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AUSTRALIA

Issue 19 July - August 2014 www.glidingaustralia.org

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GLIDING AUSTRALIA

No. 19 July August 2014

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

9am-5pm Monday - Thursday & 9am-3pm Friday
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FROM THE PRESIDENT

Dear Members

This issue should arrive just as your notice of our Annual General Meeting comes by email. This year we are meeting on the weekend of 23 August in Adelaide, South Australia. All members are welcome, and as usual, we will be holding a members forum and our awards night.

The members forums are the highlight of our Board meeting weekends. We try to rotate our meetings around each capital city - except Perth, I am afraid, as the travel cost is too high - to allow you to attend at least one meeting every year or two.

At the forums we take questions from the members, and allow each of the Board members to provide answers. Last meeting we had a really valuable session on our strategic plan. Our financial accounts are being finalised as I type. They will be posted on the GFA website glidingaustralia.org for consideration. Please don't hesitate to contact me or the Treasurer if you have any queries.

These last few months we have been focussing on our Airworthiness team. They've been making some big steps in our AW systems. We are so fortunate to have so many dedicated volunteers all contributing towards the re-write of the MOSP3. Please keep your eye out for the updates as they come through, and take care to review them for yourself. If you think we have missed something or have made an error, we rely on you to contact your RTOs or the department heads to discuss the issues. It is critical that our gliding systems properly reflect what we do.



member, continue to enjoy the privileges provided under our exemptions and delegations.

In this issue, you will also be able to read about the fantastic performance by our international competitors representing Australia at this year's world championships. We do really well on the world stage and I am hugely proud of them and our coaching and competition programs. Some of the initiatives started over a decade ago by our coaches are starting to show some sustainable results.

Some other good news is that our membership numbers are still on the increase. I'm very excited about this trend, and hope we can all work together to keep our members active and engaged.

Anyhow, as usual, I feel privileged to be part of such a fantastic sport, with many dedicated participants.

Go well.

**ANITA TAYLOR
PRESIDENT**
President@glidingaustralia.org

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	camsailplanes@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@stclco.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@iinet.net.au

FROM THE CHAIR SPORTS COMMITTEE

The SC met on the last weekend of June at the new GFA offices. We had a productive meeting and covered a lot of ground using the Executive and Board model of comprehensive reports circulated beforehand with items to be discussed clearly marked. This allowed us to make efficient use of our time.

The minutes will be published and I will put a link on the new Sports News page which is now found on www.glidingaustralia.org/GFA-Sport/Sports-News

SOME DECISIONS MADE AT THE MEETING

- We are going to be looking at the Sports Documents with a view to simplifying and streamlining them. One of the first will be a Competition Manual which will contain several documents relating to running a National Competition. Suitably indexed, this will improve access to information.
- David Pietsch is currently rewriting the competition guidelines and this will be included in the new document.
- Squad Week will be held at Narromine on 14 to 21 February 2015.
- Due to popular demand and after the success at Waikerie, this year's Sports class competition at Goondiwindi will be a Wet class using Multiclass handicaps.
- Following member input we are opening up the 20m comp to all two seater gliders. For selection purposes the 20m gliders will still be scored separately.
- We propose a significant change to
- I have had a few enquires about

the way our Nationals are structured. Since it is a significant change it will not happen until we have had member consultation. We need to ensure we have not overlooked unintended consequences.

- Subject to approval from the insurer we will be moving to the GPC as a Competition entry requirement rather than an FAI licence. The FAI licence will still be required for record flights, flying at any FAI sanctioned event such as the Qualifying Grand Prix, or if flying overseas.

- NCC are looking for Expressions of interest from clubs to host the 2015/2016 Club Class Nationals. The event will need to fit around the Junior Worlds and the Benalla Pre-Worlds. Please contact Tom Claffey chair of NCC tom.kerrie@gmail.com.

