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AUSTRALIA

Issue 18 May - June 2014 www.glidingaustralia.org



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RECORDS - IMPORTING - VINTAGE - FIRST SOLO






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GLIDING AUSTRALIA

No. 18 May - June 2014

COVER PHOTOGRAPH BY JEFF NIXON AT GOONDIWINDI.

2 FROM THE PRESIDENT - SPORTS CHAIR - FAI BADGES

What's happening in the Australian gliding airspace.

9 LISA TROTTER'S 1,000KM TRIANGLE

Lisa Trotter describes the planning and approach behind her 1,000km flight over Tocumwal, a task she has aimed to fly for many years.

10 FIRST SOLO - AMANDA DOLL

RANGA scholarship winner Amanda Doll recently took her first solo flight, an important step to her ultimate goal of becoming a commercial pilot.

11 RECORDS

With the full listing of this year's Australian National Records, Records Officer Pam Kurstjens explains the essentials of claiming an Australian record.

16 MARKETING & DEVELOPMENT - COACHING

GFA statistics indicate that membership has risen slightly over the last year. John Styles explains the importance of cross country coaching in maintaining that growth.

18 EASTER COMPETITION GOONDIWINDI

The Gliding Queensland Easter Competition was held at Goondiwindi in April by the Boonah GC. Conditions were challenging, resulting in a closely fought contest.

28 IMPORTING A GLIDER FROM EUROPE

Writing from his own experience, Dave Kinlan shares tips and advice on the complex but rewarding process of importing a glider to Australia.

32 OPERATIONS

Ensuring you are aware of all activities in your surrounding airspace before you take off is critical to pilot safety. Also, get to know the stall characteristics of your aircraft in windy conditions.

34 AIRWORTHINESS

The new Airworthiness Department Chair Rob Hanbury feels that airworthiness and operational safety are closely linked and are integral to GFA's Safety Management System.

36 TRANSPONDERS - FLARM - ADSB

Transponders, Flarms and ADSB signals are techniques glider pilots rely on to reduce the risk of collision. Graham Brown explains their use and effectiveness.

37 DECISION FATIGUE

Bernard Eckey has learned that it's not wise to expect to make decision after decision on extended flights without paying a biological price. The solution is planning ahead.

38 VINTAGE GLIDING

David Goldsmith travelled to Japan to re-discover a pair of Australian gliders in the gliding museum at Takikawa.

42 INCIDENTS & ACCIDENTS

44 CLUB LISTING

48 CLASSIFIEDS & EVENTS

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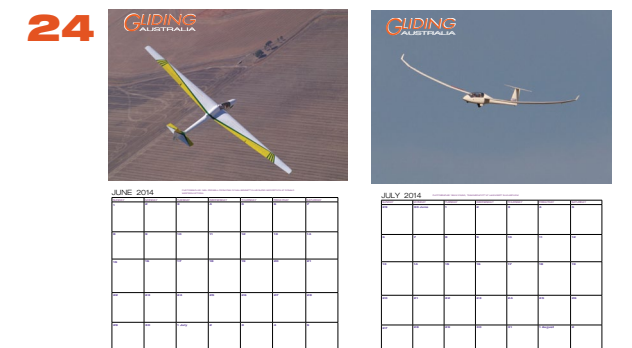
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INSIDE THIS ISSUE



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FROM THE PRESIDENT

Dear Members,

I trust this issue finds you well! You will have received several emails from Terry Cubley, our Executive Officer. Terry endeavours to keep the members informed about what is happening in the GFA. Thanks to those who have provided feedback to those emails. I won't repeat his report about the Board's activities.

You will know that the GFA Annual Board Meeting was held in April. At the ABM, the Board appoints office bearers and sets the budget for the year. If you'd like to see the minutes from the board meetings, please go to the GFA website. Board papers are also available. There aren't any secrets, and we encourage you to read them, ask questions and provide input. If you are having trouble accessing them, don't hesitate to contact Terry on eo@glidingaustralia.org. Our current volunteer Board members are listed below. It's a great team, all striving to do the best for gliding in Australia. I know that many of you volunteer long hours for our sport - either within your own club or at regional level. We truly would not be where we are today without the massive volunteer effort by our members, and I thank each and every one of you!

EXECUTIVE:

President - Anita Taylor
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Treasurer - Dave Shorter
treasurer@glidingaustralia.org
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Chair Information Technology - Richard Frawley
cit@glidingaustralia.org
Chair Marketing & Development - John Styles
cmd@glidingaustralia.org
Chair Sports Committee - Mandy Temple
csc@glidingaustralia.org
Regional Representatives:
NSW - Tim Carr
Queensland - Dave Donald
South Australia - Geoff Wood
Victoria - John Switala
Western Australia - Tom Holt

Please don't hesitate to contact your regional representatives with matters you would like to raise, or have

addressed. Of course, the executive are also available to take queries and discuss policy set by the Board. An important point is that the Board makes decisions as a Board, and policy is discussed and agreed. If you've read the discussion paper written by our VP, which was prepared when we needed to consider the documentation to be put in place for our airworthiness regulation delegations, you will see how important our membership is to the successful outcomes for gliding in Australia.

When we hold Board meetings, we also make a time to hold a Member Forum. I encourage you to attend these events if you can. It allows you to raise issues important to you and your club. It also allows the Board to have a bit of a 'reality check' on topical matters. At our recent Member Forum in Melbourne in April, we discussed the VP's discussion paper, along with taking questions from the floor. Our next Member Forum will be held in Adelaide at the GFA AGM in August, and then in Brisbane in November when the board gets together to discuss and refresh the strategic plan.

Our strategic plan is also available on the GFA website and I encourage you to be familiar with it. It's the document by which we gauge our performance as a board. If any of the key objectives, which also underpin our articles of association, does not ring true, please ensure you have your voice heard.

An extract from the strategic plan reads:

GFA MISSION STATEMENT

"Develop, promote and administer the sport of gliding and foster excellence in safe, accessible and enjoyable soaring." Objectives:

1. Freedom to Fly: To maintain and extend the freedom of members to fly.
2. Safety: To foster a culture of safety and risk management.
3. Promote and Develop the Sport: To maximise participation and to promote and develop the sport of gliding.
4. Promote a Culture of Excellence: To foster excellence in all aspects of soaring including training, sport and performance flying, technical expertise and international participation.
5. Services: To provide management and administrative services to members, clubs and regions in an efficient and cost effective manner, while optimising

voluntary effort.



voluntary effort.

At our Board meetings we gauge our performance with reference to these objectives and can report:

1. Freedom to Fly: We've been working particularly hard at this during the year. You all know the issues we have had with our delegations from our regulator. The Board feels that this has been successful and the activities of the Executive have been correctly focussed on this objective.

2. Safety: This year has seen a focus on safety, with the creation of the Safety Committee and the Regional Safety Managers, assisting with the SMS rollout. While gliding has its risks, it's also important to understand, evaluate and mitigate those risks as much as reasonably possible.

3. Promote and Develop the Sport: Our membership numbers are growing, however there is always much to be done in this regard. The new Chair of the Marketing and Development Committee, John Styles, brings expertise and fresh eyes to these activities.

4. Promote a Culture of Excellence: The work done in previous years in this regard holds the GFA in good stead, however it continues to be an area of importance.

5. Services: The perception of value is an important aspect of the GFA's activities. While there has been some staffing changes, the Board has agreed to some additional resources to attend to critical membership services. We strive to improve our member services.

As always, please don't hesitate to contact the Board, or myself, if you would like to discuss matters important to you. Go well.

ANITA TAYLOR
PRESIDENT
President@glidingaustralia.org

FROM THE CHAIR SPORTS COMMITTEE

DEATH TAXES AND BUDGETS

The GFA financial year ends on 31st May so our recent Executive meeting in March and Board meeting in April were largely focused on monetary matters.

I'm so excited about all the figures that I have been immersed in for the last couple of months that I thought it was only fair to share them with you.

However, faced with long, boring columns of numbers I'm sure most of you would turn the page, so I have converted the information into colourful pictures in the hope of holding your attention a little longer.

Below is a pie chart representing how the Sports budget is allocated and how it was spent last year.

This chart is a breakdown of the National Coaching section of that budget.

The International Teams (ITC) budget is a different matter. It used to be in a completely separate(ITOC) account. In 2007 it was consolidated into general

revenue, and more recently, in 2011, it has changed again. The current situation is that the ITC funds are invested with other GFA funds but the account is balanced and audited as a separate entity.

The ITC account balance varies but is around \$430,000. Every year we receive income from the competition levy that is paid by every pilot who competes at a National competition, not including Grand Prix events. The current levy is \$60, and \$30 for Juniors. This levy raises around \$7,000 a year. In addition to that, we receive an interest amount of around \$20,000 on the funds invested. There is an indexed payment from GFA General funds of \$15,000 a year, or around \$6.50 per member.

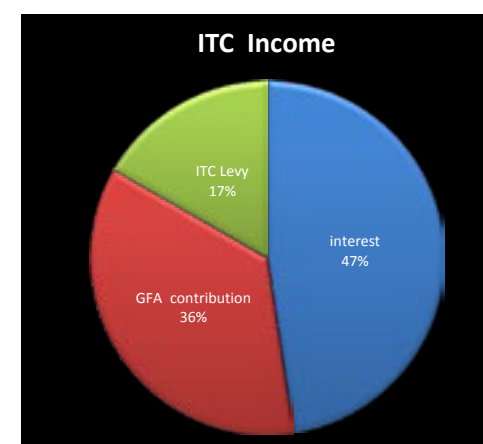
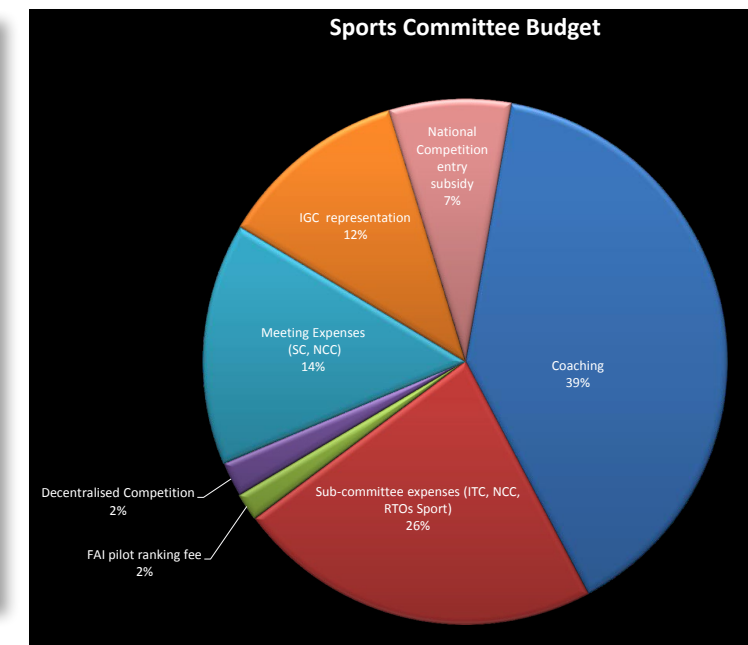
Payments go out in a two year cycle. Last year we funded two Junior pilots, one female pilot and two Captains. This coming northern summer, we are funding seven pilots and two captains. The average spending over two years is



about \$32,000.

Costs associated with the Tasman Trophy also come from the ITC fund.

MANDY TEMPLE
CHAIR SPORTS COMMITTEE
csc@glidingaustralia.org



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CONTACT THE GFA'S SECRETARIAT FOR FURTHER DETAILS
Secretary@glidingaustralia.org

TEL: 03 9359 1613

EXECUTIVE OFFICER



The following is intended to keep you informed of major activities within the GFA.

INSURANCE ISSUE

Our insurer has identified an issue that may impact members who have insurance through OAMPS/QBE. QBE policies state a \$250k excess, which takes into account the GFA Broad Based Liability cover of \$250k which underpins all other insurances. Our insurer advises that, if the BBL claim involves multiple claimants, the \$250K BBL is split between the parties – so if there are two claimants, then the BBL would only provide \$125k for each. If your policy states that it has an excess of \$250k then you may be liable for the gap of \$125k. Allianz policies state that

insurance applies once GFA BBL policy has been used, whether it is \$250k or \$125k or some other figure. QBE advise that they will amend their policies to remove this anomaly when policies are renewed.

Members are advised to review their current insurance policies. If you have any concerns, talk to your broker or QBE directly.

AUSTRALIANS IN THE GRAND PRIX FINAL SISTERON, FRANCE

The Grand Prix series comprises a selected number of GP events worldwide, with the top pilots from these qualifiers competing in the GP Final every two years.

Three Australian pilots have qualified for the final and are on their way to France. The pilots are Bruce Taylor, Tom Claffey and Graeme Parker.

The pilots are working through a serious issue with getting a glider pilot licence to fly in the event. The Australian regulation changes, which would have enabled Australian pilots to get a CASA issued licence, has been delayed until later this year, and the European regulations have changed to make getting a permit in Europe even harder – our team is caught in the middle of this.

CHANGES TO FEES

The GFA Board agreed to increase

ALL FEES INCLUDE GST	NEW FEE	
	13/14	14/15
NORMAL MEMB - \$229.09	240	246
FULL STUDENT MEMB - \$120.00	120	123
CADET 12 MONTH MEMBERSHIP	100	103
REGIONAL ASSOCIATION FEE	12	12
ASSOCIATE N/FL ACTIVE- \$57.27	60	62
ASSOCIATE - N/F MEMBER \$34.55	38	40
INTRODUCTORY MEMB (AEF)	30	30
AAFC/SCOUT AEF	15	15
SHORT TERM -PER MONTH	100	103
NEW GFA AFFILIATION	63	65
AW - AAF (FORM 2)	179	184
AW - AAF VINTAGE	89.5	92
FAI - RECORDS - \$45.00 INC	45	46
FAI - GPC CARDS	20	20
GLIDING AUSTRALIA SUBSCRIPTIONS	46	47

TERRY CUBLEY
EXECUTIVE OFFICER
eo@glidingaustralia.org

fees by the CPI, which is currently 2.7%. Some fees will remain the same because the small increase is not worth the changes required on paper forms. New fees for 2014/15 are in the table below. Note that the total membership fee includes the membership fee plus the Regional Association fee. Fee changes take effect from 1 May 2014. Note that the GFA Financial year runs from 1 May to 31 April.

ANNUAL BOARD MEETING (ABM)

The GFA Board comprises a representative from each Regional association, plus the Executive which comprises a President, Vice President, Treasurer and the heads of Operations, Airworthiness, Sport, Development and IT.

The ABM is a formal requirement with a focus on reviewing the last year's financial performance and appointing the many volunteer officers who conduct the activities of the association. The Board typically meets another two times and the Executive a further three times each year. There are also a number of telephone meetings in order to handle the range of business required.

YOUR BOARD FOR 2014/15

Nominations for Regional members of the Board come from the regional association meetings, Department heads are nominated by the Department members, so these positions are approved and confirmed by the Board. Positions of President, Vice President and Treasurer are nominated by any GFA member and are elected by the Board.

You can see the minutes of this ABM and others on the GFA web page. See GFA Members Info/Administration and then click on Minutes/Board. Look for ABM_2014_Minutes.

THANK YOU, AND GOODBYE!

The GFA Board congratulates three Board members who have stepped down this year after a number of years of excellent service to the GFA.

Peter Carey has been GFA treasure, Company Secretary and Office Manager.

John Switala has been VSA rep on the Board for five years.

Stuart Addinell has led Airworthiness through a very difficult period. Thanks to each of these members. We have benefitted from your leadership and guidance.

GFA FINANCIAL PERFORMANCE

The GFA had a surplus for 2013/14 of \$66,864, compared to an expected loss of \$148,000. The major difference was due to lower spending across all sections of the organisation. The planned Airworthiness Development plan for 2014-16 will have a big impact on funds in the 2014/15 year with planned spending of over \$200,000.

INVESTMENT STRATEGY.

Our new treasurer Dave Shorter, Lake Keepit GC, has reviewed investment options with a focus on the big banks providing rates of approximately 3.8%. The Board prefers to stay with secure options.

Board Member Tom Holt, Western Australia, suggests expanding the club loan program to expand the number of members and clubs able to purchase gliders, at a beneficial interest rate. Interested clubs should contact their regional Board member).

AIRWORTHINESS FOCUS

Stuart Addinell has decided not to continue as Chair of the Airworthiness Department (CAD) due to increasing family, work and study commitments, so Rob Hanbury, Western Australia, has taken over this role.

A meeting of Airworthiness officers in February has focussed the department on the large number of tasks required over the next two years, with an aim to meet legislative demands plus improving services to members.

An Airworthiness development plan will ensure meeting of CASA delegation and audit requirements. This will require a significant investment for contract work, but the Board has agreed to invest some of our reserves to ensure that we can maintain our airworthiness freedoms into the future.

AUSTRALIAN WORLD CHAMPIONSHIPS.

We have two world championships scheduled in Australia - the Junior World Championships will be held in Narromine NSW in December 2015, and the flapped world championships at Benalla, Victoria in January 2017. The organising committees have started work and are progressing to ensure successful events.

If you wish to volunteer to assist with the Junior World Championships or if you have a club or standard class glider that you are prepared to loan/hire to

international teams, please contact webmaster@juniorsoaring.com.au. Visit the JWGC web page at www.joeyglide.juniorsoaring.com.au

WEB PAGE

Much work has been done on setting up the GFA web page over the past 12 months. Much of the work has been focus on the 'back end'. The focus over the next 12 months will be on the front end, so you should start to see some improvements in the web page progressively.

MEMBER'S FORUM

A member's forum was held on the Sunday morning of the GFA ABM in Melbourne. Members were invited to attend to hear some reports from

various GFA officers, and an opportunity to ask questions of the Board. The main topics covered during this forum were

- The GFA Strategic plan
- GFA's input to the Aviation safety review.
- Airworthiness Development plan
- Improving communication.
- Developing a new Design Approval Procedures Manual. Mike Burns is preparing this document so that we can restore this delegation, which enables approved GFA members to design and modify certified aircraft.
- GFA Calendar

Any questions on any of these issues can be referred to your regional Board representative, or email me at eo@glidingaustralia.org

STRUCTURING FOR SUCCESSFUL GLIDING

At the GFA's Board Meeting at Benalla in November 2013 resolved that the VP bring forward adiscussion paper relevant to how GFA could enhance success within its existing structure, titled 'STRUCTURING SUCCESSFUL GLIDING IN AUSTRALIA – A DISCUSSION PAPER'. In the forward to the paper, President Anita Taylor writes, "Having a clear understanding of what Australian gliding is and what makes it successful is important for glider pilots and stakeholders alike, as we approach a significant turning point in the administration and regulation of sport and recreational aviation."

The following is an extract from the paper:

'A discussion paper that attempts to define the structure and culture that is the GFA. This paper will be used to explain "What is GFA" in discussions with members and external stakeholders, and forms the basis for our promotion of GFA as a self-administering sport organisation.

It starts by defining 4 cornerstones of the movement

GLIDING CORNERSTONE 1: PRIMACY OF PILOT ACCOUNTABILITY: The glider pilot-in-command is primarily accountable for successful flying missions.

GLIDING CORNERSTONE 2: CLUB-BASED GLIDING SYSTEM: Australian Gliding's club-based system underpins success.

GLIDING CORNERSTONE 3: STRENGTH THROUGH SHARED VALUES: A collegial and egalitarian gliding realm tied together by noble and durable retained values.

GLIDING CORNERSTONE 4: GFA - REPRESENTING, SUPPORTING AND SERVING AUSTRALIAN GLIDING:

Structure: Additional to the primacy of pilot accountability for successful gliding is the need to comply with Australian aviation law. A complex set of rules, systems and processes have been devised by the aviation regulator to "safe-guard" all Australian airspace users and whilst some concessions have been granted to gliding in the past (exemptions), these may soon disappear in favour of something new. Therefore, a direct link exists between every glider pilot-in-command and aviation law (via the Regulator). All other gliding entities (CFIs, clubs, regional associations and GFA) are peripheral and ancillary to the contract of compliance that exists between each pilot and aviation law. Structural arrangements linking CASA, GFA, Clubs, Pilots and Regions cannot be allowed to interfere with, usurp or diminish each pilot's obligations and accountability for compliance. This is what self-administration is really all about.'

