take place on weekend & public holidays. Boonah Airport, Degen Rd, Boonah QLD 4310 Boonahgliding.com.au 0407 770 213 info@boonahgliding.com.au

BORDERTOWN-KEITH GLIDING CLUB

Western Hwy 5kms west of Bordertown, Tel 08 8752 1321. Operations by winch every Saturday or all year by arrangement. 5 club aircraft including 2 x two seaters, 1 private glider. Bar canteen, clubhouse, bunkhouse, Caravan Site, Camp Sites.

BUNDEBERG GLIDING INC

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

BYRON GLIDING CLUB INC.

Tyagarah Airfield (council owned) - E side of Pacific Hwy, 5 kms N of Byron Bay. Entry off Gray's Lane then 2nd left into Old Brunswick Road passed the blue hangars to club white hangars at the eastern end of this dirt road. Telephone for bookings and info clubhouse 0256148650. Operations are 4 days a week, self launch only. The club Club fleet: 1 Motorfalke 1 Grob109A 2 Dimonas (some available for hire). Facilities include: Clubhouse with kitchen and bathroom, 2 hangars, with only basic camping on grounds.

www.byrongliding.com

CABOOLTURE GLIDING CLUB

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

CANBERRA GLIDING CLUB

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

CENTRAL COAST SOARING CLUB

Bloodtree Road, Mangrove Mountain NSW 2250, Tel (02)43741288. Rope Winch operations Thursday, Saturday and Sundays. 5 club aircraft including 3 two seaters, two private glider. Club facilities, workshop, hangar and clubhouse. Gloucester Ridge Camp (August).

www.ccssoaring.com.au.

CENTRAL QUEENSLAND GLIDING CLUB

Lot2, Gliding Club Rd, Dixalea. 90 km SSW of Rockhampton Tel 0488 781821 Winch operations Weekends and weekdays by arrangement. Club fleet: Grob 103 Twin II, Grob Twin Astir, Grob Astir CS and Std Libelle, 5 private gliders, Hangarage Clubhouse,

➡ continued over page



bunks, lounge-briefing room, kitchen, showers, 12V solar power, 240V gen set. Club owns airfield 06/24, 1700m, grass/gravel www.cqgliding.org.au

CORANGAMITE SOARING CLUB

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

DARLING DOWNS SOARING CLUB

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

GEELONG GLIDING CLUB EST. 1929

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

GLIDING CLUB OF VICTORIA

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

GLIDING CLUB OF WESTERN AUSTRALIA

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

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

www.soaringtasmania.org.au

GOULBURN VALLEY SOARING

Lot 2, Tidboald Road Wahring, Located at: -36.41S 145.14E. Winch operations Saturdays and Sundays by appointment. 4 club aircraft and 2 private. Clubhouse, Shower and toilets. Caravan Park, Private units, Hangars. 13 members. Private owned strip.

GRAFTON GLIDING CLUB

now located at South Grafton Aerodrome, 150 Vere St, South Grafton NSW. We conduct winch launch operations on Tuesdays and every second Saturday. The Club owns two K7 two-seaters and a Club Libelle single-seater. Come and soar with us over the magnificent Clarence Valley. Aerodrome facilities include Grafton Aero Club's clubhouse which has a bar, kitchen, dining area, toilets and shower and a bunk room. The Aerodrome is right in town and close to all facilities including hotels, motels and caravan parks. Contact Club Secretary Bob on 0403088551 or CFI Gray on 0447280167.

GRAMPIANS SOARING CLUB

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

GYMPIE GLIDING CLUB

Located at Kybong on the Gympie Airfield 10 km south of Gympie, 26 degrees S, 152 degrees 42 E. on the Bruce Highway. Telephone 0400348711 /0424612686. Winch and arranged aero tows operate Wednesdays and Saturdays. Other days including aero tow and intensive training courses by arrangement. Facilities include Club House and Hangars. Gympie Airfield is a CTAF and hosts other power aviation and commercial operations. The Club has 2 Club two seaters, 2 single seaters and 10 private single. www.ggc.gympiegliding.org.au

HORSHAM FLYING CLUB

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

HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth), Tel Airfield 02 65362992 Secretary 0413 828 790. Aerotow operations weekends, Public Holidays and one Friday/month. 1x Duo Discus, 2x Puchacz's, 1x Discus 2B and 1x Junior and the private fleet includes 21 gliders. Very family friendly club. Facilities: Modern clubhouse and bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au