- G Dale will be in Australia again next season and will continue to provide coaching around Australia. Peter Trotter has organised a Master Class at AIS on Saturday 13 September 2014. Places are limited so please contact Peter to register for this unique opportunity to put your questions to two World Champions, Ingo Renner and Brad Edwards. peter.trotter6@bigpond.com

- There is to be no increase in the ITC levy this year, which will remain fixed at \$60, and \$30 for Juniors. We are considering a Tug Ferry Levy to standardise and cross subsidise costs across competitions but we are still working on the details.

● I have had a few enquires about



where to find the Australian pilot ranking list. It has been discontinued. We are now submitting all State and National Competition results to the FAI for ranking.

There are currently 332 Australian pilots on the list

<http://igcrankings.fai.org/SearchResults.php?surname=&nationality=AUS>

As an aside we have learned that the Norwegian gliding movement use the Australian handicap list for their Nationals as they think it is better than the German list! A real feather in the cap for our handicap committee and all of their hard work.

MANDY TEMPLE
CHAIR SPORTS COMMITTEE
csc@glidingaustralia.org

CURRENT
CLUB AND SPORTS
CLUB
SPORTS (dry)
MULTICLASS
STANDARD
15M
18M
OPEN
20M
20M

PROPOSED
UNFLAPPED
CLUB
STANDARD
FLAPPED
15M
OPEN (18m and Open)
2 SEATER AND "WET SPORTS"
20M (Inc Open 2 seaters)
SPORTS (Wet)

EXECUTIVE OFFICER



TERRY CUBLEY
EXECUTIVE OFFICER
eo@glidingaustralia.org

at the venue during the evening. Any members who wish to attend the dinner are asked to contact Fiona Northey in the GFA office who will advise the cost and take your bookings. fiona@glidingaustralia.org

SENDING INFORMATION TO THE GFA OFFICE.

This includes a range of forms, in particular Form 2 paperwork. We still have people submitting old forms that they have had in the bottom of a drawer for some years. All current forms are on the GFA web page. Any email address that has something like @sec.gfa.org.au is an old one and just won't work. If all else fails, send documents to returns@glidingaustralia.org

GFA OFFICE STAFFING

We have had a couple of changes in the office recently with Sharon Dew heading off on 12 months maternity leave at the end of June. We have a replacement for Sharon during this period, and Cathy Casser commenced in mid June so that we could have a good handover.

In the office now we have Tanya, Fiona and Cathy who can answer most of your questions and give advice on just about any gliding related topic. Email is simple: tanya@glidingaustralia.org, fiona@glidingaustralia.org and cathy@glidingaustralia.org. Or just phone.

Carol is also in the office and handles all financial transactions - payments, book-keeping etc. Carol's address is finance@glidingaustralia.org

WOMEN IN GLIDING

Leonie Furze recently conducted a

study of approaches used to improve the participation of women in gliding across many countries. A very impressive report provides ideas for the GFA, Regions, clubs and members to help support the growth of this under-represented group. I strongly recommend that you read her report – either in this issue of Gliding Australia or on the GFA web page/gfa members info/development.

ACCESSING INFORMATION FROM OUR WEB PAGE

A few people report that they struggle to find information on our web page www.glidingaustralia.org

Some key points - You are best to use Google Chrome or Firefox or similar as your web browser. Internet Explorer appears to have issues with many web sites, including ours. You can download Chrome or Firefox very easily.

When you open the web page, most information and documents can be found under the 'GFA members info' button on the left hand side.

When you click this, it drops down to reveal a choice of departments - including sport, operations, airworthiness, development, administration etc. Click on the one that you expect will have the info you need.

This will then open in Google Drive. If you see a large number of icons/boxes, then I suggest you click the picture of a set of horizontal lines in the top right corner. This changes the display into a list and is much easier to read.

So, if you wanted to see what insurance the GFA has, you would follow the path [gfa members info/administration/gfa insurance](#)

Although I have been away for the past month, a lot of activity has been taking place within the GFA.

ANNUAL GENERAL MEETING

The AGM of the GFA will be held in Adelaide this year on Saturday 23 August at the Rydges South Park Adelaide Motor Inn, 1 South Terrace, Adelaide. All members of the GFA are invited to attend.