A link to the full paper is on the home page of www.glidingaustralia.org Please log on and then send us your thoughts, comments, suggestions, etc to secretary@glidingaustralia.org

FAI GLIDING BADGES TO 25 APRIL 2014

We continue to have an increase in FAI Badge applications. Congratulations to all who have achieved their goals this season.

All badge tasks except height claims require a PRE flight declaration. Declarations must be entered into the flight recorder or position recorder and now can be sent by electronic

declaration to the GFA web site set up by Tim Shirley.

- Making a declaration:
- Name of the Pilot
- Date of flight
- Aircraft type and registration
- Start, turnpoints, finish co ordinates
- Official Observer Name and Number
- Time of the declaration

Send your claims to me at :
BERYL HARTLEY, P.O. BOX 275,
NARROMINE NSW 2821

BERYL HARTLEY
FAI CERTIFICATES
OFFICER
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A.BADGE

COLVIN JEDD T 11922
STEWART HARRISON P 11925
SKINNERMARTIN 11932
ROBINSON KEELAN P 11936

RAAF WILLIAMTOWN
NSW AIR TC
GEELONG GC
NSW AIR TC

A & B BADGE

SIMMONS DANIEL J 11920
KRENSKE PETER 11926

NSW AIR TC
BYRON GLIDING

B BADGE

BOUCHET TIMOTHY 11888
KALFAS ALEXANDER N 11848
BOLD SIMON R 11878
MICHELL ETHAN J 11910

NSW AIR TC
NSW AIR TC
SOUTHERN CROSS GC
SOUTHERN CROSS GC

C BADGE

KALFAS ALEXANDER N 11848
BLEULER HANSRUDOLF 11854
MCDONALD GREGORY T 11904
DAVIS CHRISTOPHER P 11831

NSW TC
LAKE KEEPIT SC
GC WESTERN AUSTRALIA
NSW AIR TC

A. B. C. BADGE

WANG YUNHAI 11918
GROSZEK MICHAEL 11919
HOLMES DAVID 11921
GARDSSELL MATS J 11923
JOHNSTON IAN A 11924
GORRIE JOSHUA 11927
LAMBERT THOMAS J 11928
CAIN ANDREW J S 11929
SHI LEI 11930

SOUTHERN RIVERINA GC
G.C.V.
LAKE KEEPIT SC
LAKE KEEPIT SC
BALAKLAVA SC
NSWAIR TC
G.C.V.
LAKE KEEPIT SC
SOUTHERN RIVERINA GC

GRIFFIN DAVID E 11931
SKRISOVSKY TOMAS 11934
DARLING DOWNS
LAKE KEEPIT SC

SILVER C

HAMEY STEWART R J 4846
GROSZEK MICHAEL 4847
THOMPSON SARAH J 4848
GLIDDON DAVID P 4849
SC
EHRET STEPHANIE C P 4851
WARWICK GC
G.C.V.
DARLING DOWNS
DARLING DOWNS
NSW AIR TC

GOLD C

HAMEY STEWART R J 1700
SHARPE DAVID J 1701
GC
BOURKE STEPHEN 1702
CROFT PAUL 1703
WARWICK GC
SOUTHERN CROSS
SOUTHERN CROSS
BEVERLEY SC

DIAMOND GOAL

HAMEY STEWART R J
KRYGGER P A
SHARPE DAVID J
GC
CROFT PAUL
SMITS ROBERT
WARWICK GC
LAKE KEEPIT SC
SOUTHERN CROSS
BEVERLY SC
ALICE SPRINGS GC

DIAMOND DISTANCE

CLAMPETT DAVID M
GC
SOUTHERN CROSS

750KM DISTANCE

COOK IAN H 157
BEVERLEY SC

JOEYGLIDE & PRE-WORLDS

JoeyGlide is now in its 11th year, and will be held once again at Narromine Airfield, NSW from 5-13 December 2014. The competition will also serve as the pre-world competition for the FAI Junior Worlds to be held at Narromine in December 2015. JoeyGlide is open to all pilots aged 25 and under and is a great opportunity for experienced competition pilots and first timers alike to fly against some of the best pilots in the world. JoeyGlide 2014 promises to be among the most exciting events in the history of Australian Junior Soaring.

While JoeyGlide 2014 will be a little different from previous years, with increased numbers of international competitors coming over to practice in Narromine's world class conditions, rest assured that the JoeyGlide feel and atmosphere of a friendly junior-run, competitive competition will remain. As in previous years, the contest is being run by the [Australian Junior Gliding Club](#), with [Adam Webb](#) as contest director and Lisa turner as safety officer,

supported by a team of oldies who are still juniors at heart.

The main difference this year to previous years will be that two classes will be run - Club Class and Ballasted Class - in order to allow pilots to compete in the same configuration as will in the Worlds. A practice week will also run prior to the contest, so why not come along early for an extra few days of practice or to do some badge flights in Narromine's world famous weather?

As in previous years, a coaching week will be held alongside the comp for solo pilots who are not yet confident enough to fly in the contest. This will allow new pilots to learn the ropes of contest flying with experienced pilots and in higher performance two seaters.

More information on the competition and coaching week is available on the JoeyGlide website at [www.joeyglide.juniorsoaring.com.au](#) or by contacting the contest director [Adam Webb](#) at [cd@joeyglide.com.au](#)



GLIDER FOR RENT?

Pilots coming from all over the world are looking for gliders to rent for both JoeyGlide this year and the Worlds. If you have a club, standard or 15m class glider - club and standard only for the Worlds - that you are willing to hire to a competitor, please email Adam.

VALE IAN MARTIN PATCHING



in the club's Duo Discus. Ian's passion for the sport was evident in not only the adventures he had, but also his infectious enthusiasm for aviation, for flights big and small, his commitment to the club and active encouragement and support of others and the wider gliding community.

It is with great sadness that we recognize the passing of our friend Ian Patching on 27 February 2014 after a year-long battle with cancer.

Ian has been an active member of the gliding community and the VMFG since the 1970s, learning to fly with the club as a teenager and achieving solo on his 16th birthday. Over the years, Ian has had many exciting adventures in gliding, both in the air and on the ground, including an impressive out and return from Bacchus Marsh to near Cape Otway in the Golden Eagle, facilitated by cloud streets in the strong northerly wind and heights over 10,000 feet, flying the club's Grob G109B GUM to Burketown and then flying the Morning Glory, and surfing the Ararat wave to over 25,000ft

Ian has been an active member of the gliding community holding several positions within the GFA and VSA over the years, including his work with airworthiness as a regional technical officer, and his pivotal role within the vintage gliding movement working to preserve our sports important history through the Australian Gliding Museum and organising the Vintage Gliders Australia annual rally. Ian has also been a keen and active promoter of the club and the sport through his work organizing and directing

competitions, events, displays at the Avalon airshow and promoting the sport at countless smaller events. Within the club Ian served in many roles including the management committee holding positions of secretary, and most recently as President.

A memorial service was held for Ian on 13 March and was attended by more than 400 friends and family from all over the country. Ian will be greatly missed by all who knew him. His enthusiasm, his passion, his hard work, his support for others and most of all his wide Patching Grin just made you wonder what mischief he has been up to this time.

BEN LOXTON ON BEHALF OF VMFG



GFA VIDEOS SECTION



In a new section of the GFA website, you will find interesting and useful videos and links to videos about gliding. We have recently added two new videos

- World Gliding Championships Benalla 2016 and Benalla Juniors Weekend. They are great promotions for gliding and Benalla.

This section is new and we are looking for new videos to include. Do you have a video you would like to add or see displayed here? Please send a quick email to

[sean@glidingaustralia.org](#). We can upload or embed videos from many sources and formats.

NEW CASA REGISTRATION FORMS

The CASA Forms required for the administration of the Glider Register have changed. There is a new link in the Airworthiness section of the GFA website that takes you to the relevant forms.

Please make sure that you use the new forms for all administration associated with Certificates of Registration, Deregistration, Ownership and other changes. Effective from 26 March 2014, the old forms will not be accepted, so please use the ones you find at this link.

If you have questions please contact Tanya Lorient in the GFA Office [membership@glidingaustralia.org](#)



As we go to press Bruce Taylor, Tom Claffey and Graeme Parker are in Sisteron, France preparing for the start of the Sailplane Grand Prix finals.

By the time you read this the races should have just finished. If you haven't already, you can check the SGP website at www.sgp.aero to see how they performed.

The Grand Prix series comprises a selected number of GP events worldwide, with the top pilots from these qualifiers competing in the GP Final every two years. The 2013 Final was delayed until May 2014.

Giorgio GALETTO ITA
Petr PANEK CZE
Robert SCHROEDER GER
John COUTTS NZL
Tom CLAFFEY AUS
Graham PARKER AUS
Bruce TAYLOR AUS

Carlos ROCCA CHI
Rene VIDAL CHI
Thomas GOSTNER ITA
Gintautas ZUBE LTU
Uli SCHWENK GER
Laurent ABOULIN FRA
Kai LINDENBERG GER

Nicolas VERON FRA
Sebastian KAWA POL
Roman MRACEK CZE
Didier HAUSS FRA
Tilo HOLIGHAUS GER
Mike YOUNG GBR

Executive officer Terry Cubley presented a certificate of service to outgoing Treasurer **Peter Carey**. Peter has been Treasurer of the GFA for the past three years, and has also held the position of Secretary and Office Manager for the past two years. As the GFA dealt with changes to the office staff, Peter offered to take on the role of Office Manager, supporting the GFA staff through this rebuilding period. His major achievement during this time was to lead the purchase of the new GFA office, and arrange the move to the new building.

Further to the certificate, Tanya, Sharon and Fiona supplied a cake, which everyone enjoyed.

THANK YOU TO PETER



POSITION VACANT GFA ADMIN OFFICER

We will have a 12 months maternity leave vacancy in the GFA office in Melbourne for an admin role, commencing around June 2014. You will need excellent computer skills including the use of databases, good attention to detail, and preferably an awareness of GFA airworthiness processes. If you have an interest please send your details to secretary@glidingaustralia.org. We will advertise the position as we get closer to the required date.

WELCOME FIONA

Welcome to our new staff member, Fiona Northey, who has taken on the role of GFA Admin Officer. Fiona comes with good experience gained through an admin role with City of Melbourne and Merri Community Health. She will be helping Tanya and Sharon with member services, and also taking responsibility for some new airworthiness tasks and helping to arrange travel and meetings for our various departments. Fiona's husband Ian is a member of GCV at Benalla.

RANGA

The Royal Australian Navy Gliding Association (RANGA) has established an annual 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 that provides that training. The next scholarship runs from 24 July 2014 to 23 July 2015. Applications can be made until 3 July 2014. See GFA Awards section for details www.glidingaustralia.org

MY 1,000KM FLIGHT

BY LISA TROTTER



Over many years I have wanted to achieve a 1,000km flight. An essential prerequisite to reach this goal is to actually be there, ready, when such a flight is possible. I have watched 1,000km days come and go while I was either at work or competition flying. I knew that I had to set aside some time and do some good planning if I was ever going to get there.

So, my husband Peter and I decided to spend two weeks at Tottumwal at the time of year when the days are at their longest. We stayed in a tent in Ingo and Judy Renner's backyard, spending our evenings flight planning and our days flying as far and fast as we could.

I particularly wanted to do a declared triangle 1,000km flight. The challenge is significantly greater than a non-declared or non-triangle flight because of the varied weather systems you must cover to achieve that sort of a distance. No matter how good the day is, there will be a large part of either one or two legs that is not part of the 'good day' that must be traversed. Much of our flight planning was about trying to fit task geometry to favourable wind directions and the strongest thermal conditions within the constraints of landable terrain. Most days there was either a part of the day or a part of the task area where conditions were such that they would compromise the 1,000km task goal.

20 DECEMBER 2013

On the day of my record flight, all looked good in terms of where the strong thermal conditions were. The best of the weather across New South Wales and Victoria was neatly located over landable terrain. It looked like a 1,000km day except for ... the wind. When I got to the launch point, there was a 15 to 20 knot northwesterly blowing that would make the first part of the flight tough going and maybe impossible. It was really my last chance since the weather wasn't looking good for the next few

days. So, I decided to give it a go. No one else attempted a 1,000km flight on that day!

The two main records I wanted to break were the World Feminine 15 metre triangle distance and the Australian National General Standard class triangle distance which had been held by Andy Pybus since 1986. I was surprised to find that I ended up picking up 31 records in total. A record for the number of records! Many of these records were Feminine records, some of which were not too hard to beat, but six of the records were General records. The most challenging of all the records was the World Feminine 15 metre triangle distance – superior to all the National General records! Feminine records give women visibility and I am pleased to push the standards of those records high. I also love the opportunity to be a role model for female pilots. A number of female pilots, including juniors have told me they plan to take my records from me – I hope they do.

I started at 10:37am, or 9:37am Qld time, into conditions that were far from ideal for a 1,000km flight. A 15-20kt northwesterly was blowing and convection was only going to 2,500ft agl initially. I spent an hour plugging along down low and then was able to get some reasonable height to 6,000ft. It wasn't until three hours into the flight that the cumulus clouds appeared. At this stage my speed was very slow – only about 85kph – and I was almost convinced that the task wasn't achievable but then I picked up a 6.4kt climb to about 11,000ft. Still not sure that the task was achievable, I decided to enjoy the day since I had done the hard work and I pushed on to the first turn point. Also, if I could increase my average speed by 15kph plus, I was in with a chance. The worst likely scenario would be to land out 100km or so from home. With Peter crewing for me, this wasn't a problem.

I had a good run on the last leg under CUs going to 12,000ft. About 190km out, I took a really big climb to 13,500ft then cruised with no lift over a 70km gap to the edge of the overdevelopment which spread for 100km on track to Tottumwal. At the edge of the overdevelopment I thought I would get my last climb of about 5,000ft, but could only find 0.5 to 1kt by the time I got there. I spent 30 minutes achieving only 2,300ft and I couldn't get the last couple of thousand feet I needed, so I pushed on under the murk. I headed on through zero lift with some areas of light rain. Still holding out for that last climb, I was considering the possibility that I would have to land at either Jerilderie or Finley airport. As I was approaching Jerilderie airport at about 5,000ft I felt a big wump under my wing and hooked into 2kts and climbed to 1,100ft over final glide – whoopee. I had to use lots of self discipline not to push the stick forward and speed home out of excitement. I managed to keep a calm 70kt cruise going to cross the finish with 700ft to spare at about 8:30pm, twenty minutes before last light.

Despite the hard work at times, it was great fun all the way around and hugely satisfying to get home!

GA

SCHOLARSHIP TO GLIDE

BY AMANDA DOLL



I have made the most of the RANGA Scholarship. I would like to thank the board for awarding it to me. I have been very lucky and am grateful. The scholarship money made a huge impact on the costs of learning to glide.

ABOVE: Amanda, with Ingo Renner at the wingtip, takes off on her first solo with Southern Riverina Gliding Club, Tocumwal

It's always tough when you begin gliding because it does cost but it is not always good to space the lessons out too much or you forget some of what you learned in the last lesson. This means that you can't really save a lot of money before the next lesson comes along. Because I did not have to worry about that, I could concentrate on just learning how to fly the glider. I have used up all the scholarship money and then some before I was ready to go for my first solo flight. It was thrilling and a bit scary at the same time. Here is how it went.

When I got into the cockpit of the glider for my first solo flight my mouth was dry and my hands were clammy. I was a bit worried. What if something went wrong? There would be nobody to help. But the canopy was brought

down and firmly and fastened in place. I was in my own little bubble with wings and a tail. If I do something stupid then there is no instructor to get me down in one piece. But then, we had practiced in loads of different conditions and practiced what to do if different things went wrong. Really I did know that I would be OK and the instructors were all confident, too - otherwise I would not be going solo.

I decided to just pretend that an instructor was sitting behind me in the empty seat, just like all the other times I had flown. This thought calmed me instantly and everything went smoothly. I stayed up for 10 minutes and managed to land without any major incidents. This was the main hurdle that I had been working towards since beginning gliding around the start of 2013. I used to daydream of flying solo for the first time and had been

so looking forward to that moment. Everyone at the club was so excited for me when I came down. I think they were all remembering what it was like to go solo for them. It was as wonderful as I had expected. I know this will be something I will be doing for a long time.

Even though I glided solo and have learned so much, there is still so much more to learn. For now, this is all on hold as I am so busy with school and I find all my weekends are taken up with study and homework. Seriously, I had not expected in year 11 not to at least have one free day on the weekend, but this is how things have turned out, and I am not the only one going through this. At the moment I am dreaming not of flying but of SACS in Physics. This is one of the subjects required to get into commercial flying at a training academy. Just a year ago I never dreamed of taking maths and physics subjects in school. For one thing I did not think I would be smart enough to get through them. Because of the gliding, though, I have learned that anything is possible if you work really hard and trust in yourself that you can do it, if you have to. You really just need a bit of confidence. The members at the Southern Riverina Gliding Club have enough confidence in me to let me go solo and I must have shown them that I can do it, even if it was hard for me to see it myself. But I did it, so there is the proof that I can! This has all given me a huge boost, which I have taken into all the other areas of my life, especially in school.

In my heart I want to become a commercial pilot and I have wanted to be a pilot since I first went to the Southern Riverina Gliding Club. But before getting into gliding I looked at perhaps becoming an air crew member, mainly because I wanted to be around planes and travel too. But I can't believe that I had never even thought about going a step further and becoming a pilot until I started with the gliding. What I also really enjoy about the gliding club is that all the adults there make me feel so welcome and as important as any of the adult members. I have never been treated as a child by any of them. Nothing is ever too much trouble for them to show me although they need a bit of patience with me some of the time. Whenever my parents have time to drive me to the club, the members always go out of their way to organise an instructor and towplane pilots, even if I am the only person on the day who wants to go flying. When you are hanging around the runway you also meet so many interesting people. You meet people who come here to glide from other places in Australia or even from other countries, so this is all really eye opening and multi-national. These are people who I would not normally have met if not for this interest. Some of the people are associated with our club but some people also just have a plane and drop in to say hi, or they may be on a trip and stop off. On one particular day I was the youngest female member at the club and I met the oldest female member in the gliding club. She was very inspiring and we both wanted to fly that day. She really knew a lot about many things and I wondered afterwards if the flying kept her so fit. I hope to be just as fit, able and still flying when I am her age, too. Until then I will be filling up many log books, watching many more eagles flying beside me and finding the best thermals to take me up and away!

GA

RECORDS: WHAT'S IN A NAME?

PAM KURSTJENS
RECORDS OFFICER, GFA
fairecords@glidingaustralia.org

The GFA Manual of Standard Procedures lists a number of record categories, including Australian Records, Australian National Records, World Records and Continental Records.

Australian National Records show the best performance by an Australian pilot flown anywhere in the world, including in Australia. An Australian pilot is one who qualifies to hold an FAI Sporting Licence issued by Australia, through their citizenship or residence status. According to the Sporting Code, a World Record claim must first be approved as a National Record. For example, if an Australian pilot flies a World Record in Argentina, it will be approved as an Australian National Record by the records officer in Australia, before the claim dossier is sent to the FAI, who will then ratify the World Record.

Australian Records are those flown by an Australian pilot in Australia. They are also Australian National Records, except where the performance has been exceeded overseas. If a record that was flown overseas is subsequently exceeded in Australia, the overseas record no longer stands. It only has merit so long as it exceeds the performance in Australia.

The vast majority of records that are listed on the GFA website were flown in Australia. There is a short table listing records flown overseas. There are general and feminine categories, classes in open, 18m, 15m, standard, world, and 20m 2-seater. There are some records where a minimum performance for a first claim is listed. These are based on existing performances in other classes. In some

cases, there is no minimum, for example, the standard class 1,000km out and return speed. If someone claims this record at any speed, that is OK.