KINGAROY SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, DG-1001 Club Neo, 2 Discus CS and Astir CS77. 30

Private gliders, Facilities include Club House with licenced bar, Bunk House accommodation for 35 in single and family rooms. New Club hangar was opened in February 2014. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163

www.kingaroysoaring.com.au

LAKE KEEPIT SOARING CLUB

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

LATROBE VALLEY GLIDING CLUB

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

LEETON AVIATORS CLUB

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

MELBOURNE GLIDING CLUB (VMFG)

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

MELBOURNE MOTORGLIDING CLUB

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

MILLICENT GLIDING CLUB

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

MORAWA GLIDING CLUB

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

sites.google.com/site/glidingwesternaustralia/home

MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by

arrangement. Winch launching with a two seater and single seat fleet. 30 members with a range of private gliders and motorgliders. Tel 0418 591 351

www.mtbeauty.com/gliding

MOURA GLIDING CLUB

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

MURRAY BRIDGE GLIDING CLUB

operates motorgliders (4no. G109) on the light aircraft aerodrome at 484 Reedy Creek Rd., Pallamanna (YMBD) north of Murray Bridge township. Flying arranged all days, including out landing training. phone 0411 354 361

www.murraybridgegc.com MBGCinc@gmail.com

MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel 02 6033 5036. Seasonal professional operation, aerotow or self launch. www.australian-soaring-corowa.com Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

NARROGIN GLIDING CLUB

Located 8 kms West of Narrogin township WA on Clayton Road. About 200 kms South East of Perth. The Club has a powered Caravan Park, ablution blocks, clean accommodation with a bunkhouse plus two family rooms, a kitchen/dining clubhouse, licenced bar, briefing room, workshop, main plus tee hangars. Sealed runways. The fleet comprises four modern two seaters and two single seaters plus two Pawnee 235 Tugs. The Club operates every weekend plus holidays and conducts ab initio (beginner) and cross country courses and also the training of AAFC. Contacts 08 9881 1795 or 0407 088 314.

www.narroglingclub.org.au

NARROMINE GLIDING CLUB

The club Our club's current fleet comprises of: Four two seaters, Two single seaters, Two Piper Pawnee tow planes. Facilities include club house with licenced bar and kitchen. Private owned tourist park on site with En-suite rooms, airconditioning, kitchen, recreation room, laundry. Walking distance from town. The club operates full time November to April and Fri, Sat, Sun, Mon for the rest of the year.

www.narromineglidingclub.com.au

NSW AUSTRALIAN AIR FORCE CADETS

Flight Commander (Pres) - FLTLT(AAFC) Bob Sheehan 0429 485 514
Chief Flying Instructor - SQNLDR(AAFC) Bill Gleeson-Barker 0408 443 009
Restricted full week courses, ADFC and ADF Personnel only - mainly during school holidays. Bathurst A/D.

NORTH QUEENSLAND SOARING CENTRE

Corinda Avenue, Columbia, Charters Towers, Tel 0428 797 735, Operations by winch Sundays and public Holidays by

arrangement. 5 Private gliders. www.nqsoaring.org.au

www.nqsoaring.org.au

RAAF RICHMOND GLIDING CLUB

We operate gliders mostly on the weekend using a tow plane (mainly Sunday), and our motor-glider flights are available 7 days a week. All our operations are subject to Air traffic control, weather and pilot availability. Main Phone: 02 4587 7618

www.richmondgliding.com

RAAF WILLIAMTOWN GLIDING CLUB

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

SCOUT GLIDING CLUB

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

SOUTHERN RIVERINA GLIDING CLUB

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

SOUTHERN CROSS GLIDING CLUB

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

www.gliding.com.au

SOUTHERN TABLELANDS GLIDING CLUB

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

SOUTH GIPPSLAND GLIDING CLUB

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

SOUTHWEST SLOPE SOARING P/L

Operations from Bendick Murrell airfield. Tel 0488 531 216. Winch and self launch by arrangement. Club own 1 two seater and has 3 private gliders. Facilities

include: Hangar, powered camping area.

SPORTAVIATION - TOCUMWAL

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel 0427 534 122. 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses.

www.sportaviation.com.au

SUNRAYSLIA GLIDING CLUB

Winch launching Weekends and public Holidays. 364 Sheoak Avenue Koorlong, 2 miles south west of Mildura aerodrome. Tel 0428121282. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites.

www.sunraysiaclub.org

SYDNEY GLIDING INC.