The GFA Board will be meeting in the morning and after lunch, with the AGM planned to commence at 3pm. Immediately following the AGM (approx. 3:30pm) we will be hosting a members forum. This is a great opportunity to hear from Board members directly about the key activities that are being addressed, and a great chance to ask questions and raise concerns directly.

All members are welcome to attend, although we realise that this will be easier for South Australian members. These forums are held regularly throughout the year when the Board meets. Recently forums were held in Melbourne and prior to that, Sydney.

The annual awards dinner will be held



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FAI GLIDING BADGES TO 3 JULY 2014

A.BADGE

GRANT JOHN W	11939	716/A AFC/WA
TAYLOR BENJAMIN J	11940	BYRON GLIDING
FLEGG JEAN VI	11942	301/A AFC/NSW
CLARK ANNE	11946	G.C.V.
BURNS DAVID A	11948	NARROGIN GC
WATSON JOHN	11949	KINGAROY SC
BROWN RYAN	11952	301/A AFC/NSW
DEUXBERRY ERIC	11954	301/A AFC/NSW
GOULD JOSHUA J	11953	SOUTHERN CROSS GC
BRODIE TIMOTHY R	11959	SOUTHERN CROSS GC
SIMPKINS ZACHARY L	11960	DARLING DOWNS SC

BARTOSIK MACIEJ
GC

11945

SOUTHERN CROSS

A & B BADGE

MOLNAR ANDRES	11941	NARROGIN GC
BOSWELL WILLIAM S	11944	HUNTER VALLEY GC
SNOOK LAURENCE P	11951	NARROGIN GC

11945

LAKE KEEPIT SC

C BADGE

MOLONEY DARCY J	11791	BALAKLAVA GC
MASON JACOB W	11908	CABOOLTURE GC
WILLIAMS TIMOTHY C	11881	CABOOLTURE GC

11945

CANBERRA GC

11945

MT. BEAUTY GC

11945

NARROGIN GC

SILVER C

MCCORMACK ROBERT J 4852

DURHAM CHARLES D K 4853

TEMORA GC

BATHURST SC

GOLD C

DURHAM CHARLES D K 1704

BATHURST SC

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info@narromineglidingclub.com.au

JOEYGLIDE - PREWORLD JUNIOR WORLD CHAMPIONSHIPS

1 - 13 December

The Junior Pre-world event

combined with the traditional Joeyglide. Open to all juniors both National and International. Student cross country pilots with experienced coaches. Contest Director Adam Webb.

For information:
adam@adam-webb.com

20 METRE 2 SEATER OPEN 2 SEATER CHAMPIONSHIPS

20 to 28 January 2015

The popular 20m two seater championships will be held in January. The struggle to fit all

competitions into one summer period is moving many events to start and finish mid week - a real challenge for the National Competition Committee. Due to the request from the larger two seater gliders, the event is now open to a second class of open two seater craft. So bring along the ASH25, Nimbus 3 & 4 and any other two seater for this fun competition. The entry and all forms are now on the Narromine Gliding Club site at www.narromineglidingclub.com.au

SPEEDWEEK 9-15 NOVEMBER WEST WYALONG



At SpeedWeek, we will again have both our world champions, INGO RENNER and BRAD EDWARDS, as our special guests. Participants will have a week of flying in Ingo's company and, in a casual environment at our Meet the Stars evening, have the opportunity to pick their brains on gliding matters. This is a repeat of the event of last year, which was a huge success thanks to these two legends of our sport. Tony Tabart will be there, too.

We are also lucky to have Richard Frawley attending as a participant and as a presenter. Richard has put together an excellent slide series focussed on the rhythm of the flight, decision making and the

importance of planning well ahead.