Many records can be claimed from a single flight. For example, based on published minima, if you fly a Duo Discus to a declared goal more than 816 km away, you would likely be able to claim free distance, free 3 TP distance, and straight distance to a goal. If you had declared at least one TP along the way, you would also be able to claim the 3 TP distance, which is 'distance via up to 3 TPs'. If you fly a record in a standard class glider and it exceeds the performance in 15m class, then you claim both records.

New: There is an Electronic Form for Initial Claim Notification on the GFA website. You must fill it out again for each record claimed, for each record type, class and category. You are welcome to practise using this form, and a copy will be emailed to you. Write something in the comments box to let me know that it is a dummy run.

Please note: you must 'claim' the record or records within 7 days of the flight. If you decide to add another claim more than 7 days after the flight, it will not be accepted. The 2013 to 2014 record season was an exceptional one. I hope to see many more records broken next summer! Start your planning now, and feel free to ask me for help understanding the rules.

AUSTRALIAN RECORDS RECORDS FLOWN IN AUSTRALIA

OPEN CLASS

FREE DISTANCE	C. WOOLLEY	1/17/2014	VENTUS 2CM	1196.02KM
FREE OUT AND RETURN DIS	J. BUCHANAN	7/1/03	ASW22 BLE	1033.90 KM
FREE THREE TURN POINT DIST	C. WOOLLEY	1/17/2014	VENTUS 2CM	1291.34 KM
FREE TRIANGLE DISTANCE	J. BUCHANAN	2/2/07	VENTUS 2CX	1075.9 KM
STRAIGHT DISTANCE TO A GOAL	C. WOOLLEY	17/01/14	VENTUS 2CM	1182.83 KM
THREE TURN POINT DISTANCE	C. WOOLLEY	17/01/14	VENTUS2 CM	1272.80 KM
OUT AND RETURN DISTANCE	J. BUCHANAN	7/1/03	ASW22 BLE	1029.80 KM
TRIANGLE DISTANCE	G KURSTJENS	6/2/07	NIMBUS 4T	1132.70 KM
SPEED OUT & RETURN 300KM	J. BUCHANAN	4/2/07	VENTUS 2CX	167.23 KM/H
SPEED OUT & RETURN 500KM	J BUCHANAN	1/5/2013	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 750KM	J BUCHANAN	5/1/13	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 1000KM	J. BUCHANAN	7/1/03	ASW22 BLE	138.70 KM/H
SPEED TRIANGULAR 100KM	I. RENNER	14/12/82	NIMBUS 3	195.3 KM/H
SPEED TRIANGULAR 200KM	I. RENNER	13/11/82	NIMBUS 3	162.30 KM/H
SPEED TRIANGULAR 300KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 500KM	G.KURSTJENS	28/1/06	NIMBUS 4T	156.85 KM/H

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SPEED TRIANGULAR 750KM	J. BUCHANAN	17/12/03	ASW22 BLE	152.13 KM/H
SPEED TRIANGULAR 1000KM	D.G JANSEN	18/10/09	ASG29	134.99 KM/H
ABSOLUTE ALTITUDE	R.Q. AGNEW	26/8/95	STD JANTAR	10058 M
GAIN OF HEIGHT	L. ARMOUR	7/7/87	ASTIR CS	7750 M

15M CLASS

FREE DISTANCE	H.N. MEDLICOTT	9/12/91	DISCUS A	1004.55 KM
STRAIGHT DISTANCE TO A GOAL	H.N. MEDLICOTT	9/12/91	DISCUS A	1004.55 KM
OUT AND RETURN DISTANCE	N.C. ROEDIGER	13/1/85	LS3	1015.16 KM
OUT AND RETURN DISTANCE	I.R. WIGHT	13/1/85	MINI NIMBUS	1015.16 KM
TRIANGLE DISTANCE	R.B. TUNCKS	7/2/82	MOSQUITO	1063.70 KM
SPEED OUT & RETURN 300KM	J BUCHANAN	5/1/13	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 500KM	J BUCHANAN	5/1/13	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 750KM	J BUCHANAN	5/1/13	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 1000KM	P TEMPLE	9/12/06	DG 200	117.6 KM/H
SPEED TRIANGULAR 100KM	N BLOCH	10/03/12	ASW 24E	158.26KM/H
SPEED TRIANGULAR 200KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 300KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 500KM	M.P. MANDER	12/12/87	ASW 20B	143.73 KM/H
SPEED TRIANGULAR 750KM	D.G. JANSEN	31/12/98	LS 6B	133.66 KM/H
SPEED TRIANGULAR 1000KM	G. BEECROFT	14/12/13	LS8/15M	120.74 KM/H

18M CLASS

FREE DISTANCE	C. WOOLLEY	17/01/14	VENTUS 2CM	1196.02 KM
FREE THREE TURN POINT DISTANCE	C. WOOLLEY	1/17/2014	VENTUS 2CM	1291.34KM
FREE TRIANGLE DISTANCE	J.BUCHANAN	2/2/07	VENTUS 2CX	1075.90 KM
STRAIGHT DISTANCE TO A GOAL	C. WOOLLEY	17/01/14	VENTUS 2CM	1182.83 KM
THREE TURN POINT DISTANCE	C. WOOLLEY	17/01/14	VENTUS 2CM	1272.80KM
TRIANGLE DISTANCE	J.BUCHANAN	2/2/07	VENTUS 2CX	1071.60 KM
SPEED OUT & RETURN 300KM	J.BUCHANAN	4/2/07	VENTUS 2CX	167.23 KM/H
SPEED OUT & RETURN 500KM	J BUCHANAN	5/1/13	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 750KM	J BUCHANAN	5/1/13	ASG29/15M	161.79 KM/H
SPEED OUT & RETURN 1000KM	P TEMPLE	9/12/06	DG 200	117.60 KM/H
SPEED TRIANGULAR 100KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 200KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 300KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 500KM	J.BUCHANAN	28/1/06	VENTUS 2CX	152.17 KM/H
SPEED TRIANGULAR 750KM	D.G. JANSEN	18/10/09	ASG29	134.99 KM/H
SPEED TRIANGULAR 1000KM	D.G. JANSEN	10/18/09	ASG29	134.99 KM/H

STANDARD CLASS

FREE DISTANCE	H.N. MEDLICOTT	9/12/91	DISCUS A	1004.55 KM
FREE THREE TURN POINT DISTANCE	M GAGE	16/01/14	LS8/15M	1060.76 KM
FREE TRIANGLE DISTANCE	M GAGE	16/01/14	LS8/15M	1048.54 KM
STRAIGHT DISTANCE TO A GOAL	H.N. MEDLICOTT	9/12/91	DISCUS A	1004.55 KM
THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM

TRIANGLE DISTANCE	L TROTTER	20/12 14	LS8/15M	1026.78 KM
SPEED OUT & RETURN 300KM	G BEECROFT	3/12/11	LS8	148.72 KM/H
SPEED OUT & RETURN 500KM	G BEECROFT	3/12/11	LS8	148.72 KM/H
SPEED OUT & RETURN 750KM	P. TEMPLE	17/01/14	LS8/15M	145.05 KM/H
SPEED TRIANGULAR 100KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 200KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 300KM	N BLOCH	10/03/12	ASW 24E	158.26 KM/H
SPEED TRIANGULAR 500KM	N. BLOCH	3/12/11	ASW24E	138.22 KM/H
SPEED TRIANGULAR 750KM	A BARNES	8/02/14	LS8/15M	134.01 KM/H
SPEED TRIANGULAR 750KM	M GAGE	8/02/14	LS8/15M	134.01 KM/H
SPEED TRIANGULAR 1000KM	G. BEECROFT	14/12/13	LS8/15M	120.74 KM/H

WORLD CLASS

FREE OUT AND RETURN DISTANCE	K CLAFFEY	13/07/00	PW-5	507.97 KM
FREE THREE TURN POINT DISTANCE	K. WILLIS	11/12/98	PW-5	513.25 KM
OUT AND RETURN DISTANCE	K CLAFFEY	13/07/00	PW-5	503.22 KM
TRIANGLE DISTANCE	K. WILLIS	11/12/98	PW-5	513.25 KM
SPEED OUT & RETURN 300KM	K. WILLIS	08/03/01	PW-5	75.59 KPH
SPEED OUT & RETURN 500KM	K CLAFFEY	13/07/14	PW-5	68.82 KM/H
SPEED TRIANGULAR 300KM	K. WILLIS	07/03/01	PW-5	86.02 KPH
SPEED TRIANGULAR 500KM	K. WILLIS	11/12/98	PW-5	76.42 KPH

20M 2 SEATER CLASS

SPEED OUT & RETURN 300KM	H.& W. MEDLICOTT	27/12/13	ARCUS M	136.35 KM/H
SPEED TRIANGULAR 300KM	H.& W. MEDLICOTT	16/01/14	ARCUS M	140.77 KM/H

AUSTRALIAN FEMININE RECORDS

OPEN CLASS

FREE DISTANCE	K.E. KAREL	21/1/80	LS 3	949.70 KM
FREE OUT AND RETURN DISTANCE	L. TROTTER	17/1/99	ASW 20	792.6 KM
FREE THREE TURN POINT DISTANCE	P. KURSTJENS-HAWINS	6/2/07	NIMBUS-4T	1045.2 KM
FREE TRIANGLE DISTANCE	L TROTTER	20/12/13	LS8/15M	1027.66 KM
STRAIGHT DISTANCE TO A GOAL	J. HIDER-SMITH	26/1/92	DISCUS A	806.21 KM
THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM
OUT AND RETURN DISTANCE	K.A. CLAFFEY	26/11/03	DISCUS B	771.70 KM
TRIANGLE DISTANCE	L TROTTER	12/20/2013	LS8/15M	1026.78 KM/H
SPEED OUT & RETURN 300KM	LISA TROTTER	11/1/07	LS8	138.38 KM
SPEED OUT & RETURN 500KM	J. THOMPSON	4/2/07	ASW 27	133.97 KM/H
SPEED OUT & RETURN 750KM	K.A. CLAFFEY	26/11/03	DISCUS B	100.13 KM/H
SPEED TRIANGULAR 100KM	S.D. MARTIN	2/2/79	LS 3	139.45 KM/H
SPEED TRIANGULAR 200KM	L. TROTTER	10/01/14	LS8/15M	132.01 KM/H
SPEED TRIANGULAR 300KM	JENNY THOMPSON	26/11/12	ASW27B	144.34 KM/H
SPEED TRIANGULAR 500KM	S.D. MARTIN	29/1/79	VENTUS A	133.14 KM/H
SPEED TRIANGULAR 750KM	P. KURSTJENS-HAWINS	26/11/06	NIMBUS 4T	146.31 KM/H
SPEED TRIANGULAR 1000KM	L TROTTER	20/12/13		102.73KM/H
ABSOLUTE ALTITUDE	V.A. WILKINSON	29/6/80	LIBELLE 201B	8175 M
GAIN OF HEIGHT	V.A. WILKINSON	29/6/80	LIBELLE 201B	5890 M

15 METRE

FREE DISTANCE	K.E. KAREL	21/1/80	LS 3	949.70 KM
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FREE OUT AND RETURN DISTANCE	L. TROTTER	17/1/99	ASW 20	792.6 KM
FREE THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1036.01 KM
FREE TRIANGLE DISTANCE	L TROTTER	20/12/13	LS8/15M	1027.66 KM
STRAIGHT DISTANCE TO A GOAL	J. HIDER-SMITH	26/1/92	DISCUS A	806.21 KM
THREE TURN POINT DISTANCE	L TROTTER	0/12/13	LS8/15M	1026.78 KM
OUT AND RETURN DISTANCE	K.A. CLAFFEY	26/11/03	DISCUS B	771.70 KM
TRIANGLE DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM
SPEED OUT & RETURN 300KM	LISA TROTTER	11/1/07	LS8	138.38 KM/H
SPEED OUT & RETURN 500KM	J. THOMPSON	4/2/07	ASW 27	133.97 KM/H
SPEED OUT & RETURN 750KM	K.A. CLAFFEY	26/11/03	DISCUS B	100.13 KM/H
SPEED TRIANGULAR 100KM	S.D. MARTIN	2/2/79	LS 3	139.45 KM/H
SPEED TRIANGULAR 200KM	L TROTTER	10/01/14	LS8/15M	132.01 KM/H
SPEED TRIANGULAR 300KM	JENNY THOMPSON	26/11/12	ASW27B	144.34 KM/H
SPEED TRIANGULAR 500KM	S.D. MARTIN	29/1/79	VENTUS A	133.14 KM/H
SPEED TRIANGULAR 750KM	K.A. CLAFFEY	26/1/02	DISCUS B	100.40 KM/H

STANDARD CLASS

FREE DISTANCE	J. HIDER-SMITH	26/1/92	DISCUS A	806.21 KM
FREE OUT AND RETURN DISTANCE	K.A. CLAFFEY	26/11/03	DISCUS B	774.70 KM
FREE THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1036.01 KM
FREE TRIANGLE DISTANCE	L. TROTTER	20/12/13	LS8/15M	1027.66 KM
STRAIGHT DISTANCE TO A GOAL	J. HIDER-SMITH	26/1/92	DISCUS A	806.21 KM
THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM
OUT AND RETURN DISTANCE	K.A. CLAFFEY	26/11/03	DISCUS B	771.70 KM
TRIANGLE DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM
SPEED OUT & RETURN 300KM	L TROTTER	11/1/07	LS8	138.38 KM/H
SPEED OUT & RETURN 500KM	J DAVIS	1/1/12	ASW 19B	122.15 KM/H
SPEED OUT & RETURN 750KM	K.A. CLAFFEY	26/11/03	DISCUS B	100.13 KM/H
SPEED TRIANGULAR 100KM	L TROTTER	10/01/14	LS8/15M	132.01 KM/H
SPEED TRIANGULAR 200KM	L TROTTER	10/01/14	LS8/15M	132.01 KM/H
SPEED TRIANGULAR 300KM	J. RENNER	6/1/99	DISCUS A	141.03 KM/H
SPEED TRIANGULAR 500KM	L TROTTER	10/01/14	LS8/15M	132.01 KM/H
SPEED TRIANGULAR 750KM	K.A. CLAFFEY	26/1/02	DISCUS B	100.40 KM/H
SPEED TRIANGULAR 1000KM	L TROTTER	20/12/13	LS8/15M	102.73 KM/H

18M CLASS

FREE THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1036.01 KM
FREE TRIANGLE DISTANCE	L TROTTER	20/12/13	LS8/15M	1027.66 KM
THREE TURN POINT DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM
TRIANGLE DISTANCE	L TROTTER	20/12/13	LS8/15M	1026.78 KM
SPEED OUT & RETURN 300KM	L. TROTTER	11/1/07	LS8	138.38 KM/H
SPEED OUT & RETURN 500KM	J. THOMPSON	4/2/07	ASW 27	133.97 KM/H
SPEED TRIANGULAR 200KM	L TROTTER	10/01/14	LS8/15M	132.01 KM/H
SPEED TRIANGULAR 300KM	J THOMPSON	26/11/12	ASW 27B	144.34 KM/H
SPEED TRIANGULAR 1000KM	L TROTTER	20/12/13	LS8/15M	102.73 KM/H

WORLD CLASS

FREE OUT AND RETURN DISTANCE	K.A. CLAFFEY	13/07/00	PW-5	507.97 KM
FREE THREE TURN POINT DISTANCE	K.A. CLAFFEY	13/07/00	PW-5	517.38 KM
OUT AND RETURN DISTANCE	K.A. CLAFFEY	13/07/00	PW-5	503.22 KM
SPEED OUT & RETURN 500KM	K.A. CLAFFEY	13/07/00	PW-5	68.82 KPH

AUSTRALIAN NATIONAL RECORDS SET BY AUSTRALIANS OVERSEAS

OPEN CLASS

FREE 3 TP DISTANCE	19/12/2006	D G JANSEN	DG400	1160.92 KM	ARGENTINA
SPEED O/R 300KM	11/04/1991	D G JANSEN	ASW20B	209.90 KPH	USA
SPEED O/R 500KM	3/12/2005	R Q AGNEW	STD JANTAR	162.56 KPH	ARGENTINA
SPEED TRIANGULAR 100KM	13/11/2003	R Q AGNEW	STD JANTAR	198.88 KPH	ARGENTINA
SPEED TRIANGULAR 200KM	21/11/2005	R Q AGNEW	STD JANTAR	167.37 KPH	ARGENTINA

18M CLASS

FREE 3 TP DISTANCE	19/12/2006	D G JANSEN	DG400	1160.92 KM	ARGENTINA
SPEED O/R 500KM	3/12/2005	R Q AGNEW	STD JANTAR	162.56 KPH	ARGENTINA
SPEED TRIANGULAR 200KM	21/11/2005	R Q AGNEW	STD JANTAR	167.37 KPH	ARGENTINA

15M CLASS

FREE 3 TP DISTANCE	19/12/2006	D G JANSEN	DG400	1160.92 KM	ARGENTINA
SPEED O/R 300KM	11/04/1991	D G JANSEN	ASW20B	209.90 KPH	USA
SPEED O/R 500KM	3/12/2005	R Q AGNEW	STD JANTAR	162.56 KPH	ARGENTINA
SPEED TRIANGULAR 100KM	13/11/2003	R Q AGNEW	STD JANTAR	198.88 KPH	ARGENTINA
SPEED TRIANGULAR 200KM	21/11/2005	R Q AGNEW	STD JANTAR	167.37 KPH	ARGENTINA

STD CLASS

O/R DISTANCE	8/04/1977	G J VAKKUR	ASTIR CS	1000.86 KM	USA
SPEED O/R 300KM	14/11/2003	R Q AGNEW	STD JANTAR	157.23 KPH	ARGENTINA
SPEED O/R 500KM	3/12/2005	R Q AGNEW	STD JANTAR	162.56 KPH	ARGENTINA
SPEED TRIANGULAR 100KM	13/11/2003	R Q AGNEW	STD JANTAR	198.88 KPH	ARGENTINA
SPEED TRIANGULAR 200KM	21/11/2005	R Q AGNEW	STD JANTAR	167.37 KPH	ARGENTINA

WORLD CLASS

FREE O/R DISTANCE	13/07/2000	K A CLAFFEY	PW-5	507.97 KM	USA
O/R DISTANCE	13/07/2000	K A CLAFFEY	PW-5	503.22 KM	USA
SPEED O/R 500KM	13/07/2000	K A CLAFFEY	PW-5	68.82 KPH	USA

AUSTRALIAN RECORDS FLOWN OVERSEAS-FEMININE

WORLD CLASS

FREE O/R DISTANCE	13/07/2000	K A CLAFFEY	PW-5	507.97 KM	USA
O/R DISTANCE	13/07/2000	K A CLAFFEY	PW-5	503.22 KM	USA
SPEED O/R 500KM	13/07/2000	K A CLAFFEY	PW-5	68.82 KM	USA
FREE THREE TURN POINT DISTANCE	13/07/2000	K.A. CLAFFEY	PW-5	517.38 KM	USA

These pages list records that have been flown. Many many records have yet to be achieved. Find a complete list of all records flown and unclaimed records with minimum 1st claim requirements where applicable, on the GFA website.

Links to the Records pages are located here:
www.glidingaustralia.org/GFA-Sport/FAI-Docs/

Direct link to Australian Records:
www.glidingaustralia.org/GFA-Sport/records-australia.html

Direct link to Australian Feminine Records:
www.glidingaustralia.org/GFA-Sport/records-feminine.html

HELPING EACH OTHER

First, some good news. After looking at the membership stats provided by GFA office, it appears we have increased our membership over last year by about 100. Well done to everyone, but we still have a long way to go, so don't stop now.



In trying to form a development strategy for our clubs, we have to remember one simple fact: not all clubs are born equal. A good starting point would be to admit that because there are as many different sets of challenges as there are clubs, it would be impossible to address them all with a simple one-plan-fits-all approach.

Generally clubs fall into two sets. The first set's clubs are reasonably large and due to size often have a good skill set among members, allowing successful management of the club in regards to organization, financial management, communication and trade skills. This translates to having a diverse glider fleet, good general infrastructure and, if you are lucky, support and encouragement for development - that is, cross country flying or whatever is your thing - but this not always the case.