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

SOAR NARROMINE P/L

Operations from the Narromine airfield west outskirts of town. Tel 0419 992 396. 7 day a week aerotow operation 2 tugs. 10 club aircraft including 3 two seaters.

www.soarnarromine.com.au

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

TEMORA GLIDING CLUB

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

WARWICK GLIDING CLUB

Warwick Gliding Club is a small, friendly gliding club located at the Warwick Airfield on the Darling Downs in South-East Queensland 2 hours drive from Brisbane.

Tel: 07 3077 6973 www.warwickgliding.org.au

WAIKERIE GLIDING CLUB

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

WHYALLA GLIDING CLUB

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



CLASSIFIED ADVERTISING

glidingaustralia.org

For members' convenience, Classified Ads can be purchased from the Gliding Australia website at glidingaustralia.org. Go to Classifieds then click on the link and complete the online form where you will need to provide the text for the ad and any photos, if required. The cost for the ad will be determined by the number of words and any photos you wish to add. You will then be taken to a secure payment area to process your payment. Your ad will be placed on the GFA website for a month from the date of payment. Ads that are financial at magazine deadline (1st of every second month) will appear in the GA Magazine. For any enquiries please contact the GFA office on 03 9359 1613.

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VH-IUG, JANTAR 2B SZD-42-2

49:1 L/D, LAME refurbished and Form 2. Perfect ballast tanks. New Flarm. LX electronic variometer. New compass. Oudie. Winglets. Advanced towball ground handling gear. Excellent condition. \$27,000 including trailer. Including hanger site \$37,000. Contact **Robert 03 9499 4275**



VH-GTT NIMBUS 2 - 20.5mt wingspan Hangar share - for Sale - separately. Glider- Microair radio - Tow out gear, rigging gear, trailer, and parachute. Form two until September 2019. Gel coat finish, 2 GPS, Basic instruments. L/D 48 : 1 -Total Hours 3560. HANGAR SHARE - Benalla, no gliders to move.

PRICE - Glider \$22,000 HANGAR SHARE -- \$12,000. Total package \$28,000. Contact **Ron Grant Mob 0412 514 151** ron@rgaccess.com

TWO SEATERS



VH-XQY

Due to a fleet upgrade, Hunter Valley Gliding Club offers a Puchacz XQY for sale. Purchased new in 1991 by HVGC. Fastidiously maintained and in great condition. LX V7 vario front and rear, Xcom radio with rear seat repeater, Flarm with displays both seats. 4652hrs & 10345 landings. No trailer but we can assist with a trailer to get it to your site. \$44,000 inc GST. Contact **Jeff Hunt - 0412 152 511**



MOTOR GLIDERS

ZU-EXX WHISPER MOTOR GLIDER 16M

Wings for sale @ \$29000USD, ROTAX 912 ULS 100 HP only 72 hrs on the clock. Get all the Info you need here. Whatsapp my Mechanic Mr. **Luke Godwin on +27 72 310 3266** [tinyurl.com/yx8qdd94](https://www.tinyurl.com/yx8qdd94)

VH-DXN WHISPER MOTORGLIDER 16M

Limbach L2000 80HP with Hoffman V62R three position prop. Engine and propellor 12 hours TSOH. This is the original manufacturer's prototype built in 2004. Now more than 30 flying in the world. Total airframe time is approx 275 hours. Comfortable cruising at 90 knots with minimal fuel burn or sound gliding performance at 1:28. Currently



located at Bindoon WA. Price \$50,000 neg. Contact murray.dixon2@bigpond.com

VH-HNM, SF25B MOTOR FALKE. TTIS 1335.5 Hrs, 1763 landings. Engine 1700 Limbach, 316 Hrs Total Time. Hoffmann fixed pitch propeller, Slick magneto. No prangs. Always hangared. Requires some TLC. A/C previously owned/operated and maintained by Royal Singapore Airforce. Price Negotiable. as is / where is, No Trailer. Sale due to owner's illness. Contact **John on 0419 803 093** or email: HUDSON@senet.com.au



VH-XQM Discus bT, Airframe 902H, Engine 13.25H. Refinished in PU 2014, always hangared. ClearNav and C302 Varios, panel mounted Oudie, Maughmer winglets, MH Oxy system, PA parachute. Martin trailer recently refurbished. Everything included for XC or competition flying \$75,000. **Contact Ray 0422242904.**