Entries have been flowing in and we have two positions left. After that we will take entries on a wait list, which has worked out each year so far. Given slippage and a bit of juggling, everyone has had a place, but please let us know if you want to come. It makes planning so much easier. Pilots of all experience levels are welcome, provided they meet the single condition holding of an Independent Operator's Certificate. We aim to initiate the novice into competitive cross country flying in a relaxed environment, and to provide high level training to those wishing to improve their skills for badge, record and contest

BUNYAN WAVE CAMP 20-28 SEPTEMBER

How can you join the fun? If you live within a few hours of Cooma there is always the opportunity to come on down for a few days. If you are further away and need to plan ahead, there is also the Annual Wave Camp this year. Both club two seat aircraft are

oxygen equipped and can be used for instruction and coaching in wave. If you're interested in finding out more go to www.canberragliding.org



success. Some of our top competitors cut their teeth at SpeedWeek, and some who were hesitant to leave the circuit have become confident and competent long distance flyers. We will repeat last year's format, which proved so successful and rewarding - SpeedWeek asks the important questions, and you find the answers. Last year we were able to zero in on some fundamental truths, which participants will hopefully have applied in their practice in the interim.

These activities occur against the background of the SpeedWeek Regatta. This is a handicapped contest in which the glider is handicapped according to the Club Class tables, and the pilot according to his experience. Scoring is done during evening debriefing sessions using the Wallington system, which is very quick and simple.

The venue is West Wyalong, a glider pilot's heaven. It has a marvellous airport with almost no traffic, a welcoming community and plenty of good, well priced accommodation. Enquiries and entries to Paul Mander. paul@mander.net.au



LAKE KEEPIT SOARING CLUB
16 - 22 NOVEMBER 2014

15M SAILPLANE GRAND PRIX
AUSTRALIAN QUALIFYING
ROUND

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ANNUAL CHECK FLIGHTS

Lately, GFA have issued several publications relating to annual check flights but, judging from the mutterings in the ranks, not all are happy about such items. Standards as such have always faced resistance from within. In the main such standards are written and enforced with nothing more than safety in mind. But there are still those who disagree, even when the object of the exercise may save their own hides.

There's a little homily that begins, "Aviation, like the sea, is not inherently dangerous.....", etc. Well it may not be but there is certainly an element of risk when one may, at any given time, have to obey gravity and return to the earth with a thump or worse. Let's face it, the average glider pilot might fly a considerable number of hours while the thermals are available and then hibernate as soon as the cooler weather sets in. His skill level

diminishes at a much greater rate than is realized. Suddenly after several months of not flying our hero is faced with an annual Club check flight with the CFI or a senior instructor.

Aviation skills, unless used frequently will diminish rapidly. All of those little things that you did without thinking suddenly become rusty and you have to think again, or perhaps the last not so tight circuit that you flew could have contributed to a lower standard of landing. Once they are rated for cross country flying, many glider pilots have a certain amount of contempt for circuits, a situation noted by at least one very experienced CFI that I know.

On the face of it, a circuit and subsequent landing is something we have experienced since our first flight, simple but hard to fly to a high standard. Many moons ago I read an article by a very experienced aerobatic instructor. When attempting to teach these

sequences he first assessed how the pupil flew a circuit as a means of predicting the outcome. I did not agree with his statement at the time but I do now!

In all aviation, from the day of the first flight you are practicing for the next one. Skill levels will rise with exposure BUT you need to constantly try to improve, no matter what your particular aims are. There are in my opinion at least two logical reasons for a check flight. First of all, you have to assess the current standard of the person being checked with particular emphasis on standard operating procedures. The second is that perhaps you may be able to teach that person something new that will add to their personal standard of operation. All aviation is a constant learning process irrespective of the number of hours or cross country kilometres you have in your logbook.

MATTHEW CAMERON

WORLD CLASS OPPORTUNITY FOR JUNIORS

BY JOHN BUCHANNAN
JUNIOR PERFORMANCE COACH

We have a tremendous opportunity over the next few years to promote and develop Australian Gliding, to expand our membership and the public awareness of our sport. Our hosting of the Junior World Gliding Championships (JWGC) at Narromine during December 2015 and the FAI flapped classes World Gliding Championships at Benalla in January 2017 triggers this opportunity. Not only should we be able to attain podium finishes in both events but we also have an excellent opportunity to focus media attention on our sport of gliding in Australia.