The second set has smaller clubs with a limited regular membership and, therefore, limited skill sets within that membership. This in turn limits the ability of the club to grow. It may simply be too small to make the transition to the next level, sometimes resulting in the slow death of the club. Therefore, this set of clubs may not have the resources to help their members and potential members to develop as much as they would like.

However, some clubs lie somewhere between these two groups and have a combination of both the advantages and disadvantages of each group.

While a number of clubs understand that continued member development is crucial to success, anecdotal evidence

suggests there is often a bias in clubs towards the training of ab initio pilots to solo. Once you are cleared by the CFI to fly as pilot-in-command, it is sometimes the case that you will be left to your own devices.

This is when the new pilot, who has now achieved his or her initial goal, is a bit lost and wondering where to go next. It is at this point that we lose members. Having put in the effort to attract and trained the member, we suddenly cut them loose and they drift away because there is no clear, next goal.

For club development officers - if your club does not have one, please harass your club committee - the significance of having a solid plan for transitioning pilots to cross country is twofold:

By increasing the number of cross country pilots, you are increasing the percentage of your club's membership that tends to be the most active and committed to gliding. This core group will probably stick around for more years and contribute back to the club in a more tangible way.

Also, by creating a tangible path to cross country you are giving newly qualified pilots an additional option to pursue in their gliding activities, helping to prevent them from leaving the sport as detailed above.

The second point above is a make-or-break item. Having a large number of ab initio students to train is certainly an important financial incentive for your club. However, from a development point of view, it contributes nothing to our numbers when newly trained pilots

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elect to move on to other things because they can see no clear progression. Presenting these pilots with the right goals and incentives to keep them engaged in our sport should be our number one development priority.

So it seems clear that we should not just concentrate on getting our members to solo but also have a clear program to progress our new pilots to cross country or to wherever they would like to go.

However, there are a number of clubs where, for all sorts of reasons, cross-country flight may not be possible and as a collective movement we need to address this issue.

So, how can we do this? First, by cooperation and second, by actually making a plan to grow our club. Does your club have a suitable cross-country glider or gliders? If so, are members permitted to fly cross country during normal weekend operations? If the glider is a two seater, do you have a coach? Remember, your duty instructor is busy all day training the new members and won't be available for coaching.

If your club does not have gliders that can be used for cross country training and flying, what is your plan to acquire one? I hear you say the club doesn't have the money. That may appear to be the case, however if you do nothing about it your club will die, and then you will have nothing at all. Has your club made a proper business plan to purchase the glider, and investigated all the local, state and federal government grants available? Have you considered the Australian Sports Foundation - remember all contributions are tax deductible, plus they add 10%. Does one of your members have a big tax bill coming or a capital gains tax obligation?

Do you have experienced cross country pilots in your club who would be willing to become coaches? Sometimes people just need to be asked.

However these options are not available to all clubs, despite their best efforts. This is where the larger clubs can offer a helping hand. In effect, they can adopt the smaller clubs, helping to ensure their survival. These clubs could provide cross country instruction and coaching either at their own site or at the smaller club's site. Their instructors

and coaches could provide lectures and one-on-one tutoring.

Cross country clubs and non-cross country clubs can come together in camps where the knowledge and infrastructure can be shared by all. In addition, club camps also increase social strength among these who participate. Your state association can provide financial assistance with travel. Speak to them.

The key questions for your club development officer are:

- Does the club successfully publicise its cross country opportunities to other clubs?
- Is information on cross country training and requirements to fly at your club provided in a way that is clear and easily accessible?
- Is there a clear procedure in place to handle non-member pilots arriving at the airfield?

The emphasis on cross country activities is something that must happen on the ground within the club environment, member by member. As said before harass your committee until they deliver it. Accept no excuses.

This at least will help to some extent to stem the flow from gliding from the smaller clubs, which often only survive

due to the persistence of a minority. However, we still have a lot of work to do to keep the members we have and grow.

So the first step is to understand why our membership numbers are not growing as we would like. There are a number of reasons, but I believe the key factor influencing these rests with the realization that the world around us is not how it was 50, 20, or even 10 years ago, however much we may like it to be. Long gone is the time when our clubs could be assured of the legions of volunteers with infinite spare time to push gliders around in the hope that one day they will get to accomplish their long sought after sole purpose in life of actually gliding.

The world has moved on and, in many respects, so has our sport. We now have sailplanes with performance that we could only dream of just a few years ago, and electronic gadgets that do everything except thermal for us. We expect and demand technology to move ever forward.

However, what has probably not moved forward as much is how we run our clubs and seek to develop them. Our strength lies in the volunteer nature of our clubs and the social cohesion they bring. But we need to recognize that we

face ever increasing competition from other sports and leisure activities. Many people now have much less leisure time now and expect a greater return from their chosen activities.

Living in an environment of instant gratification and an overload of choices, we must first admit that we will not be able to market our sport to everyone. So we have to try and find those who would appreciate gliding and build a strategy to bring them onboard. Expectations are now much higher than in past and we need to accept and develop the quality of our sport.

In the end what really counts is not how many people we manage to get into an introductory glider flight, but how many people will stick around to become glider pilots. And for the sustained development of our sport, what ultimately matters is how many of these pilots will continue to engage with gliding and become active members of our community. The moment a person new to gliding arrives at the airfield for the first time is when the real work begins. It is the experience this person will have that day and for the next couple of months and through the years to come that will define the success or failure of our development efforts. GA

MASTER CLASS WITH INGO RENNER & BRAD EDWARDS

AUSTRALIAN INSTITUTE OF SPORT (AIS) CANBERRA
SATURDAY 13 SEPTEMBER 2014

If you are at all interested in cross country flying, at either an advanced or early stage, then here is an opportunity to hear from two of Australia's most successful pilots. In case you haven't heard of these pilots, both have been world champions and both are known for enjoying their flying and being interested in continuing to learn more about what is going on in our playground in the sky.

VENUE

The venue will be Australia's premium coaching facility, the **Australian Institute of Sport (AIS) in Canberra**. The AIS has excellent meeting rooms and, because gliding is an accredited sport within the AIS, we have access to their on-campus accommodation at excellent rates, currently \$90 per day for room and meals.

DATE

The timing will be **Saturday 13 September 2014**. But wait, there is more! For those who have not yet attended the AIS presentations by their in-house staff, we will hold a series of lectures the day before covering topics such as hydration and nutrition, recovery, strength and conditioning and sports psychology.

FORMAT

The format will be a one day event starting with a facilitated discussion in the morning between Ingo and Brad, and then an afternoon open question and answer session. The emphasis will be on how to fly, thermal structure, reading the sky and the ground, choosing a path through the sky and all those decisions we have to make every time we decide to take a launch.

PETER TROTTER
NATIONAL
COACHING COORDINATOR
peter.trotter6@bigpond.com



NO CHARGE

GFA will cover the cost of the presenters and the meeting rooms. You just need to cover your travel and accommodation. A nominal charge may apply to cover incidental costs - to be advised.

Plus - are you confused about what the current crop of instruments do and what to buy? Are you interested in the current range of gliders available? A mini trade show is being planned focusing on instruments and gliders. More information on this will be available later.

IN SUMMARY

Come along to one or more of the following at AIS in Canberra in September:

Friday 12 September. AIS lectures on hydration and nutrition, recovery, strength and conditioning and sports psychology.

Saturday 13 September. Ingo and Brad Master Class. Learn from the masters about how to fly faster and further.

Mini trade show to be advised.

EASTER AT GUNDY !

BY DAVID KINLAN
PHOTOGRAPHS: JEFF NIXON



The Gliding Queensland Easter Competition was held at Goondiwindi aerodrome between 18 – 26 April. This was GQ's second year at Goondiwindi following on from the inaugural competition run by the Warwick club in 2013. This year, Boonah GC stepped up to organise the competition in 2014, ably helped in some functions by a number of individuals from other clubs. A big thanks to all those persons involved who helped to make this year's Easter Comp a great success.

This year the competition fell between the Easter weekend and Anzac Day long weekend and formed part of the Goondiwindi Regional Council's 'Easter on the MacIntyre' event, which aimed to attract tourists and locals alike to events held around Goondiwindi over the Easter weekend.

Easter this year fell three weeks later on the calendar than last year, which made the expected difference in flying conditions - generally, conditions were late to start and shut down early. Forty-six gliders registered for the competition and 61 pilots took part, so numbers were slightly down from last year, however, it was interesting

to note that for almost a third of the entrants this was their first visit to Goondiwindi. Pilots attended not just from SE Queensland but also from Lake Keepit, Soar Narramine and the Hunter Valley. By the end of an intensive week of flying, some 280 launches had been taken.

EASTER ON THE MACINTYRE'

The Goondiwindi Regional Mayor Graeme Scheu opened the competition on the first day and thanked the gliding community for again choosing Goondiwindi as the base for the Easter competition and providing a boost to tourism during the Easter period and the week-long competition. It was interesting to hear from the Mayor that the gliding competition was the highlight of the 'Easter on the MacIntyre' event and formed the catalyst for holding it again in 2014.

It was nice to feel so warmly welcomed by the local community who once again looked forward to see gliders flying above their town. We could again use the excellent facilities of the MacIntyre Aero Club, who ran the bar and provided lunch and evening meals every day throughout the comp. Many of the Comp organisation including the tuggies had access to the SES Compound as accommodation. The generosity of the SES was great, and having such proximity to the airfield was fantastic - thanks to the SES.

Articles were placed in the local newspaper, the Argus, in the run up to the competition to make locals aware of the event. Boonah GC brought up their ASK-

21 for the sole purpose of running air experience flights for the duration of the competition to give locals the opportunity to fly above their town. The year before, this proved hugely popular and was a great chance to interact with the locals.

The flights were made in the early morning before the grid was launched, avoiding any impact on the competitors, and flying conditions were benign and ideal for a first flight in a glider. The Argus published the photos taken by Jeff Nixon, who also took an experience flight, and this provided a great boost to the number of flight bookings throughout the week. In total, 43 air experience flights were flown in one week, which shows the level of interest that the locals showed in experiencing gliding. This year even the Mayor took a flight! Last year Warwick GC gained a new member out of the event and another local expressed an interest in taking up gliding this year, so the competition is an excellent form of promotion of gliding in regional areas.

On the Saturday evening there was a nice distraction in the evening with an impressive fireworks display at the old bridge of the Macintyre River which was attended by a big crowd of locals and tourists from the region. Even here the gliding competition was mentioned so it is definitely an event on Goondiwindi's the future fixture list.

The comp director Dave Donald, President of Gliding Queensland, had assembled an excellent team to help run the comp, who spent many months preparing for the event. The hard work definitely paid off. Nev Donald was Launch Marshall for the first few days and thereafter everyone mucked in to make things work, a big thanks to all. Boonah GC provided the Treasurer Peter Sampson, the task setter Ray Stewart, Tug Master Paul Hogan and Scorer Mike Ridge with Mike dealing with the usual headaches around handicaps and fixing glitches in scoring software until late into the evening. As is usual for Easter Comps the focus is on encouraging club members to compete in their first comp so the scoring is for your best three days in order to also encourage pilots to share club single seater gliders at the comp. The various clubs' two seaters were also fully utilised in introducing their club members to the experience of what a comp is all about.

The tug operation was fantastically orchestrated by Paul Hogan who kept things moving under sometimes difficult conditions. His normal day job of air traffic controller was put to good use reminding the tug pilots to keep the amount of tug calls being made to the safest minimum level when the launch grid was in full swing. Thanks Paul for a great job !

Warwick GC provided the Safety Officer - Erich Wittstock, 'Captain Safety', who like last year did an admirable job of making everyone aware of safety issues - his motto is that you're more likely to remember safety matters if they are associated with having a laugh during morning briefings. Dave Donald as competition director also backed the safety oriented approach and did an excellent job of spreading the word of non negotiable safety aspects as outlined in the briefing sheets available to all pilots before the commencement of the comp. Erich made it clear that there is no scope for compromising on safety over convenience for competition points.

continued over page





A previous change in the competition rules allows comp officials to do some gliding themselves. Brian Gilby and Barry Cook added additional sets of eyes and ears by being the official assistant safety officers. This allowed Erich to coach Jason Turner in Warwick's PW-6, as well as Brian and Barry, to alternate flying days in the competition. Dan Atkinson, a junior glider pilot of Warwick GC still with L-plates on the car, did an excellent job of the daily weather briefings. Dan is working towards his independent operator status and certainly knows how to read between the isobars. Peter Sampson did sterling work of keeping the competition accounts in order and taking everyone's money even without a working EFTPOS machine for the first four days !

Even though official practice day was on Friday, there were about 10 gliders when the Comp Director arrived on Thursday at 11am. About another 10 trailers arrived later and into the night for Friday, such is the popularity of the Easter Comp.

It has to be said that the aerodrome made a fantastic venue for a gliding competition with two wide grass strips and a bitumen centre plus a decent sized cross-strip.

Conditions were challenging throughout the week. One competitor struggled to climb away on day two and remarked over the radio that 'even the penguins were flapping !'

Of course, he meant pelicans. The pilot in question was reminded of his faux pas for the remainder of the week. So for next year, the organisers should arrange to somehow incorporate a penguin into the logo for the Easter Comps!

Here is a summary of the competition days and results.

DAY 1: CHALLENGING CONDITIONS

Conditions were challenging with isolated CU wisps with haze domes in between on the first leg. It got drier on the second leg, and conditions faded after 3pm on the way home, particularly over the wet ground to the West of Goondiwindi.

Club: 2h45 Assigned Area Task south to Croppa Creek, Boomi Strip and Control Point Delta, west of Goondi. The Club Class day winner was Ray Stewart with 105.3km/h

Sports / Two Seater: 2h30 Assigned Area Task South to Crooble Strip, Boomi Strip and Control Point Delta. The day winner of Sports Class was John Buchanan with 115.4km/h and in the Two Seater Class, Greg Schmidt with 113.4km/h

DAY 2: BENBRAGGIE AND NEE NEE

It was another blue day with the task area again set to go south. Once again conditions faded away after 3pm.

Club: 1h45 Assigned Area Task south to Benbraggie, Nee Nee and Control Point Charlie south of Goondi. The Club Class day winner was Ray Stewart with 109.4km/h

Sports / Two Seater: 2h00 Assigned Area Task over the same areas. Large circles allowed for a range of speeds from 63 to 153 kph. The day winner of Sports Class was John Buchanan with 113.3km/h and in the Two Seater Peter Trotter with 106.1km/h.

DAY 3: NO FLY DAY

Cancelled. Gridded and launched two waves of three sniffers each. The day was cancelled after no one could exceed 3,000ft AGL.

DAY 4: LAPANYAH

A weak day was forecast with late start and early finish. All classes were sent on a 1h30 AAT to Lapanyah and Check Point Alpha.

The Club Class day winner was Mike Codling with 83.2km/h

The day winner of Sports Class was John Buchanan with 96.2km/h and in the Two Seater was Team Medicott with 91.8km/h.

Of interest to note was that the Boonah Duo Discus finished the task at nearly 4:30pm, which indicated the conditions were soarable for much later than forecast or previously experienced.

DAY 5: BOOMI AND WESTMAR

The forecast indicated better conditions to the West with CU and light northerly winds, and streeting likely in the North – South direction.

Club: 2H00 AAT to Boomi and Westmar, returning via control point Delta.

Sports / Two Seater: 2H30 AAT to same points, but with smaller circles to increase to minimum speed.

Very good streeting was found on the north-bound leg, leading to good speeds and plenty of smiles. Conditions again softened after 3pm, but continued to be soarable until after 4:30pm.

The Club Class day winner was Adam Woolley with 101.1km/h.

The day winner of Sports Class was Ian Craigie with 125.4km/h and in the Two Seater was Team Medicott with 107km/h.

DAY 6: LATE IMPROVEMENT

Excellent conditions were forecast to the South, with CU to 9,000ft and likely streeting.

Unfortunately, Gundy was in a hole, where conditions only started working very late. The best part of the conditions where only expected to materialise after 1pm. 11:30am launch was called, but unfortunately the early



stability matched the forecast. The ambitious 3 hour AAT was pulled back to Task B for Sports Class, which was 2h30. Cloud base was lower than expected at 7,500ft.

Club: 3h00 AAT to Talwood and Ashley. Sports / Two Seater: 2h30 AAT to Talwood and Moree.

Club Class struggled in blue and stable conditions on the first leg, while sports class enjoyed rapidly improving conditions a little later. Streeting was present on the south-bound leg, leading to some excellent speeds.

The Club Class day winner was Adam Woolley with 97.6km/h

The day winner of Sports Class was John Buchanan with 121.8km/h and in the Two Seater was Peter Trotter with 115.4km/h.

DAY 7: ELUSIVE CLIMBS

Another good day, but suffered a late start due to early stable conditions over Gundy. Tasking was again to the south with excellent conditions. Overdevelopment was visible south of the task area but fortunately did not affect the conditions for the task.

All Classes: AAT to Benbraggie and Nee Nee, with 1h45 for Club and 2H00 for Sports / Two Seater.

Again good speeds were achieved, though the good climbs were elusive and most pilots had a low point which slowed average speeds.

The Club Class day winner was Ray Stewart with 107.5km/h. The day winner of Sports Class was John Buchanan with 120.1km/h and in the Two Seater was Team Medlicott with 112.2km/h.

DAY 8: CANCELLATION

Cancelled. Weak, low and blue conditions forecast. All classes gridded for a task to the north and northwest. After three sniffers could not climb above 3,000ft AGL, the day was cancelled. Despite this, two pilots – Phil Southgate and Mike Codling - flew the task anyway.

Overall, it was a closely fought contest in Club Class

GQ EASTER GLIDING COMPETITION GOONDIWINDI

SPORTS CLASS

1. JOHN BUCHANAN	KINGAROY	ASG 29/18M	3000
2. IAN CRAIGIE	KINGAROY	JS 1	2958
3. CHRIS WOOLLEY	KINGAROY	VENTUS 2CM/18M	2876
4. TOM CLAFFEY	SOAR NARROMINE	ASG 29/18M	2869
5. DAVE SHORTER L	LAKE KEEPIT	JS1	2720

20M 2 SEATER CLASS

1. TEAM MEDLICOTT	LAKE KEEPIT	ARCUS M	3000
2. PETER TROTTER	KINGAROY	DUO DISCUS	2967
3. GREG SCHMIDT	KINGAROY	NIMBUS 4DM	2643

CLUB

1. RAY STEWART	BOONAH	DISCUS BT	3000
2. ADAM WOOLLEY	KINGAROY	CIRRUS STD	2971
3. MIKE RIDGE	BOONAH	ASW 20F	2645
4. MIKE CODLING	DARLING DOWNS	HORNET	2599
5. MARK DALTON	KINGAROY	ASW 20BL	2596

with Ray Stewart narrowly beating last year's champion Adam Woolley. Congratulations to all and to Boonah GC as the host club placing 1st and 3rd.

Sports Class was also equally contested with John Buchanan taking top spot ahead of his fellow Kingaroy club mates.

Congratulations to Team Medlicott from Lake Keepit for keeping the Two Seater Class away from the Kingaroy mob! Congratulations also to Dan Atkinson who won the well deserved Best Newcomer award, scoring 6th in Club Class.

A big thanks goes to Gliding International for their sponsorship, as well as Al Sim of GoSoaring, as always, for his generous donation of prizes.

At the prize-giving event held in the Queensland Hotel on the last day, the Goondiwindi Regional Mayor Graeme Scheu closed the competition and looked forward to the gliding community's return to Goondiwindi with the Nationals to be held in October. To have such support from the local community is fantastic and we can build on this support into the future.

Gliding at Goondiwindi has gone in two short years from a long held dream of a few of SE Queensland's gliding fraternity to what looks like a permanent fixture as the last competition of the flying calendar.