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17m, ~1,820 Airframe Hrs, ~185 Engine/Prop Hrs, Form 2 completed April 2019, Refinished in PU 2014, Standard Instruments plus Tasman Vario and EGT, Fully Automatic Engine Control, Tinted Canopy, Immaculate inside and out, Good condition Comet trailer with brand new axle/wheels, single person rigging equipment, Engine spares, Perfect self-launching freedom machine! \$75,000 ono **Contact Dave 0457 598 993** email oneaviation@hotmail.com



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continued over page



THE ELECTRIC AGE BEGINS

If there was ever any doubt in our gliding scene about the arrival of the electric age, the recent AERO trade fair in Germany has removed it completely. This show is almost exclusively dedicated to sport aviation and is recognised as the premier event of this kind. Electrically powered gliders were predominant although most of them were of the sustainer (turbo) variety. This concept clearly points the way into the future.

In fact, the future is with us already, the only choice being the location of the electric motor. Some manufacturers place it right at the nose of their glider and promote the Front Electric Sustainer (FES) system while others favour a fully retractable power plant for aerodynamic, aesthetic and performance reasons.

WHAT'S ON OFFER

Different manufacturers offer different solutions. The FES system was on display with DG, Schempp-Hirth and LAK gliders, in which the propeller is folded back along the fuselage nose. Although it is claimed that the loss of performance is minimal, for competition flying DG promotes the removal of the propeller and fitting a different nose cone. Of course, FES equipped gliders are not suitable for self-launching as the propeller has insufficient ground clearance.

Lange Aviation and Schleicher have opted for fully retractable electrical drive systems. Lange Aviation brought an Antares fuselage to the trade fair and Schleicher had a fully-assembled ASG 32 EI on display. This latest variant of their 20m-wingspan two-seater is equipped with a 25 KW air-cooled brushless motor. It gives this big glider a range of 100km but it is not certified for self-launching.

Undoubtedly the biggest surprise was Schleicher's latest creation, the single seat AS 34 Me, for trouble-free club use. It is equipped with the same air-cooled EMRAX motor as the ASG 32 EI, giving the AS 34 Me self-launch capabilities with an impressive climb rate of 3.7m/s (7kts). It gets the AS 34 Me to 2,000ft in just 3 minutes. Best of all, it leaves enough juice in the batteries for a further climb to 7,400ft – more than some 2-stroke petrol engines and more than enough to get cross-country pilots home when

thermals quit their services much earlier than expected. At long last a simple and very easy to operate electrically powered glider has come on the market. With integrated wingtip wheels it allows fully independent operation – something many glider pilots have long been waiting for.

OVERCOMING SKEPTICISM

Clearly, the traditional manufacturers are at the head of the pack but that doesn't mean that others aren't also directing their efforts towards electric propulsion systems. Allstar PZL of Poland displayed an FES-equipped glider based on the SZD-55. Well-known companies such as Siemens of Germany are also getting in on the act and produce DC electric motors from 70 to 260 KW. Pipistrel of Slovenia is reportedly working on a training aircraft with a 50 KW water-cooled electric power plant offering a respectable duration of 80 minutes.

New battery technologies combined with the latest breed of highly efficient brushless motors leave no doubt that – at least for the recreational aviation sector – the future belongs to electric drive systems. Their simplicity combined with their low maintenance requirements and their unrivalled operator friendliness has them capturing an ever-increasing share of the market. Yes, the usual skepticism towards new technologies may linger for a while but the list of advantages is simply too long to be ignored. Who wouldn't like to fly super quiet vibration free aircraft, very simple to operate, having no power reduction at altitude and – last but not least – having no fuel smell or exhaust fumes.

No wonder glider pilots around the world are excited. Of course, the initial financial outlay remains a factor but in the end, aircraft that are cheap to operate and require no more maintenance than a mobile phone will prevail. Just connect the charger at the end of the day and expect a fully functioning self-launching glider when next you arrive at the airfield.

Three cheers for the electric age, please!

BERNARD ECKEY



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Lake Keepit Soaring Club is a great place to fly... A 7 day a week club operation with a relaxed, fun atmosphere. LKSC has a modern, well maintained fleet and launches are by aerotow and winch. The region's varied terrain from plains to mountains with plenty of safe out-landing opportunities and year-round good conditions make LKSC ideal for pilots wanting to fly further, faster... sooner.

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