While my focus as Performance coach for the JWGC team is the Junior World Gliding Championships in December 2015 - and I leave it to others to take up the broader gliding promotion mantle - I feel it necessary to start with administrative attempts to capture all the juniors within our midst. This gives them all an opportunity to be involved, to identify with their fellow pilots and to learn of the opportunities and support that is available for them, not just now and in the run up to the JWGC but also for the their future involvement with the sport. Some will still be eligible for future JWGCs, but all of them will be helping to form the basis of Australian gliding in the future. Hence, all these juniors need encouragement, motivation and support. They usually have financial, equipment and time constraints that many of us who have enjoyed gliding for many years may be able to help them overcome.

Bryan Hayhow has done a magnificent job as Juniors Development Coach. He has mentored, coached and established links with juniors and coaches, particularly all the top competitive pilots. He continues to help along with **Peter Trotter**.

WHAT IS BEING DONE

One of the three methods of communication with the juniors that has been set up includes an AUS JUNIORS 'Google Drive' portal that contains a register of juniors with personal particulars, mentors and coaches, their wished-for flying program, their performance results and a training program. The latter includes mental, physical and flying skills within a spreadsheet database of many other attributes. While all juniors, mentors and coaches on the email list can access the portal and most of the contents, some things like the training program may be used for communication between the coach and trainee only, if desired.

Bulletins and other useful information will also be posted on the Drive. This way all juniors can relate to the activities of others and hopefully receive further encouragement.

Juniors, mentors and coaches can register for the Google Drive by going to www.glidingaustralia.org/juniorform.html. The second communication venue is the Facebook page **Aus Junior Gliding** on which juniors can access the initial communications Bulletin 1 and a spreadsheet to fill out their personal particulars. This will then automatically come up into the Google Drive. From there it will be transferred to a summary spreadsheet of all juniors. To visit the Aus Junior Gliding Facebook page, go to [facebook.com](https://www.facebook.com/groups/aus.junior.gilding/) login and search **AUS Junior Gliding**.

Finally, from the registration processes an updated email Junior's chat group will be compiled. Similarly, a chat group of the coaches, mentors and assistants will also be maintained. Hopefully the foregoing will provide some organizational and administrative structure to the benefit of all juniors.

Adam Woolley, known to many – particularly the juniors - has volunteered to help maintain these communication channels and databases. Adam's enthusiasm and energies are sure to fire up many of the juniors while he is in the process of compiling, extracting and encouraging their participation.

So please, check to see that all your juniors are aware of this and have registered. Once registered they will automatically be included in the Google Drive and have access to all the info and to others' activities.

GLIDERS AND EQUIPMENT

Even if funds are available, access to gliders is always a big task. Some clubs offer much reduced rates for juniors to fly particular club aircraft and some juniors have been fortunate at times to use gliders provided by their senior owners. However, of necessity, many such arrangements are temporary and ad hoc. What we would like to do here is increase the number of owners who are prepared to loan or rent their gliders to juniors.

It would be really good if juniors had access to the same or similar gliders from now until the end of the JWGC. This would enable them to get some weekend flying practice and perhaps a competition or two prior to their selection at the Joey Glide/pre-JWGC this year in December.

The National Sports and Club Class Nationals at Goondiwindi is an ideal opportunity for the juniors to practice and as many as possible will be encouraged to participate in this event and gain experience at the senior level prior to their selection at this year's Joey glide/pre- JWGC event.

Andy Maddocks of Maddogcomposites and many other infamous exploits has volunteered to help organize gliders for juniors, focussing initially on obtaining gliders for the pilots most likely to get into the top 10 at Joey Glide this year, and perhaps

forming a training squad for the JWGC. Other juniors having difficulties obtaining gliders should contact Andrew for ideas.

In the first instance it is expected that juniors will be contacting their own club and its members for gliders. Subsequently, every effort will be made to help all comers via Andrew, coaches and other people in the communications loop. To be eligible, a junior will have identified a coach to work with and would have submitted his or her training program and details to the online Google Portal. Once they have access to a glider, juniors are requested to put such details into the Drive and identify gaps where they need more assistance. Finances will be dealt with separately.