The Juniors have volunteered to run the comp next year, which is marvellous. They can continue the legacy set by both Warwick and Boonah Clubs in running a friendly comp that is supported by both pilots and locals alike. See you all next year ! GA





JUNE 2014

PHOTOGRAPH BY: NEIL FRISWELL FROM PW6 OF MAL BENNETT IN HIS SUPER WOODSTOCK AT DONALD
WESTERN VICTORIA

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAYDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	1 July	2	3	4	5

JULY 2014						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAYDAY	SATURDAY
29	30 June	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1 August	2

PHOTOGRAPH BY SEAN YOUNG, TEAM MEDLICOTT AT LAKE KEEPIT IN AN ARCUS M

Come and Fly with US!

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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SO YOU'VE HAD A CLOSE CALL?

Often the experience is something you'll never forget and you have learned from it. Why not share your story so that others can learn from it too? If we publish it, we'll give you **\$500**.

Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. Email us at fsa@casa.gov.au. Clearly mark your submission in the subject field as 'SPORTAVIATION CLOSE CALL'

Please do not submit articles regarding events that are the subject of a current official investigation.

Submissions may be edited for clarity, length and reader focus.

IMPORTING A USED GLIDER FROM EUROPE

With the Australian dollar exchange rate presently slipping from its all-time highs, you may think now may not be a good time to consider importing a glider. However, gliders are imported for many reasons including the scarcity of certain gliders on the Australian second-hand market. Here are some tips and advice on what can be a drawn out and complicated process, but ultimately rewarding when you finally pick up your glider.

BY DAVID KINLAN



In Issue 3 (Nov-Dec 2011) of [Gliding Australia](#) Gary Stevenson wrote a very comprehensive article of his experience importing a Discus 2b from the United States. Full credit to Gary for committing his experience for others to benefit from. So in writing this article we stand on his shoulders! Gary's article has to be the benchmark for anyone considering importing a glider from the USA, however, there is another, far larger source of second-hand gliders - namely, the European gliding community. So it is perhaps valuable to look at the experience gained importing our aircraft, a [Schempp-Hirth Discus CS](#). If you are considering importing a glider then read both this article and Gary Stevenson's 2011 article, as we will avoid repeating what Gary has written, but highlight some of the key considerations and our experiences to date.

WHERE TO START?

There are a number of websites where you can source second-hand gliders but the biggest and by far the most popular in Europe is www.segelflug.de, the main German second-hand glider website. The size of the German glider market is fairly substantial, some 11,000 registered gliders in operation against the world total of 32,000 gliders. The USA has some 5,500 gliders, so the potential market for a second-hand glider from Germany is twice the size of the USA.

Despite the majority of the segelflug.de postings being in German - it is the world's biggest gliding country after all! - it is fairly easy to navigate on the website and read the descriptions of the aircraft details, specifications and so on. Google translate

may be able to provide you with a basic translation.

It is noticeable that more gliders come onto the website at the end of the European flying season, so from end of August onwards should be the time that you set the website as your favourite and start looking on a regular basis.

Once you have contacted the seller by email and asked pertinent questions as to reason for selling, damage history, condition of gel coat, etc and you have received many digital photos showing the glider, you may want to progress further. It is in this stage you will start to build your all-important relationship with the seller. The glider may appear to be perfect and the right price but if your seller is not willing to go the extra mile to answer queries and commit to help with the export of the glider, then all will come to nothing and it may be wise to look elsewhere.

This happened with us and a seller in Italy when it became obvious that the bureaucracy of Italy and their aviation authorities were not transparent, to say the least! Language is and can be an issue as not all Europeans speak English fluently as a second language nor may they be able to answer detailed technical questions. So expect to call now and then to re-establish the relationship and confirm all phone dealings via email.

As Gary explained in his 2011 article, getting the initial glider inspection is a key part of the process, as you may not be able to travel to Europe to inspect yourself nor can you be a professional judge of a gel coat or PU condition merely by looking at digital photos. The condition of the glider's gel coat is a key consideration because, unless it has been refinished and recoated recently, it will undoubtedly crack after a few years of exposure to the harsh Australian UV radiation. This is something you will have to factor into your assessment and ultimate cost of the glider once you have it in Australia.

APPROVED INSPECTOR

You won't want to risk buying anything unseen, so your first port of call should be to ask the glider manufacturer to recommend an approved inspector in the vicinity or contact the national gliding association of the country you are importing from, and ask for a list of glider technicians who are qualified and capable of doing a detailed glider inspection. Even with a single European Union, each country has its own ways of doing things when it comes to aviation matters!

It is at this stage after your offer has been accepted you should consider what type of inspection you should do. Ideally,

you should procure an inspection by which the inspector can issue a Export Certificate of Airworthiness, as this confirms that the aircraft is airworthy. However, be aware that this Certificate is only valid for a set period after inspection, usually 45 to 60 days, by which time you will have been expected to have exported the glider from the home country!

The Export C of A is of help when the aircraft undergoes its initial Form 2 inspection after it arrives in Australia. But it is not a mandatory document for importation into Australia and you may decide to forgo the extra expense for a more standard and basic inspection. So, it's something to consider.

The inspection should give you an expert's assessment as to the glider's condition sufficient for you to be happy enough to make an initial deposit. In our case, we had a three stage payment of 10/20/70% on achievement of various milestones such as an initial inspection, de-registration and loading the glider/trailer in the container.

To pay for the inspection you will have to set up an account with a web-based Foreign Exchange business and pay the glider inspector invoice by means of bank transfer into their European bank account. Australian banks are simply too expensive when doing money transfers as they do not offer competitive exchange rates. Like Gary we used [OzForex](#), although there are others offering the same services. The web based Foreign Exchange registration process requires detailed identification to avoid money laundering, etc, so allow a few days to get the account up and running. Also be aware that the money transfer will take 3 business days to arrive on the seller's bank account so factor this time period in your dealings with the seller. The alternative to a direct bank transfer using a web-based foreign exchange business is Wire transfer and Letters of Credit, however these are invariably all too expensive compared to what is offered by an internet based foreign exchange company.

MAKE A CHECKLIST

A checklist is always handy no matter what line of work you are in, and is part and parcel of aviation, which should also be the case for importation of a glider. Treat the importation and C of A process as a mini project and you will not go too far wrong with a sequence and timeline of events for when things should be achieved by. This will be a handy reference to see whether



you are still on track. The GFA should be your first port of call for information. The [MoSP Part 3 – Airworthiness Issue 6 provisions](#) has detailed requirements for aircraft imported into Australian in terms of technical requirements but few details as to the process for importing gliders per se, so I contacted both the Chairman of the GFA Airworthiness Department Stuart Addinell and the CTO Dennis Lacey for more information and to ask for pointers.

The information received was based on information from the 2008 details, some of which are now superseded so I decided to draft out a revised checklist picking up on the information we had learned so far on the journey. Hopefully an updated checklist or link to the necessary forms can be incorporated into the new Gliding Australia website for future use by all GFA members.

The [GFA Form 300](#) has a detailed checklist for applying for a Standard C of A or Experimental Certificate and lists all the items and Forms for compliance to get your glider airworthy. Just like Father Christmas, remember to check your list twice!

Outside the glider's requirements, one of the major obstacles is procuring the Commonwealth importation permit for the trailer. The Commonwealth views the trailer the same as a motor vehicle and requires the same process to be followed. There are

detailed specification requirements for importing trailers which can be found on the Department of Infrastructure and Regional Development website. www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/vsb1/vsb_01_c.aspx

The application can now be done online and on payment of a \$50 fee. The government website states to allow about 15 business days for the processing of the application. However, this is no guarantee that you will have it within the period stated, as it can take up to 25 business days, so bear this in mind when planning the date for loading the trailer and glider into the container. If the trailer you are purchasing is a modern one, it should have a VIN (Vehicle Identification Number) or chassis number which is required for the importation permit and for your State roadworthy licence. Older trailers may not have a VIN but a manufacturer chassis number only. This needs



continued over page



to be clearly photographed by the seller so you can submit identification evidence with your application. It is advisable, and the government agency strongly recommends, not to ship your container without the importation permit being issued to avoid the trailer being impounded in customs when it arrives. Only with the Commonwealth importation permit can you apply for your State trailer registration.

The trailer must comply with the current Australian trailer design rule requirements as a condition to getting your Import Approval. If the trailer does not in fact comply - and almost no second hand foreign trailer will - then you must nominate where it does not comply. It will have to be modified before it can be registered for the road on your home State. So you need to review the criteria by which it doesn't comply, list these on the import application along with a statement that you will correct these non-compliance issues, and then remedy these before the trailer is considered roadworthy.

So expect at the least to fit side clearance lights to the trailer at 3m centres as these side lights are not required for European roads. Bear in mind every State is different when it comes to the

trailer registration requirement so it is a good idea to do your homework on this well in advance of the trailer arriving to save any headaches on the day your container is unloaded.

Be aware that trailers attract a duty of 5%. This duty is added to your total bill. Separate to this, GST is levied on both the trailer and glider. You pay duty on the trailer, plus GST on the trailer, on the trailer duty, on the shipping costs and on the glider and associated items. Basically, GST on everything.

The other key document for the glider is the Certificate of Non Registration. This is basically the official Certificate which confirms that the glider is not registered as an aircraft in the country in which the aircraft is to be imported from. You cannot apply for the glider to be registered on the Australian Civil Aircraft Register until you receive this Certificate! You need the seller to apply for this Certificate of Non Registration from their national aviation

authorities and allow sufficient time for this prior to the container being shipped. Get your seller to de-register the glider as soon as possible after you have paid the initial deposit. In our case the Certificate of Non Registration took over a month to be issued and delayed the shipping of the trailer and glider.

You will have to select a valid Australian registration mark from the list of available registrations on the CASA website. You can pick a registration mark that you are happy with. It is a fairly quick process and you should have your initial VH- registration allocation in little over a week. Nice to know one part of government is quick and reliable!

Once the Certificate of Non Registration is issued you can start the full application process for the Australian Civil Aircraft Register Registration Application (Form 1329)

INSTRUMENTATION

European gliders usually have metric instrumentation, so expect to see the ASI in km/hr and altimeter in metres with vario(s) in m/s. It is a mandatory requirement for Australian registered gliders to have ASI in knots with the altimeter in feet with a QNH subscale in hectoPascals, so you will have to either convert or replace the original instrumentation. The instruments can be converted by the manufacturer or approved technicians for a reasonable cost. For the altimeter it is not viable to convert – it costs as much as a new purchase so it is advisable to remove the original and sell this in Europe and install a new altimeter calibrated in feet.

You can elect to leave the varios in m/s rather than convert to knots as they do not need to be converted to conform to the initial Form 2 requirement. The magnetic compass will however have to be recalibrated from the northern to southern hemisphere. Any transponder will have to have the appropriate ADs carried out and be reset to use the identification code which is allocated by CASA in your aircraft registration confirmation.

There is a comprehensive GFA CoA Survey checklist (GIR Form 399) which covers all of the above and other requirements concerning placarding, labelling etc. which all have to be adhered to and which can be done as part of the initial Form 2 inspection. It is also worth reviewing the mandatory requirements of MoSP Part 3 – Airworthiness Chapter 6 to make sure your intended glider has or will be fitted, during the initial Form 2, with the requirements for control identification, placarding, etc.

SHIPPING CONSIDERATIONS

As Gary detailed in his article the shipping process can be a potential nightmare if you are not familiar with it, so dealing with a good shipping agent and knowing what to expect is vital. As we were familiar via our work with shipping goods from Europe, we knew what to look out for.

Things to consider are whether you ship the glider/trailer in its own container (FCL) or you allow the freight company to pack in other goods with your consignment (LCL) and the transfers during the journey as the ship calls at many ports on its journey from Europe to Australia. Another possibility is a RO-RO shipment (Roll-on, Roll-off) on a car transporter. The advantage of this service is no container loading and handling at either end and in our case this was significantly cheaper than by container so we choose this option. However, beware of the following: your trailer will be offloaded on the wharf in Australia and you will be required to remove it from the wharf. The operational wharf is only accessible to those holding a MSIC card (maritime security card) so in our case one of us had to undergo an induction and be escorted to the trailer under constant supervision, all for a \$110 fee in order to tow the trailer off the wharf! The trailer came fitted with a German electrical plug and of course my car was fitted with an Australian plug. The wharf security would not allow the movement of the trailer until the lights all worked, as a safety issue. We had planned for such an occurrence and had a spare trailer plug and tool kit which we fitted on the wharf before being allowed to tow it away. In hindsight we could have sent the Australian plug to Europe and got this fitted before the trailer was shipped, and arranged someone with a MSIC card to then pick the trailer up. Hindsight is always easy after the event of course!

An important consideration is if you want your container delivered from door to door or whether you load the container from the port nearest to the seller and whether you meet the container at the delivery docks. Having a dedicated container delivered to the seller at his or her club hangar, where the glider/trailer can be loaded and secured in the container, may cost slightly more, but it does forgo a number of potential issues and delays during transit. If you elect for the trailer to be sent as part of another shipment, it means you can track your container's progress during shipping. In our case there wasn't the possibility to load the container on the truck at the seller's club hangar, so we elected to allow the trailer to go by RO-RO shipment and arranged for the trailer to be driven to the embarkation port.

QUARANTINE

Australian Quarantine Inspection Service (AQIS) have a duty to inspect all second-hand equipment for biological dangers. You must ensure that the trailer and glider are thoroughly cleaned of all dirt, leaves, bugs, etc. If it does not look shiny and clean they will impound it and clean it or burn it, and charge you for it.

Make sure the seller is aware of this and does a good cleaning job before shipping.

No wood can be used in the packing or securing of the glider. Again, make sure the seller is aware of this.

COA AND EXPERIMENTAL CERTIFICATE

Once you have picked up the trailer at your nearest port your next stop is to an approved GFA Glider technician to prepare the Application of an Australian Certificate of Airworthiness and an Experimental Certificate. GFA Form 300 gives an extensive checklist for all the items which have to be carried out in order for CASA, via the GFA, to issue a new Certificate of Airworthiness. Allow about 3 weeks for the entire process. Once the initial

paperwork is done you will be issued with an Experimental Certificate and you have a set period to test-fly the glider and submit the final paperwork and be issued with the final Certificate of Airworthiness. You are now the proud owner of a newly registered and certified Australian glider, joining the fleet of 1,200 registered aircraft in Australia.

SUMMARY


On reading this article you may be considering if it is really worth the effort of importing a second hand glider from abroad. There seem to be plenty of headaches and pitfalls for the unwary. There is no easy answer to this.

In truth, while there are opportunities to purchase decent second-hand gliders in Australia, the best ones are usually snapped up well before you ever see an advert in the back of this magazine. Word of mouth is everything in gliding. You have to be ready to pounce on whatever comes up in your local area. In our case nothing decent came up and after 18 months waiting we decided to cast our net further and look abroad. We are happy with the glider we found and how the process worked for us.

We have ended up with a glider that is keenly sought after on the Australian second-hand market, with a decent trailer to boot, at under the price of one that would have been hard to find on the second hand market in Australia. After factoring in the cost of a refinish a few years down the track, we have an imported glider for about the same price as a locally sourced one.

GA

BELOW: Form 300 is available on the GFA website along with many other useful forms. Go to www.glidingaustralia.org click the GFA Members info menu item, then Airworthiness, then Docs/Forms.



THE GLIDING FEDERATION OF AUSTRALIA
APPLICATION FOR STANDARD CERTIFICATE OF AIRWORTHINESS
OR EXPERIMENTAL CERTIFICATE
GFA Form 300 23/01/2014
(Imported Sailplanes and Powered Sailplanes)

Application for: Std CoA/ Experimental Certificate (please rule out non applicable)

Manufacturer: _____ Type: _____

VH- _____ S/N: _____ Glider ID: G- _____

The following items have been completed/confirmed:

Item	CofA	EC
An inspection in accordance with GFA Form 2		
An inspection in accordance with a GFA Survey (report submitted)		
Electrical system fitted with master switch and fuse protection		
All tow releases tested to AD 277 (not applicable new sailplanes)		
AD 177 L'Hotellier directive complied (if applicable)		
All placards fitted as required and listed in the AFM and TCDS		
All placards as required by MOSP 3		
All State of Origin (NAA) AD's incorporated		
All GFA General AD's applicable incorporated		
Airspeed indicator calibrated in knots		
Altimeter calibrated in feet/ subscale in hectapascals		
Compass (southern hemisphere) fitted and swung		
Accelerometer (G meter) aerobatic category sailplanes		
VHF Radio (720 channel) fitted		
Transponder equipped, appropriate AD's carried out		
Australian log book started and entries current and complete		

Completed Documentation provided to GFA:

Certificate of De or Non Registration from Country of Export		
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AIRSPACE CLEAR FOR LAUNCH

It should be obvious to all that it is essential for pilots preparing to launch to be aware of any airspace activities in their vicinity and the threat, if any, posed by the presence of other aircraft.

Lookout is the principal method for implementing see-and-avoid. Effective lookout means seeing what is 'out there' and assessing the information that is received before making an appropriate decision.

Every glider pilot is familiar with the wingtip runner's, or cable hook-up person's, advice to pilots "all clear above and behind" prior to the commencement of launches; however, the true intention of this advice is not always fully understood.

The 'above and behind' advice is intended to inform the pilot of any activity in that airspace that is not readily (or possibly) visible to the pilot from his/her position when seated in the glider ready for launch.

It does not, in its standard form, advise the pilot of all local airspace activity. Nevertheless, there are many occasions when launch assistants do provide more extensive advice to pilots, and at many clubs it is standard practice to do so in order to enhance operational safety. For example, clubs operating at sites where:

- parachute operations are conducted;
 - contra-operations are conducted, such as taking off downhill and landing uphill,
 - crosswind operations are conducted across the operational runway, or
 - a glider will occasionally fly a circuit on the opposite side to the standard circuit direction,
- will carry out an "airspace clear for launch" check that covers all of these potential areas of conflict to achieve the required situational awareness.

However, it must always be accepted that the ultimate responsibility for proceeding with any launch rests with the pilot, and the pilot must be satisfied that the surrounding airspace is safe to launch into by whatever means the pilot chooses to establish its status.

Nothing should happen with regard to taking up slack until the Pilot In-Command (PIC) has ascertained the airspace is clear for launch. Launch crews must not pressure the PIC to abbreviate pre-flight checks and situational awareness. Launch point discipline and hygiene is vital; distractions must be avoided and onlookers kept out of the way.

Beware of launch crew dilution of PIC responsibility. The launch crew may assist in improving the PIC's situational awareness but their input does not obviate the PIC's responsibility.

PIC fatigue, particularly for instructors and tug pilots conducting multiple flights, may detract from lookout and situational awareness, or introduce complacency and lax airspace clearance checks. Pilots must be vigilant to ensure this does not occur.

Training for wing runners, forward signallers and other ground staff must include specific training on systematically scanning airspace and providing reliable advice to the PIC. At many clubs, very junior members are often involved in these duties, so proper briefing and supervision is required.

Supervising instructors should routinely monitor the PROCESS of airspace clearance, and intervene if there are shortfalls in either PIC or launch crew checks or lookout.

Remember also: ANYBODY can, and must if they perceive a conflict or danger, initiate a halt to proceedings with the words "STOP, STOP, STOP". Whenever possible, raise one or both arms with palms and fingers outstretched as a visual cue.

AIRFIELD OPERATIONS

Gliding operations must always be conducted in a manner that conforms to GFA requirements and those for operations at the site in use. They must also be conducted in a manner that is predictable and minimises the possibility of potential conflicts. For example:

- The GFA recommendation for having both a 'wing-tip' signaller and 'forward' signaller for aerotow operations ensures the maximum monitoring of airspace during the launch sequence.
- Launch points should be chosen on the basis of providing the maximum visibility of airspace on approach, overhead, in the circuit (both sides) and into which the glider is about to launch.
- If the airfield is large enough, different take-off and landing strips could be employed to separate launching and landing gliders.

It should always be remembered that if there is a possibility for conflict, it will almost certainly occur one day.

TUG PILOTS, SELF-LAUNCHING SAILPLANE PILOTS & WINCH/TOW CAR DRIVERS

Tug pilots and self-launching sailplane pilots should comply with the requirements of CAR 246 and manoeuvre their aircraft so that they are able to observe incoming and outgoing traffic as well as traffic on the manoeuvring area of the aerodrome, in order that they may avoid collision with other aircraft during the takeoff. Also be alert to vehicles engaged in towing and retrieving gliders or cables.

Winch/tow car drivers must check the area ahead of the launch for other taxiing aircraft, traffic on crossing runways, etc before applying launch power.

AIRBORNE PILOT'S RESPONSIBILITIES

Consideration should always be given to the manner in which the circuit is joined, particularly when returning from cross-country flights, in order to minimise the risk of conflict.

While pilots preparing to land have right of way, they should always be aware that it is prudent and responsible to ensure that they remain clear of airspace used by launching gliders and other aircraft. They should also ensure that their activities are predictable and do not unnecessarily conflict with other aircraft taking off.

Pilots flying while winch launching is in progress must be particularly conscious of the necessity to remain clear of the launch area. The winch end of a runway should also be considered a potential hazard and be given a wide berth. It is recommended that pilots stay outside a 500m radius of the winch and that pilots should never approach and land from the winch end unless in an emergency or operationally necessary. It is recognised that some winch clubs adopt a policy that allows pilots to 'get away' from the launch and thermal in the vicinity of the winch immediately following a launch. Apart from this concession, the winch launching area during winch launching operations must be a strictly adhered-to 'no-fly zone'.

RADIO

The primary tool of alerted see-and-avoid that is common across aviation is the radio. Radio allows for the communication of information to the pilot from the ground or from other aircraft. Radio is also useful for the wing runner, to aid in situational awareness, monitoring of gliders or aircraft that might affect the launch operation, and monitoring tug pilot communications.

A radio announcement prior to each and every launch is a standard operating procedure at many gliding sites and is expected by other operators. It is always prudent to make prior radio announcements of launch intentions on the appropriate frequency or frequencies in the interest of enhancing overall safety.

For aerotow combinations, the tug pilot should give a rolling call when ready to launch. With winch launching operations, GFA recommends all launch signals, including the 'take-up slack' and 'all out' commands, be given on the CTAF or local aerodrome frequency. These additional calls improve situational awareness for pilots flying in the area.

CONCLUSION

There have been many occasions when launches have proceeded when local airspace safety has been compromised, sometimes with serious consequences.

The club's SMS is a proven system and set of processes for managing risk that ties all elements of the organisation together

OPERATIONS

If you have any questions or feedback please contact me at

CHRISTOPHER THORPE
Executive Manager, Operations
emo@glidingaustralia.org



and ensures appropriate allocation of resources to hazards and safety issues. Pilots, training panels and a club's or organisation's Safety Committee should consider their local circumstances and adopt policies that best suit their situations within the framework of required operational procedures.

Many clubs will no doubt confirm that their current procedures are safe. However, no club or pilot should be content that because there have not been any problems that there will never be. Complacency is a major risk driver, from a human factors perspective. Independent checks of procedures, including Operations Safety Audits and advice from visiting Regional Managers of Operations, Level 3 instructors or State Safety Managers, can improve the integrity of processes and procedures. Analysis of near misses and incidents can also inform better procedures.

GA

WIND? WHAT WIND?

BY LEIGH EVANS,
BUNDABERG

Understanding the wind speed, direction and the the surfaces or obstacles that the wind is travelling over are essential considerations when setting up for circuit and landing. Leigh Evans shares some of the cautionary experiences he has had over the years.

My first experience was quite a few years ago. It was early in my Kookaburra glider flying days. I had recently obtained my passenger rating and had a passenger to fly. The country strip was fairly short with an approach over some trees and a small hill. The day was fairly windy with a brisk westerly blowing along the strip. The winch launch was bumpy but normal. Upon my approach I added a few knots for the wind as usual. All went well until about 150ft on final approach when I experienced a sinking feeling, I reacted by pushing the stick forward automatically. I then found myself at 50ft ready to round out!

Luckily the landing was normal and my passenger was happy with the flight. I spent quite a few nights thinking about the quick descent, and why it had happened.

Forward a quite few years and a many more launches, this time passenger-flying a Twin Astir. The flight was normal with a fairly strong sea breeze crosswind on the strip. The strip has been carved out of scrub and so there are dense trees, of average height, alongside the strip. The strip is at least 300ft wide at most points. On the last third of the strip the trees have been cleared back so the trees are another 150ft clear of the strip to give a bit more clearance for the usual pie van and vehicle parking area.

I was passenger-flying and it was the normal passenger flight with the usual landing. As usual I elected to land back at the departure point flying along the strip at a comfortable speed and height of about 100ft. The crosswind was quite strong but fairly smooth. I was tracking parallel along the strip and about a third

of the width of the strip in from the scrub, allowing for the crosswind. At the point where the side of the strip has been cleared, if all is going to plan, one deploys the airbrakes and then rolls to a stop at the departure point.

All was going to plan. As I was approaching the cleared tree area, I deployed the necessary airbrakes. Without a hint, I was now at 20ft above the strip. I can only liken it to missing a step and then continuing on as though nothing had happened. I had neither the time to register or react to the change. In the blink of an eye the aircraft had descended vertically at least 50ft without attitude change or warning. The landing then continued as usual. I questioned the changing conditions over trees, then no trees, severely affecting stall speeds!

My third experience was again in the Twin Astir and again a passenger flight. The crosswind on this occasion had strengthened and so I elected to go onto the very narrow, short, tree-lined crosstrip which was more into the now strong wind. I factored in a little more than usual the safety speed and height for the wind and trees factor for the strip. On final approach over the last of the trees onto the crosstrip, the aircraft dropped abruptly, about 10ft I guessed, and then continued on to a normal landing.

Memories of the other occasions flooded back, and the safety factor I had unconsciously factored in probably saved me on this occasion as well.

Pilots need to keep in mind the stall characteristics of their modern, fantastic plastic machines in windy conditions.

GA



WELCOME NEW CHIEF

Hi to all GFA members and particularly sailplane maintenance members. I have recently taken on the role of the Chief of the Airworthiness Department.

My hobbies have always been mechanics and electronics from an early age, and I was destined to be an engineer from the age of three. My career was in housing, industry and finally mining as a Geotechnical (Soils, Civil) Engineer. So I will start with the foundations of airworthiness!

Stuart Addinell has worked tirelessly and enthusiastically for the last few years as the CAD. It has been difficult times with CASA pressuring us to step up our game. He and the others on the team have had a tough time of keeping it all going and keeping you, the members, serviced. So we thank Stu for all he did for GFA. Well done, Stu, and I will try to continue where you left off.

INTERNAL REVIEW OF THE AIRWORTHINESS DEPARTMENT

In January David Villiers, GFA member and ex-CASA engineer, was appointed to carry out a review of the GFA AW. He has done a great job to produce a report, the Compiled AW Department Functional Assessment Report 1, Feb 14, which is available on the website. This report provides:

- A summary of GFA's Performance of Airworthiness Functions and rates these. There were many unacceptable to acceptable functions.
- Recommendations.
- Recovery Plan. Details the Top 10 urgent items, followed by how to address other items.

Although GFA had been trying to address many of these issues over the last few years we were not effective because we did not understand what was wrong and how to fix it. David has given us excellent advice and a way forward so that now we can address the issues and get them resolved. He understands CASA and so can advise us well.

The AW department had a meeting in late February to understand the review and decide how to address it. The Executive - Anita Taylor President, John Summers VP and Terry Cubley EO - attended and were active participants. We, the RTO-As, took on board what had to be done and, with the aid of the executive, put extensive measures in place to start addressing the issues. John is managing a special group of new temporary employees to sort out many of the important problems. David volunteered to draft edit the MOSP to address many of the issues that can be handled by rewriting our rules. He has done this and AW is now detailing and finalizing another version of the MOSP 3. We agreed on a two year plan but we will implement as we go. Therefore another version of MOSP 3 will be issued first, maybe in August 2014.

WHAT DOES THIS MEAN TO GFA?

As David summarised, the GFA's airworthiness system is working but is under considerable pressure from inside and outside the GFA. While we are not currently seeing great problems with glider airworthiness, there are significant issues which should be of concern to the GFA Board and Executive. CASA has already identified some of these concerns, but others

are perhaps more important in the practical airworthiness sense, rather than the CASA oversight sense.

The main issues are lack of written procedures, lack of resources, lack of internal audit and poor understanding of airworthiness concepts across the GFA at all levels. Airworthiness seems to be regarded, right across the GFA, as a secondary consideration to operational safety. This cannot be allowed to continue. Airworthiness and operations go hand-in-hand, as there is no point in having one without the other. Airworthiness and operational safety are two sides of the same coin, and both are integral to GFA's Safety Management System (SMS).

However, there were bright sides to this and I don't see great changes resulting in what and how we ensure the airworthiness of gliders. It became clear that CASA wants us to continue autonomously and much as we have, but they insist that we have procedures so that we know what we are doing, and that people know how to carry them out properly and clearly. We will need to run more education and training, keep our records straight, document properly, have succession planning, maintain internal oversight, and stand up to CASA audit. The positives are that we will all get to know better how to do things properly and correctly so that we will be safer in today's litigious society.

Also we see we can loosen some aspects to allow members to do more work on their gliders. This requires us to make rules that allow us to do things, to specify how they will be done, and to provide the data so we can do it right. GFA has always done this, but without clarity. As CASA puts it, "Safe flights use registered and certificated aircraft maintained by a qualified person flown by a qualified person in airspace controlled by a qualified person." We have to fit into that and all the regs, but GFA tries to simplify it for you and allow us the freedom to do our own maintenance and operate in a simple to understand system. CASA allows us to do that by giving us extensive exemptions both for maintenance and operations. Not to say we can do what we like, but we can control ourselves, as long as CASA see us as safe. So we hope to make it clear that within our rules you can change instruments, use locally obtained parts, and refinish your gliders. But there will be rules and data to follow - don't just go crazy.

DAPM

We agreed to reinstate our Design Approvals Procedures Manual by about July 2014. This will allow us to get CASA delegations reinstated to our team of engineers that we used to have. Although difficult and expensive for GFA, this will assist members who want to 'tweak, modify, refurbish, innovate' with a 'how can we help' type of assistance package of authorised persons. We need this to allow small mods and repairs to be done legally and cheaply. In the past our volunteer engineers would assist with small jobs and provide advice, but for major jobs they need to charge and earn an income. We are working to re-instate the scheme. At the moment you need to pay commercial CASA licensed engineers to change anything on your glider, for example, install a camera on or in your glider, or change to a different part.

VOLUNTEER MAINTENANCE

A lot of us see the maintenance side of gliding as enjoyable and a big part of our gliding hobby! This can range from homebuilders - with almost total freedom to do what they want

as long as they don't put others at risk - to most of you as Daily Inspectors. And we don't belittle the DI inspector - the most critical part of our system and the person most likely to prevent a glider flying with some fault!

If you have an interest in maintenance please get involved. Talk to your club airworthiness officer or Regional Technical Officer, we offer training in all states and you can just help under supervision. You will have fun and returns as well as being helpful to our volunteer system. We need you as much as you need us.

GFA AIRWORTHINESS DEPARTMENT STRUCTURE

The forefront of our AW system is **Denis Stacey Chief Technical Officer**, Tanya, Sharon and Fiona in the office who you should contact for most matters relating to registration, record keeping and approvals. See the website for contact details.

In each state your RTO-As assist the national team and run training and oversight in the states. Oversight is quality control and feedback, not enforcement. You are responsible in your sphere. Then the Club Airworthiness Admin Officers and the Annual Inspectors run AW at club level - the nuts and bolts side of it. They will all help you resolve most of your airworthiness issues or refer you to the office staff. I suggest you start at your local level and work up unless you know who to go to directly.

John Ashford Deputy Chief of the Airworthiness Department and I (CAD) will be mainly in the background managing the department, finalising and approving documents, negotiating with CASA and providing oversight. But we are one big team, including the DI inspectors, with the objective of making our gliders safe and fun to give you the freedom to maintain and fly.

My role is to manage our AW system. I am most impressed by the foundations of the system and although we have a lot to do there is an excellent grounding to move forward on. There have been many improvements in recent years. We have a modern,

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



powerful IT system, our AW staff knows what do to and supplies a good service, many procedure manuals were written, and the Executive is strongly supportive in resolving our issues. We have a detailed review of what has to be done and we have teams addressing this. To me this is an opportunity to clarify our system and make it clear to all. We are not just GA in sheep's clothing. We can do it more simply, as safely, and for fun.

I have a lot to pick up and organise. It is daunting but I am looking forward to the challenge. I have to understand the CASA regs and get expert advice so that we simplify these into the MOSP, which are the rules we work by. We will educate you by regular articles in **GLIDING AUSTRALIA**, the training schools, and other communications. We will carry on as we have, but keep in mind that we are changing and you need to keep up to date. We will also support and facilitate commercial maintenance for those that prefer to pay for services. Apart from learning more and maintaining airworthiness more correctly, my intention is that we continue as before but with clear freedoms to maintain our gliders simply and safely in a sensible system for GFA. GA

GFA APPROVED MAINTENANCE ORGANISATIONS

Only the following workshops are permitted to conduct sailplane inspection or repair services commercially.

TOCUMWAL	AVIATION AND GENERAL ENGI	MIKE BURNS	0438 742 914	mikeburns38@yahoo.com.au
TOCUMWAL	AVIATION AND COMPOSITE ENG	PETER CORKERY	0439 842 255	corkerys@bigpond.com.au
BOONAH	AVTEC AVIATION	ROGER BOND	0409 763 164	Avtecaviation@virginbroadband.com.au
CAMDEN	CAMDEN SAILPLANES	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
BALLARAT	COMPOSITE COMPONENTS	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
BENALLA	GLIDING CLUB OF VICTORIA	GRAHAM GREED	0428 848 486	gcvworkshop@benalla.net.au
BOONAH	MADDOG COMPOSITES	MIKE MADDOCKS	0408 195 337	mike@maddogcomposites.com.au
WAIKERIE	MORGY'S GLIDER WORKS	MARK MORGAN	0427 860 992	morgans@sctelco.net.au
TEMORA	SL COMPOSITES	SCOTT LENNON	0438 773 717	scottl@internode.on.net
TEMORA	T & J SAILPLANES	TOM GILBERT	0427 557 079	tnjgilbert@internode.on.net
BOONAH	ULTIMATE AERO	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au
WA	UNIVERSAL PLASTICS	DARREL LONG	08 9361 8316	universalplastics@inet.net.au



TRANSPONDERS, FLARMS AND ADSB

BY GRAHAM BROWN

As in many other activities, participation in the sport of gliding is seen by many in our population to be accompanied by an increase in risk exposure.

TRANSPONDERS

Transponders are devices that respond to radar signals and return information back to air traffic control or any listening device either airborne or on the ground. There are different modes of transponders.

Mode A Sends: Squawk Code & Ident

Mode C Sends: Squawk Code, Ident & Altitude

Mode S Sends: Squawk Code, Ident, Altitude, Aircraft ID, Radar ID & other stuff

Air Traffic Control usually ask the pilot to enter a squawk code which enables them to uniquely identify them on the radar screen. Over the years many have suggested gliders should carry transponders to make the skies safer. The reasons others want us to have transponders is that they thought gliders were a collision risk because they could not see us. They wanted air traffic control and onboard receivers to alert them to where the gliders were. This would only work in radar range and would present a lot of additional info on the air traffic control screens. We have resisted this vigorously as there was no risk analysis that could support the claim and there was a considerable cost to install one. Accordingly, we have a 'general exemption' from carriage of transponders, because this requirement cannot be justified on a risk management basis. This exemption not only allows access to Class E airspace, but, if we get a block clearance, we are not prevented from entering Classes C or A. We have an agreement with CASA that this general exemption will continue at least till 2020, or until a suitable alternate, low cost, device is available (see below). Transponders on their own don't do anything for the glider pilot or our safety, as we don't normally interact with air traffic control nor is there any benefit to do so and we cannot access the signal for glider to glider separation.

FLARMS

Flarms are devices that send aircraft position and flight information out on a regular basis and receive corresponding information from other Flarms within range, up to approximately 3km. Flarms calculate the collision risk with other Flarm equipped aircraft and obstacles in an onboard database. Alerts are generated for the pilot with an indication of where the collision risk is. The gliding community world wide has embraced these devices as an aid to see and avoid. Indeed they have been designed as an aid for air to air collision avoidance. General aviation and the airline community have looked at Flarm as a way to 'see the gliders' however they have discovered it is not an answer for them. Flarms are very low powered, milliwatts compared to hundreds of watts for a transponder pulse, so there is not enough range to alert an aircraft flying at over 200 kts with any time for the pilots to react.

ADSB

ADSB (Automatic Dependant Surveillance Broadcast) is a device that automatically broadcasts the aircraft information including accurate position and flight path information. ADSB requires an input from the aircraft's navigation systems which can be a GPS and it broadcasts about once per second. This is very similar to what the Flarm transmits however the ADSB uses a mode S transponder to send the signal. Air Traffic Control and the regulators are currently adopting ADSB all over the world. The advantages of ADSB over radar transponders is that no radar is required. Primary radar, which detects aircraft by a reflected signal from the skin of the aircraft, will remain around busy airports but secondary radar, which triggers transponders, will not be required.

There are lots of savings to be had here for air traffic control operators in not replacing secondary radars when they wear out. Air Services have already installed a network of ADSB receivers all over Australia and are integrating the information into their air traffic control systems.

A system that transmits ADSB signals is called ADSB OUT and the corresponding receiver is called ADSB IN. ADSB OUT plus IN is roughly functionally equivalent to our Flarms but higher powered and on the transponder frequency of 1090 MHz.

HOW WILL THIS MOVE TO ADSB AFFECT GLIDING?

CASA is mandating ADSB to access controlled airspace and is phasing it in over the next decade or so. All aircraft who want access to controlled airspace over FL28 now require ADSB. All IFR flights will require ADSB by 2017. Gliders don't use much controlled airspace and do not fly IFR so nothing will change for us. As above we will also keep our general exemption from carriage of transponders and this includes ADSB OUT. So it looks like we won't be forced into ADSB however with a possible functional equivalent system. Where does that leave Flarm?

We can go on using Flarm as it is not regulated, or we could replace it with ADSB if there were advantages. Flarm is cheap, uses very little power and is useful to help see and avoid, however we can't detect GA aircraft or the airlines and they still can't 'see the gliders'. If we had an ADSB unit that was lower power and cheap it would solve this issue. It would also work over greater distances and would be aircraft quality. Air Traffic Control could possibly locate us in an emergency such as a SAR. Commercial ADSB receivers are very cheap (as low as \$14 for a USB receiver) and web pages today show ADSB traffic movement all over the world. Gliders could easily be tracked in real time from the same web pages.

Current standards for ADSB preclude a suitable unit being manufactured for gliders today, however work is underway by the FAA in the USA on a specification for a low powered ADSB with a mode S transponder for gliders and unpowered aircraft. This specification is called **Light Aircraft Surveillance Equipment** (LASE, TSO 199) This specification is near completion. The other aspect that precludes ADSB for us at the moment is the cost of a suitable GPS receiver. Currently the GPS specifications require a certified unit and the cost of these units is more than the transponder. If an unapproved GPS is plugged into an ADSB, the position is transmitted but all receiving systems ignore it because the integrity level number is set to zero. Lobbyists for GA and Sports Aviation are arguing that an unapproved GPS should have some level of integrity and it looks like this will be adopted. This will cheapen the GPS as the integrity software and certification will not be required.

Indeed the latest draft of LASE TSO 199 (March 2014) allows standard off the shelf GPS.

Many avionics manufactures are looking with interest at this development, as the possible market for a self-contained ADSB IN and OUT with inbuilt GPS and battery would be substantial. Not only would gliders and non powered aircraft be interested, but also GA who mainly fly VFR. It would also be an international market, so the scale costs should be attractive as well. Manufactures are already asking us what the market could be in Australia.

In summary, there are no threats to what we are doing today, however there is a lot going on with technology and standards which is moving towards a possible ADSB-based device that would function like a Flarm but with added advantages. The time frames are unknown but like Flarm, when it is available, adoption will be up to us. However, when a LASE device becomes 'generally available', defined as readily available from more than one source, we can expect that CASA will remove the 'general exemption' and replace it with mandate for a LASE device to access controlled airspace. This is unlikely much before 2020.