Andy has a great relationship with many of the juniors and is very keen to help them in any way he can. So if you are seeking a glider for use and not having much luck through your own efforts, please contact Andy, as he will now be the central contact point for helping juniors access gliders. He can be contacted at andrew@maddogcomposites.com.au

Of course there is another side to providing gliders and that is sourcing them. So Andy's main emphasis will be to contact owners club class gliders of a suitable standard to see if they can be loaned or rented for whatever period of time they see fit to be able to help out. Please help, as these are our kids and the future of our gliding movement. So if you have such a glider please contact Andy before he comes after you. Assume please, for now, that our fund raising efforts will bear fruit as and if required.

FUND RAISING

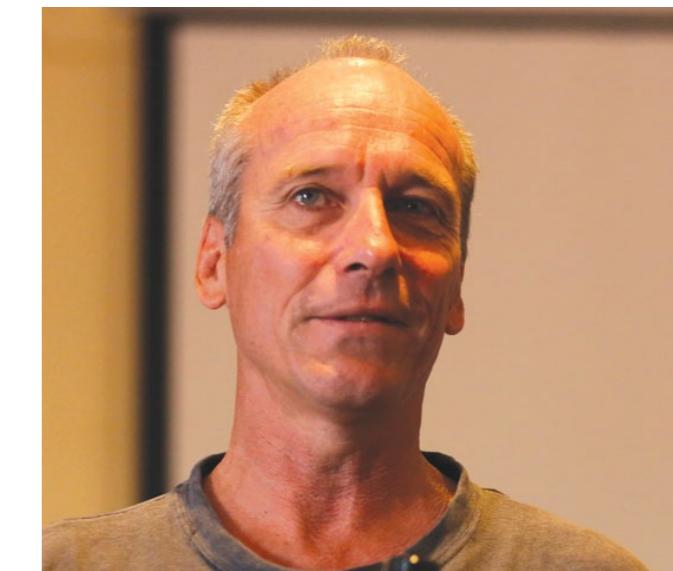
As parents and grandparents we are all well aware of why we need financial aid to support our juniors. Actually it doesn't stop when they grow up either! To re-iterate - some of the juniors do not even have a car or means to get to the airfield. When it comes to paying for launches, glider hire, competition entry, accommodation and meals, lack of funds sometimes curtails their activities.

In the past we have been fortunate to have some fund raising efforts. At comps, for example, Paul Mander initiated the \$2 box, which flourished for quite a while and created awareness. Others provided gliders. The 'Uncles' programme by Paul Mathews and co. provided some financial support in NSW. Andrew Horton has been paying a substantial portion of all the Joey Glide aerotows, and Geoff Raph in Kingaroy donated his glider to the juniors in the club. A Bacchus Marsh member, John Buchanan purchased two club class gliders that he has made available exclusively for use by juniors. And so it goes. We need to progress these efforts and the following plan is being implemented.

SOURCING OF FUNDS

First, the juniors are expected to participate in fund raising activities and to approach entities like businesses, local councils, sports commissions, GFA Regional Associations and their home clubs. This has been successful in the past and an important source of funds for the juniors. Seniors in the clubs are asked to help out and encourage the fund raising activities by getting suggesting and supporting raffles, barbeques, corporate approaches and so on. Those clubs and juniors raising funds at the local level will be the ones to use those funds. **John Styles** as the GFA Chairman of Marketing and Development will be in touch with clubs to see if they need help and suggestions in these areas.

In addition, a document will be available that details what grants are available from the federal and state governments. Juniors will be assisted to make applications for grant assistance. A bulletin covering how to do this will be posted on



the Google Drive and Facebook pages whose links are provided above. All Regional Development Officers are asked to make themselves familiar with these grants and seek help from John Styles if required in an effort to help juniors in their state access as much assistance as they can.

Secondly, a request for notable donations will be made to raise the stakes a bit higher. The expectation here is that some senior GFA members will donate to the cause. These amounts will hopefully make a significant difference enabling juniors to compete in Australia and where there is a real shortfall, for glider rentals at weekends. These funds will be submitted to the Australian Sports Fund (ASF) enabling the contributions to be tax deductible and their usage transparently managed by a committee. ASF funds are such that they can only be used for the purpose for which they are set up and carry accountabilities to this end. See details on page 10. Members wishing to donate and receive a tax deduction accordingly should contact me or John Styles.