GA

DECISION FATIGUE

BY BERNARD ECKEY



While approaching the second turn point I took the controls again. Soon we were on our way to Blinman but instead of climbing at 8 to 10 knots I was suddenly accepting lift of only half this strength. I was not happy but due to the unforgiving nature of the terrain I climbed back to cloud base just to play it safe. In addition my circles were not always in the strongest part of the thermal but somehow I did little to correct it. Instead I put it

down to being on the wrong side of the trough. No wonder we had a relatively slow patch but fortunately things improved quickly when we were abeam Wilpena Pound again. From then on everything was back to normal and we had an uneventful flight home. Good streeting and strong climbs ensured that we completed our 700km flight in 5:20 for an average speed of just over 130kph.

Back in the car and on the way home I tried to make sense of our slow spot around Parachilna and Blinman. This was not the first time that about half way through a flight I found the going quite tough and that my speed dropped at least temporarily. What had caused this slow spot? Both of us had consumed plenty of fluids during the flight so dehydration was definitely not to blame. However, by now lunch was almost 3 hours ago and the reason for my average performance was perhaps due to a reduction in blood sugar levels. But that was possibly only a long shot. The most likely reason was a temporary drop in my willpower to find the strongest thermals and extract the maximum rate of climb.

While contemplating all these questions I remembered reading an article in *The New York Times* dealing with 'decision fatigue'. I knew that I had filed it away and when I got home it did not take long to find it again.

LOW ON MENTAL ENERGY

Let me share the author's findings with you right now. He points out that extended mental work is wearing us down. No matter how rational or high-minded we are trying to be, we can't make decision after decision without paying a biological price. It is very different from ordinary physical fatigue where getting tired or becoming exhausted is easily recognised. However, getting low on mental energy is a highly insidious process and we are not

consciously aware of it. The more choices we make throughout the day the harder each one becomes. As our task continues our brain gets exhausted and looks for shortcuts. One shortcut is to act impulsively instead of first expending the energy of thinking through the consequences. The other shortcut is the ultimate energy saver – doing nothing. Instead of agonising over decisions we are avoiding any choices. Ducking a decision often creates bigger problems in the long run, but for the moment, it eases the mental strain. No doubt, there are plenty of aviation mishaps where these mental shortcuts are a contributing factor.

This raises the question how all this fits into the story of the above flight and what we can learn from such experiences. Surely, it cannot be ruled out that I was getting mentally tired. It was a hot, humid day and after a long drive to the airfield, lengthy flight preparations and after some coaching I was beginning to suffer from 'decision fatigue'. As a consequence it is likely that I did not expend the same mental energy into finding the strongest thermals as earlier in the day.

In addition, I was getting a little lazy in terms of climbing efficiently. Fortunately, Eric Stauss - a young but very competent co-pilot - was occupying the back seat. It allowed me to hand the ASH 25 over to him and give my weary brain a little rest. I can honestly say that it made the flight back to base a little easier. Thank you, Eric!

The other lesson revolves around food intake. Perhaps my mental slackness could have been avoided by eating some fruit and by doing so keeping my blood sugar levels up. Food is partly turned into blood sugar, which the brain needs if it is to perform properly and avoid fatigue. However, the body's storage capacity for blood sugar is very limited. If we are not eating small amounts of suitable food every two hours or so we are at risk of making very poor decisions towards the end of a flight.

The lesson is obvious and very plain to see! In future I will take some fresh fruit on every flight that is likely to take longer than three hours. Of course, I always take sandwiches (plus other suitable food) on my long-distance flights, but on this occasion I did not expect to fly for 700 km and stay airborne for well over 5 hours. And that clearly points to the last and final lesson of this flight. Always expect the unexpected!!!

GA

JAPAN'S TAKIKAWA GLIDING MUSEUM

BY DAVID HOWSE



In the post war rebuild of Japan, much of its deep and strong gliding history was lost. As with many parts of the world, the need to advance in a new world was stronger than the desire to preserve the past.

THE HISTORY

At one time Japan had a primary glider at every high school and university club. Many older Japanese remember these gliders. Some universities still have gliding clubs and still produce many of the glider pilots in Japan today. Mr Shigeyuki Honda was a product of this golden age of gliding. He had a passion for old gliders and decided to collect as many of the old girls as he could. In his lifetime he assembled a large number of vintage gliders and a team of enthusiasts to restore them. Included in his collection are two Australian gliders, Kingfisher VH-GHD and Longwing Kookaburra VH-GLR, the only two gliders without a Japanese connection.

"Rosie, you need another holiday!"

Well it worked for the SH-1 'Austria' retrieve so why not for a trip to Japan to check on the condition of the two Oz gliders? Since Mr Honda's passing, the Honda collection has been stored as part of the gliding museum at Takikawa in the north island of Hokkaido. With the sweetener of a trip to Japan and the knowledge that I could not tow another glider home with me, Rosie could not say no. My main focus was on the Longwing, having been involved with the restoration of a number of Kookaburras including Longwing VH-GLE. It was one of only four Longwings built and had a long and colourful Oz history. Word was that VH-GLR had not been unpacked and was still in its container. How had it survived the winter months buried in snow? Was it still in a rebuildable condition?

TAKIKAWA-CITY OF GLIDING

Takikawa is about a 45 minute train ride from Sapporo. As in most of Japan, it's easy to find your way around as all train stops are in Japanese and English. The Sky Park is on the river bank running through town and is Japan's biggest gliding centre. Mr Yuji Higuchi is the CFI and



General Manager of SATA. He greeted us and arranged for us to view the Honda collection. Yuji is also project manager for the restoration of the museum gliders. Soon, armed with a heavy hammer and crow bar, the sky port Chief Engineer Hitoki Igarashi set off, with us in tow, for the container housing the Longwing.

G'DAY OLD GIRL!

It was like opening up the tomb of some long lost god. As soon as the doors creaked open to reveal the Kingfisher and Longwing, I was looking for signs of damage. Rosie muttered something about not getting my new clothes dirty, to which I muttered back something that I now forget. Like a rat up a drain pipe, I was in among the dust of ten years of stowage. With a push here and a prod there, I looked things



OPPOSITE TOP: David and Rosie Howse with the Scheibe Motofalke

BOTTOM: The museum

ABOVE: The Kirigamine Hato K14 Primary Glider

LEFT: The Ka6CR

over. As the Longwing was built with casein glue, moisture is its enemy. The container was dry and, apart from some dampness, was in good nick. Most of all the gliders looked in good nick too. Phew! It's good to know that they had fared well in storage. This may not last forever but for now they were still OK.

BIG JOB AHEAD!

Having had a good look at the girls from Oz, we were shown the rest of the museum's collection. Some are airworthy, many are not. Pride of the fleet is the Minimoa, along with the Condor IV and the MG19 - don't you love gull wings? The MG19 was under restoration when we had a look at the workshop. They hope to have it flying for next year's flying season. The team at Takikawa have a big job ahead to consolidate the collection and establish the museum side of the operations. Display and stowage space, skill retention, the harsh winter environment and integration of a museum into the commercial glider operations are all issues they will have to deal with. We wish them good luck with their venture. Like our own glider museum they hold a large chunk of the world's gliding history for future generation to enjoy.

GA

THE GOLDEN EAGLE



In Issue 17 of GA, the wrong photograph of the **Golden Eagle** was shown, so here is the correct photo with Ian Patching in the cockpit. Sadly, Ian passed away on 27 February as we were going to press. See page 7 for Ian's obituary.

continued over page

HUNTER VALLEY GLIDING CLUB 50TH ANNIVERSARY

PHOTOS BY PHILLIP BROWN AND DAVE GOLDSMITH



HVGC planned a full week of gliding to celebrate their 50th year, and coupled with the now well established Easter Vintage Regatta, there was bound to be lots happening.

The large club-owned airfield at Warkworth and the new clubhouse coped easily with a large number of members, visitors and gliders present. The autumnal weather throughout the event was typically sunny and pleasant, but became very stable, many days bringing up to only three hours of weak thermal conditions.

During the event the collection of locally based gliders were supplemented by the ASK-13 GTU and syndicate K7

GPG from the Central Coast club, the Ka6E GEA belonging to David and Jenne Goldsmith, and two SF-27M self-launching gliders, ZOT brought by Peter Rundle of Central Coast, and GEW, by Garry Morgan from Taree. John McCorquodale and Rob Moffat brought the K7 and Rob and Graeme Martin flew back seat for many pilots in the ASK13.

Good Friday started the trend with nine vintage flights in weak thermals to almost 3,000 feet, the longest being 37 minutes. Saturday proved to be the best day, with thermals to 6,500 feet and nice cumulus in the area. Six vintage flights yielded about seven hours flying, with Peter Rundle having over three hours. Monday and Tuesday saw plenty of short soaring flights up to almost 3,000 feet, the pleasant weather conditions making up for the lack of soaring performance.

Tuesday and Wednesday were so stable that vintage flying was curtailed and other attractions on offer in the area were visited. Thursday some early weak wave was reported but was very limited and did not last for long. Gary Morgan in his SF-27M and Jenne Goldsmith in the Ka6E went looking but were unable to reach the wave before it dissipated. Friday's showers resulted in an early close to the vintage activities, and an end to a fun week.

Many visitors dropped in, among them Lyn and Warren Morrow from Grafton Club, Athol Holtham with Phillip



OPPOSITE TOP: Glen Mayall and Rob Moffat fly the ASK13
OPPOSITE BELOW: Phillip Brown, Athol Holtham and John McCorquodale

ABOVE: The ASK-13 and Pawnee at liftoff.
BELOW: SF27M VH-ZOT
RITHG TOP: Phillip Brown renews acquaintance with his first solo glider
MIDDLE: Jenne Goldsmith returns in the Ka6E
BELOW: Garry Morgan in his SF-27m

Brown, the proud new owner of Athol's Cobra, and Kevin Rodda from Queensland.

While soaring conditions for the week were disappointing, the weather was pleasant and the consolation was that summer has produced some excellent flights. The Hunter Valley guys maintained a very friendly and well run operation, while lots of activities, including a varied international dinner menu, presentations on the early days of the club, and a well supported RealFlight radio control simulator, providing plenty of interest. Thanks are due to organiser Paul Dickson, club President Mick Webster and his wife Ah-Li, and other versatile chefs, as well as all the club members, helpers, tow pilots and support team, for their enthusiastic efforts and for sharing a good time.

GA



ACCIDENTS & INCIDENTS

To have an effective Safety Management System, we need to be able to learn from our mistakes. To do so we need to report our mistakes, determine the cause(s) and implement remedial actions. This requires an honest and open culture where admitting mistakes is not considered a weakness, punitive action being a thing of the past and misdemeanors being addressed in a just manner. If we achieve that, we are well on the way to being an effective learning organisation with good prospects for a much improved accident record.

DAVID PIETSCH

All clubs and all GFA members are urged to report all accidents and incidents promptly using the using the GFA's occurrence reporting portal at <http://www.irisasn.com>, as and when they occur. This is always best done while all details are fresh in everyone's mind.

ACCIDENTS

8/03/2014 QLD - LS7, MINOR DAMAGE, NO INJURY

Pilot outlanded with the undercarriage retracted. Causal factors include: misjudged altitude as the pilot was more familiar with metric instruments whereas the glider was fitted with an altimeter calibrated in feet; the pilot completed pre-landing checks at which time he lowered the undercarriage and then attempted to thermal away; conditions of weak lift and the aircraft being at a higher altitude than initially thought led to the pilot to change landing paddock; and another pre-landing check was undertaken and the undercarriage was retracted.

19/03/2014 NSW - LS6, MINOR DAMAGE, NO INJURY

Pilot forgot to lower undercarriage. Breakdown in pre-landing check discipline. Not known whether glider was fitted with U/C warning.

8/03/2014 NSW - ASW20, SUBSTANTIAL DAMAGE, NO INJURY

Pilot ballooned landing and flew the aircraft into the ground. Belly of cockpit damaged and fuselage broken. Pilot admitted to hospital for x-ray that disclosed L1 vertebrae was fractured and pushing on the spinal cord. Possible casual factors include getting low in circuit and flying the aircraft onto the ground at high speed - not a minimum energy landing.

28/02/2014 NSW - ASW 20B, SUBSTANTIAL DAMAGE, NO INJURY

Heavy landing during second flight on type. The glider stalled onto ground at a high rate of descent, possibly due to turbulence or wind shadow affect at round-out; although there is a suggestion that approach speed may have been too low for the conditions.

25/02/2014 NSW - JS1 REVELATION, MINOR DAMAGE, NO INJURY

Distraction during circuit resulted in pilot failing to lower undercarriage and the

aircraft was landed wheel-up on the grass runway.

8/02/2014 SA - ASTIR CS 77, SUBSTANTIAL DAMAGE, NO INJURY

Returning to the home airfield after a 4 hour, 300km cross country flight, the pilot decided to fly locally to obtain his 5 hour duration. Local weather conditions deteriorated, with light showers, squalls and downdraughts in the area. The pilot elected to land ahead of a squall but varying wind conditions saw him change runways, whereupon he crowded his circuit and set himself up for an overshoot. A sideslip with full airbrake was employed to lose height but the pilot perceived he would collide with the runway perimeter fence and he attempted a turn onto another runway at too low a height. The right wingtip struck the ground and the aircraft impacted nose down and sideways.

1/02/2014 SA - PILATUS B4, MINOR DAMAGE, NO INJURY

This aircraft has the airbrake and undercarriage levers in close proximity. Without looking and identifying the airbrake control, the undercarriage lever was misused for airbrake control and the aircraft was landed wheel up. A direction change and later ground loop was initiated to avoid overshooting into the boundary fence due to a long float. The pilot had flown for almost two hours on a hot day at low altitude and was dehydrated and tired, potentially leading him to not identify that braking was ineffectual.

INCIDENTS

06/04/2014 VIC ASW20B NO DAMAGE, NO INJURY

Right-hand flap became disconnected from controls some 45 minutes into the flight. The aircraft was flown back to the airfield and landed without incident. Inspection revealed the L'Hotellier safety pin was not engaged. As the L'Hotellier fitting was functioning correctly, it was

From this issue on we will bring you the latest incident and accident reports. The complete list can be seen at www.gfa.org.au/GFA-Ops/accidents-incidents.html

concluded that it was not correctly connected at time of rigging. Dual inspection of control attachments was not completed.

05/04/2014 QLD SZD JUNIOR NO DAMAGE, NO INJURY

A new member with gliding experience from many years past launched a single seat glider by winch in front of a powered aircraft on final approach without first clearing the airspace. The member was not being supervised due to launch point distractions. Contributing factors included the wing runner not hearing circuit calls from the aircraft in circuit despite carrying a handheld VHF radio, and the duty pilot failing to monitor the base station radio prior to the launch.

22/03/2014 WA - PUCHACZ, NO DAMAGE, NO INJURY

On final approach the canopy fully opened. The student closed the canopy while the instructor continued to fly the aircraft, which was landed without further incident. The instructor is certain the canopy was locked prior to launch and no defect was found.

16/03/2014 NSW - CALLAIR A9 & TWIN ASTIR, NO DAMAGE, NO INJURY

Tug and Glider combination were lined up for take-off awaiting ATC airways clearance. ATC instructed the tug to hold position as a flying club aircraft was cleared for a touch and go on main runway. The tug pilot misunderstood the ATC call and commenced roll. The glider pilots realised no take-off clearance had been issued and released immediately. The tug aborted the take off before becoming airborne.

9/03/2014 VIC - RETRIEVE VEHICLE, NO DAMAGE, NO INJURY

While retrieving a glider that landed on the aerodrome cross-strip, the vehicle was driven across the operational runway during the early stages of a winch launch. It is believed the car passed over the winch wire. The vehicle was operated contrary to documented aerodrome procedures designed to mitigate against this type of risk.

2/03/2014 VIC - LS8ST/18, NO DAMAGE, NO INJURY

Bird strike while thermalling.

23/02/2014 VIC - PA25 PAWNEE & JANUS, NO DAMAGE, NO INJURY

Aerotow launch was stopped when a glider was observed landing across the operational runway on a hangar flight. The crosswind landing was contrary to documented aerodrome procedures designed to mitigate against this type of risk. Contributing factors include missed radio calls from landing gliders and inexperienced launch crew.

16/02/2014 NSW - GROB TWIN ASTIR, NO DAMAGE, NO INJURY

Launch commenced while tail dolly was still fitted to glider. A radio call to the pilots resulted in the launch being aborted. Leading up to this incident was the decision to fit the tail dolly so as to move the glider further back along the runway while the pilots were on board to improve the take-off distance for the low powered tug. As the pilots had already completed their pre-boarding checks, no additional check was undertaken by them and the launch crew failed to remove the dolly.

16/02/2014 ACT - PA25 PAWNEE & PUCHACZ, NO DAMAGE, NO INJURY

Launch was aborted due to inadvertent opening of glider airbrakes. Reduced towplane acceleration led to the towplane pilot pulling the release and aborting launch while safe distances to end obstacles existed. Risk of accident if launch continued was high. The airbrakes opened due to incorrect configuration by the student glider pilot - closed but not locked, over-centre mechanism not engaged. The Instructor did not notice airbrakes were not locked and may have been less attentive because the student had demonstrated good performance on the previous flight.

8/02/2014 QLD - PA25 PAWNEE, NO DAMAGE, NO INJURY

During landing roll the aircraft was hit by a gust which lifted the upwind wing into the air. The aircraft became airborne and rolled rapidly to the right with the right wing close to the ground. The pilot applied full power and the aircraft climbed away.

8/02/2014 ACT - PA25 PAWNEE & DG 303, NO DAMAGE, NO INJURY

The glider tug launched a glider to 1,500 feet AGL and upon release commenced an accelerating turn to the left. At 1,200 feet AGL the tug pilot saw a flash of white directly below the right wing leading edge and identified a DG303 appearing from under the left wing trailing edge. The glider

pilot had been on descent from 8,500ft with airbrakes open.

7/02/2014 VIC - DISCUS 2B, NO DAMAGE, NO INJURY

Following a competition flight a very experienced pilot towed his glider across the operational runway while another glider was on final approach.

7/02/2014 VIC - LS3, NO DAMAGE, NO INJURY

After a 3 hour cross country flight, a normal circuit and landing were executed. Crosswind from the left held the right wing down towards the end of roll and the aircraft rotated 90° at which time the wing impacted an above-ground runway light. No damage to aircraft but runway light was broken.

6/02/2014 VIC - BELLANCA SCOUT, NO DAMAGE, NO INJURY

Tug nearly collided with a wing walker dolly left on the edge of the runway following a competition launch.

5/02/2014 VIC - BELLANCA SCOUT, NO DAMAGE, NO INJURY

Manoeuvring to park beside another tug near the competition launch grid, and avoid a car towing a glider to the grid, pilot failed to see a gable marker and taxied over it lengthwise, fortunately without making contact. The tug pilot only became aware of the position of the marker after stopping, having turned over it through 120° to park next to another tug. Nobody attempted to stop the pilot approaching the obstacle which passed beneath propeller and fuselage, and fortunately pilot turned before rear fuselage contacted it. One bystander later congratulated pilot on his taxiing skill, not realising event was not intended. Flush markers used previously had been replaced by gables at CASA insistence to the aerodrome operator (local council), and CASA denied a request to move markers out to fence to widen area for greater room to manoeuvre.

2/02/2014 VIC - ASTIR CS77 / BELLANCA SCOUT, NO DAMAGE, NO INJURY

Glider pilot was distracted prior to take-off and failed to lock airbrakes, which came open during launch. Tug pilot signalled the glider pilot with a rudder waggle when at a safe height and location and the glider pilot closed the brakes and the tow continued.

2/02/2014 VIC - PA25 PAWNEE (TUG), NO DAMAGE, MINOR INJURY

The tug had stopped for an extended period in front of a glider alongside the operational runway. A ground crew person walked 30m to the tug and retrieved rope, and then walked back toward the glider

past the tug's wing. When almost in front of the tug and in plain view of its pilot, the tug suddenly and unexpectedly accelerated across the runway in a manoeuvre to 'lay the rope'. The rope caught the ground crew around one leg, melted his trouser leg and blistered his hand. Attempts to stop the tug were unsuccessful and only ended when the tug reached the extremity of the manoeuvre and turned back.

1/02/2014 VIC - ASTIR CS 77, NO DAMAGE, NO INJURY

A delay during a competition launch led the pilot to disembark the aircraft. Upon re-entering the glider he forgot to complete his pre-take-off checks due to outside pressure to launch and took off with the airbrakes unlocked. A slow climb and rudder waggle from the tug alerted the pilot to the problem and the airbrakes were closed without further incident.

1/02/2014 SA - DISCUS B, NO DAMAGE, NO INJURY

Flying north of the gliding club the pilot inadvertently flew into Controlled Airspace despite carrying appropriate maps and GPS navigation device.

AIRWORTHINESS DIRECTIVE

AD No.: 2014-0067 EASA.A.250 1 April 2014

GROB G 102 and G 103 sailplanes and powered sailplanes.

Control cable pulleys made from plastic in the rudder control unit were reported to develop cracks due to aging. In one case, jamming of the rudder control unit was reported.

To address this potentially unsafe condition, Fiberglas-Technik issued Technische Mitteilung/Service Bulletin TM-G05/SB-G05 and Anweisung/Instructions A/I-G05 (one document) to provide instructions for the replacement of plastic cable pulleys with pulleys made from aluminium.

For the reason described above, this AD requires identification and replacement of plastic cable pulleys in the rudder control unit.

Plastic cable pulleys may also be installed in the cable circuits of pedal adjustment and/or tow hook actuation, their replacement is not required by this AD. **Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADS@easa.**

GFA CLUB LIST

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

sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

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

2 WING AAF

Operations from Warwick airfield shared with Southern Down GC. E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Other locations as directed by the FLTCDR 229 FLT (AAFC). Operations are 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. 20 members. Tel# 07 3879 1980. www.2wgaafc.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.org.au

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.

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 7 gliders including 4 two seaters. Private fleet is 24 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 Road Raywood. Operates weekend and public Holidays. Hanger, workshop, kitchen and club room with Showers and ablutions. Winch launching, own airfield. Tel (03)5436 1518. The club fleet comprises a two seat trainer and single seat glider. There are 27 other private aircraft on site. www.bendigogliding.org.au

BEVERLEY SOARING SOCIETY

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

www.beverley-soaring.org.au

BOONAH GLIDING CLUB

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

BORDERTOWN-KEITH GLIDING CLUB

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

BUNDABERG GLIDING INC

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

BYRON GLIDING CLUB INC.

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

CABOOLTURE GLIDING CLUB

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

CANBERRA GLIDING CLUB

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

CENTRAL COAST SOARING CLUB

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

CENTRAL QUEENSLAND GLIDING CLUB

Gliding Club Road, Dixalea, 90km's south of Rockhampton, Tel 07 4937 1381. Winch operations weekends and weekdays by arrangement. Club fleet 3 gliders including 2 x two seaters, 10 private gliders. Facilities include: Clubhouse, Bunkhouse, Caravan Park, Hangarage, Club owns the airfield.

CORANGAMITE SOARING CLUB

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

CUDJEGONG SOARING P/L

Gulgong - (199 Stubbo Road, North from Gulgong. Leave on Medley St., road becomes "Barney Reef Road" after level crossing. At 7km, turn right onto Stubbo Rd. Airfield 2km on left). Tel 0418 286 033.

Winch operations weekends and by arrangement. All aircraft are privately owned. The club owns the airfield, has a clubhouse, caravan Park, camp sites, workshop and hangars.

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. 100 members. www.ddsc.org.au

GEELONG GLIDING CLUB

Shared facilities with VMFG and Beaufort GC at Bacchus Marsh Airfield. Tel 0409 212 527. Operations by aero tow weekends and public Holidays and by arrangement. Monthly winching also available. 3 Tugs, 6 club gliders including 2 x two seaters, 16 private gliders,

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. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space, Large private hangar complex. www.glidingclub.org.au

GLIDING CLUB OF WESTERN AUSTRALIA

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

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GLIDING TASMANIA (The Soaring Club of Tasmania)

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

www.soaringtasmania.org.au

GOULBURN VALLEY SOARING INC

Lot 2, Tidbold Road Warring, 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

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

GRAMPIANS SOARING CLUB

Located at Ararat Airfield (Victoria) the club operates at weekends and public holidays with independent operator mid-week activities by arrangement. Launching is primarily by aerotow; winching also available. Fleet comprises basic trainer (Puchacz) and advanced trainer (Janus C) plus Jantar Std 3 and H201B Libelle; 8 private single-seaters. Hangar space often available for visiting pilots plus club-house and bunkroom accommodation. Locality offers excellent XC, ridge soaring and mountain wave opportunities. Camps at Jallukar (near Grampians) Easter and Queens Birthday. Well-deserved reputation as the Soaring Centre of Victoria. Clubhouse phone (03) 5352-4240 W/E or 0409-336-914. www.grampianssoaringclub.com/

GYMPIE GLIDING CLUB

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

HORSHAM FLYING CLUB

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

HUNTER VALLEY GLIDING CLUB

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

KINGARROY SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, Ask 21,2 Discus CS and Astir CS77. 30 Private gliders, Facilities include Club House with licenced bar, Bunk House accommodation for 35 in single and family rooms. New Club Hangar to be completed by late 2013. 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 KEEPT 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.keeptisoaring.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. 34 private gliders.

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 country gliding club 410 km's North of Perth We are a winch club with two 2 seaters and one single, operating when we can and usually by prior arrangement. Morawa Contact - 08 9971 1775, Perth Contact - 08 9387 3654 derry@primus.com.au, PO Box 276, Morawa, WA 6623.

MOUNT BEAUTY GLIDING CLUB

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

MOURA GLIDING CLUB

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

MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Tel 0403 318 277 www.murraybridgegc.com Operations are self

launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.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 km's west of Narrogin Township WA on Clayton Road This is about 200km's Sth East of Perth. The club features a powered Caravan Park, Ablution Block, kitchen, workshop, Licenced Bar, clean accommodation, Sealed Runways. The club fleet comprises three two seaters and three single seat A/C with Pawnee Tug. The club operates weekends and public Holidays and conducts 5/6 day beginner courses. The club conducts annual wave camps at the Stirlings, Fly-ins to local farms and Cross country courses. Contacts at Tel 08 9881 1795 or 0407088314,

www.narroglingclub.org.au

NARROMINE GLIDING CLUB

The club owns and operates Twin Astir, Duo Discus, LS4, Libelle, Discus B. Tugs: club owned Pawnee 260 and private owned C-180.14 private owned gliders. 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. The club welcomes all visitors. 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

NORTHERN AUSTRALIAN GLIDING CLUB

Batchelow adjacent to the township. Tel 08 8941 2512. Operations Saturdays and public Holidays. Aerotow operations, 1 two seater, 3 private gliders. Club House, Hangarage available.

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

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.

RENMARK GC - RIVERLAND SPORT AVIATION

Renmark airfield, Turn off 6km on Renmark to Berri Rd, Tel 0417 890 215. Operations weekends, public Holidays and by arrangement. Two club aircraft, 1 private, Bar, canteen, Club house, bunkhouse, workshop, hangar sites. www.sportaviation.riverland.net.au. Aerotow operations.

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 Sydney Metro Airport Camden, a licensed General Aviation airport, hosting operations in the commercial, private, sports and recreational aviation areas. It has a reputation as Australia's leading sports/recreational aviation airport. Hangar sites available, GFA approved workshop on the aerodrome. Aerotow Piper Pawnee (CPU, FBI, SMS) Flying Friday, Saturday, Sunday, Monday and Wednesday. P.O. Box 132, Camden, NSW 2570

0425 281 450 or airfield on 0402 055 093 www.gliding.com.au

SOUTHERN TABLELANDS GLIDING CLUB

Lockesyleigh" 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. www.sportaviation.com.au 52 members, 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses. www.sportaviation.com.au

SUNRAYSIA GLIDING CLUB

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

SYDNEY GLIDING INC.

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

SOAR NARROMINE P/L

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

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

TEMORA GLIDING CLUB

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

WARWICK GLIDING CLUB

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

WAIKERIE GLIDING CLUB

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

WHYALLA GLIDING CLUB

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

CLASSIFIED ADVERTISING

www.glidingaustralia.org

Please send classified advertisements with payment to: GFA

C4/ 1-13 The Gateway Broadmeadows VIC 3047. Tel: **9359 1613** Email: Registration@glidingaustralia.org

Your ad will be placed on the GFA website for a period of 1 month and published in

GLIDERS FOR SALE SINGLE SEAT

Jantar Std 2 VH - CQR

HVGC club glider since new. Good condition, well maintained and with open trailer. Basic instruments plus FLARM. Good performance and value for money. \$14,000 plus GST. Call



Rohan Hall **0418 795 440** or email: rohan.hall@bigpond.com

Nimbus 3 25.5m, single seat, 4500 hours, finished in PU- exc condition, L Nav, XCOM Radio, Bohli vario, Mtn High Oxy, Oudie, Colibri with FLARM, tail tank, tow out gear, wing covers, Dual Axle German built enclosed trailer with rigging system for 1.5 persons, current Form 2 provided, hangared at Benalla, completed several 1,000 kms flights. Pics available. Price: \$59,000 negotiable. Contact email: prhco@bigpond.com. Mobile: **0420 379 068 / 0428 583 746**

LAK 12 Very good condition. Approx 200 Hrs TT. Basic instruments, trailer, complete set new Kerry covers.

\$ 35,000.00 Ph: **0427 562 568** Email: lak6193@hotmail.com

LAK-12 Open Class for sale. \$35,000. 1996 built; L/D 50:1, Min sink 87 fpm (Google Richard Johnston flight test); 20.5m wings; TT 490 hours. Beautiful glider and easy to fly. ASA handicap of 0.865, which is up there with the Discus2c and Ventus 2c 18s! Tailwheel and wingtip mods. Excellent trailer.

Hangared Stonefield, SA. See photos at <http://www.flickr.com/photos/100805789@N07/>Contact Chris Hamilton **0418 234 000**

Jantar Std 2 VH-IZT , FULL SHARE or HALF SHARE. Excellent condition, 2175hrs, form 2 until November 2014, basic Borgelt instruments, recently overhauled Microair radio, chute and excellent metal clad registered trailer. In brand new concrete floor hangar at LKSC, note hangar not in share.



Price \$18,500 full share or \$9,250 half share, reasonable offers considered. Bruce Paulsen **0425 268 769**

SZD-55-1, VH-ZXT, built in 1993, 1670 h TT, refinished in PU in 2008, excellent condition and competition ready. Altair/Vega, Colibri logger, Dittel radio, oxygen fitting incl. oxygen bottle, SK-94 parachute (12 months repacking interval), complete tow out gear, brown tinted canopy, Jaxida indoor full cover set + Jaxida outdoor cover for the canopy, custom made silver canopy cover, memory foam shock absorbing seat cushion, sheep skin seat lining, trailer. Competitive glider for club and standard class. Selling just because I'm moving up to 15/18 m class. Price AUD 65,000. Contact Ziggy: zigy50@bigpond.net.au



Astir CS VH-WUN Basic instruments including Borgelt B-20 vario, Microair 760



and licensed trailer. Form 2 to November 2014. 6850hrs, 5785 TT. Ideal first glider. Presently hangared at Warwick. Call Denis Nolan **0400 159259** or David Kinlan **0417 838662** \$14,000 ono.

TWO SEAT

PW-6U Brand new, delivered to Australia Feb 2013. On the Australian register, C of A, Form 2 to 11th October, 2014. With new Avionic trailer, registered in Vic. Possibly the best equipped PW-6U in the world. \$ 120,000.00. Glider located at Ballarat, Vic. For full list of options and equipment contact Ph: **0427 562568**. Email: lak6193@hotmail.com

MOTOR GLIDERS - POWERED AIRCRAFT - TUG

TST10M 15 meter - GH GIO - Single seat self launcher - climbs like a scalded cat with engine or in thermals. Said to be 40:1 by mfr, reliable Rotax 337. Owner may assist with any required training for safe use and for endorsement. Comes with usable enclosed trailer for re-positioning.. Glider will have around 85 hours and 75 launches and less than 10 hours on the Rotax. Glider has factory-fitted ATR 500 radio, LX7000 vario and nav computer, and a Colibri. Extra battery fitted. The glider will take a pilot up to 85 kilos only. I can throw in a Flarm if you like. \$50,000 for glider and trailer: Also for sale when this sells is my 16.5 meter T hangar at Camden for \$7000. Richard on **040 8525 618**



DISCUS bM Discus bM self launcher delivered new in 1995 is for sale. It is in pristine condition; 880 airframe hours, 48 engine hours, polyurethane upper surfaces, nil damage history. Comes with good Australian built trailer which tows well, rigs well and is weather proof. Tow out gear. Sundry spares. Current CofA. Panel contains all flying instruments, Winter vario, Zander 840 vario and Nexus 7 running XCSoar. Priced at \$85,000. Paul Mander **0417 447 974**, paul@mander.net.au

continued over page

Motor Glider Piperstrel 900 hrs rotax 912 two seats economic and practicable \$68K 0413 963 438 Mail: adbinoutdoor@yahoo.com Mobile **0413 963 438**

Super Ximango AMT-200 VH-VLO, built 1996. Rotax 912A, <500 hrs engine and airframe. Extensive Form 2. All Rotax AD's complete. Wings refinished in poly this year. New harnesses. New brake discs. Retractable undercarriage. 100knot Cruise. \$98,750 ono Contact mark@swiftavionics.com.au

AMT 200 Super Ximango Unquestionably the best touring motorglider of its type. Latest wing, winglet and aileron profile. 35:1 glide ratio. Well ballanced, a pleasure to fly. For a full Specification and photographs, email energy@whitsunday.net.au \$135,000 for quick sale. Organise your trial flight.



REDUCED FOR QUICK SALE: 2006 TST10M Single Seat Self Launch Glider 40:1 glide Avier GPS with LK8000 Mini OzFlarm B800 Vario and GCD Borgelt TE Probe Brauniger Alpha MFD Flight and Management System XCOM Radio Transponder Fresh Form2 New Cobra Trailer (not incl in price, will sell separately or with glider for additional \$17,000)

Long-life all-composite structure 15 meter wing span 9.85 m2 Wing area 22.8 Aspect ratio 322kg MTOW 65 - 115kg - Weight of the pilot and fuel +4/-2 Max permitted load factor Aerotow capable Retractable Rotax 447 power unit 29.5



kW (40 HP) Power 2x membrane carburettor Reducer - Belt 1:2 Wooden 1200mm propeller 14lt fuel tank capacity 11lt/hr fuel consumption when climbing 9lt/hr fuel consumption at cruise speed Up to 150 km range with the engine engaged \$45,000 Chris **0410 630 396** or chris@guyfamily.id.au

GFA CALENDAR

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

Master Class and Trade Show - AIS Canberra

Sep 12 - 13, 2014

Meet with Brad Edwards and Ingo Renner

Visit AIS and see the facilities Trade show to showcase the latest and greatest glider instruments Contact Peter Trotter for more details **0417 888 040**

Wave Camp - Bunyan 20 - 27 September, 2014

Over the past 7 years the Spring Equinox has been has been very productive and only once have we not seen someone fly their first Diamond Height during the camp for more information

contact Stuart FERGUSON Phone - **0419 797508** sdf01@bigpond.com

Qld State Comps - Kingaroy

Sep 29 - Oct 4, 2014

www.kingaroysoaring.com.au

Club & Sports Class Nationals Goondiwindi Qld

6-17 October 2014

The competition is being run by Gliding Queensland as a co-operative effort of all Queensland Clubs. For further information in the first instance contact Dave Donald **0409 059929** or icansoar@y7mail.com

Speed Week - West Wyalong 9 - 15 November 2014

Positions are limited, and one third are already spoken for. Please advise me of your interest at paul@mander.net.au. **0417 447 974**. Paul Mander **Qualifying Grand Prix - Lake Keepit 16 - 22 November 2014**

GENERAL

ALTAIR advanced glide computer with XCSOAR software. With 5.7 inch (145 mm diagonal) screen size. Guaranteed to be in perfect working order! Asking \$1000 ono e-mail eckey@internode.on.net or call **08 8449 2871** **IS28**.

Contact Chris Bowman

Chris.Bowman@pcce.net

Orange Week - Waikerie 22 - 29 November 2014

One of the tasks on the last day of Orange Week at Waikerie will finish at Bordertown-K eith for those that wish to fly there for the State Comps. Contact John Ridge johnridge16@gmail.com

Narromine Cup

23 - 29 November 2014

SA State comps - Bordertown

30 November - 6 December 2014 Practice day is Sunday 30Nov14 with six competition days scheduled for Mon 1 Dec to Sat 6 Dec One of the tasks on the last day of Orange Week at Waikerie will finish at Bordertown-Keith for those that wish to fly there for the State Comps.- Dec 6.

Junior Pre-WorldsNarromine 6 - 13 December 2014

NSW State Championships Temora

13-20 Dec 2014

Contact: Tom Gilbert

tnjgilbert@internode.on.net

Multi Class Nationals - Waikerie 5 - 16 January 2015

Official Practice 5th and 6th Jan contact John Ridge for more details John Ridge johnridge16@gmail.com

20m Nationals - Narromine J20 - 28 January 2015

Tues Practice day. Weds first comp day

Coaching - 2 Seater Horsham week - Horsham 31 Jan - Feb 12, 2015

Horsham Airfield, Victoria, Aspiring competition pilots Ian Grant ian.grant.gliding@gmail.com



OPERATIONS MANAGER

The Organisation

The Hang Gliding Federation of Australia Incorporated (HGFA) is a sporting body that administers Hang Gliding, Paragliding and Weight Shift Microlights under the regulations laid down by the Civil Air Safety Authority (CASA). As the administering body it provides standards for pilot training syllabus, pilot and instructor certifications and best practice in operational procedures throughout all of Australia. The HGFA currently has approximately 2,500 members. An opportunity has become available for an Operations Manager in our Melbourne office.

Responsibilities

You will be responsible to the HGFA Committee of Management (CoM) for conducting the operational affairs of the organisation. You are responsible for the oversight of compliance with government regulation, and the general performance and coordination of the activities of the HGFA sub-contractors and contractual obligations of the HGFA.

Key duties for which the Operations Manager is responsible to the CoM and the Civil Aviation Safety Authority include:

- Compliance with legislation, safety standards, training practices and methods, general flying standards and pilot competency;
- Liaison with CASA, peak bodies, state and regional associations, clubs and members;
- Managing all training related activities including examinations, training courses, approvals, endorsements, inspections and flight training facility approvals;
- Monitoring trends in training and general flying practices and recommending improvements and updates;
- Undertaking investigations in conjunction with CASA, the Police and the Air Traffic Safety Bureau;
- Working collaboratively with the CoM and the Administrative Manager to meet the Milestones of the CASA Annual Deed; and
- Working collaboratively with the Treasurer and the Administrative Manager to prepare the annual operating budget.

Criteria

You will have demonstrated experience working in a business environment with varied stakeholders. Applicants who can demonstrate an ability to liaise with stakeholders from different sectors of the community will be highly regarded. Previous experience working within government bodies may be advantageous but is not essential. An applicant with sports aviation experience is desirable.

You will require:

- The ability to interpret complex legislation written across multiple sources;
- A high level of aviation theory knowledge;
- A working knowledge of the HGFA Operations Manual and related legislation;
- A sound knowledge of adult learning principles and training theory;
- Highly developed interpersonal skills;
- Strong communication skills;
- Highly developed organisation and time management skills; and
- Ability to coordinate and direct industry experts.

Remuneration

The successful applicant will be offered a permanent position with competitive salary dependent on experience and qualifications.

To apply, email a covering letter addressing the above criteria and a resume

Applications to

The HGFA Secretary at peter.allen@hgfa.asn.au

Enquiries can be directed to:

Greg Lowry, President HGFA at greg.lowry@hgfa.asn.au or Mobile: 0499 984 484

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