Third will be the drive for corporate funds and perhaps sponsorship. Anyone who can help here is asked to identify themselves to John Styles or to me. John is completing the application to the ASF and will set that program up for us. A major sponsor and benefactor would be a bonus and help us catch up to the programmes offered by overseas countries to their youth in gliding. These funds may also go through the ASF, are tax deductible to the benefactor and have full accountability and transparency.



OPPOSITE: Junior Performance Coach John Buchanan

TOP: Development Coach Bryan Hayhow

ABOVE: Adam Woolley

continued over page



participation at world and other overseas competitions.

- Assist juniors to train and improve their competition skills which will involve coaching and mentoring.

Allocations will be based on a training plan to be submitted by the pilot indicating –

- Objectives both short (1 year) and long term
- Strengths and weaknesses
- Who will be the coach and what the coach's role will be
- What gliding events and training sessions will be attended.
- What non-gliding events and training will be undertaken, for example, AIS, sports psychology, reading.

The training plan will include at least annual milestones, which will be used in considering further requests for funding from that pilot. The intent here is to reward the achievement of goals with further funding if possible.

Allocations will be made once a year following submissions made by 1 May. Allocation decisions will be made by a group consisting of -

- Juniors performance coach – currently John Buchanan
- Juniors development coach – currently Bryan Hayhow
- National coaching director – currently Peter Trotter
- And others for advice as required.

Many opportunities are available for corporates to obtain visibility.

FUND ALLOCATION PLAN

The intention for funds raised by the second and third means, hence passing through the ASF, is to establish an ongoing fund to assist junior pilots. The following draft covers the purpose of the fund and how the fund allocations to juniors will be made.

Fund allocations are for Australian junior pilots to assist them to become involved in and progress their flying. For example,

- Attendance at competitions, training camps and when necessary access to gliders on weekends either in Australia or overseas
- Not including equipment purchase, There are three groups of juniors who will receive allocations, each having a different need –
- The development group encourages and assists juniors to participate in gliding.
- The early cross country group assists participation in competition flying, necessitating attendance in competition and coaching.
- The competition development group encourages juniors to strive for the best in their gliding endeavours by gaining selection in the world comp team.

Volunteers are yet to be sourced to help with the management of the Development group, led by Bryan Hayhow, and the Early Cross Country group.

As JWGC Performance Coach I will only address the latter group at this stage.

JUNIORS COMPETITION DEVELOPMENT FUND

The Juniors Competition Development Fund purpose is to :

- Assist the juniors who have shown serious dedication to the development of their competition gliding skills and are likely to be selected for the junior's squad with a view to selection and

participation at world and other overseas competitions. We have the opportunity to promote gliding in Australia and get some pilots onto the podium at both junior and senior events. You can see from the description above that quite a few people are getting behind this idea. If you can help in any way or have some suggestions please refer them to me, Peter, Bryan or a coach for on forwarding.

GA

MASTER CLASS WITH INGO RENNER & BRAD EDWARDS

AUSTRALIAN INSTITUTE OF SPORT (AIS) CANBERRA

12 - 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 in our playground in the sky.

FORMAT

The format will be a one day event starting with a morning of facilitated discussion between Ingo and Brad followed by 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.

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.

NO CHARGE

GFA will cover the cost of the presenters and the meeting rooms. You just need to cover your travel and accommodation. There may be a nominal charge



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

of \$30 to cover incidental costs.

A mini trade show is being planned focusing on instruments and gliders.

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.

To lock in your place, contact Peter
peter.trotter6@bigpond.com
TEL 0417 888 040

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MEMBERSHIP AND OPPORTUNITIES

There is even better news this issue. Below is a chart showing GFA membership over the last ten years. The really great news is that our membership is now the highest it has been in nine out of the last ten years.



Currently, membership stands at 2,457. This is an increase of 255 or nearly 10 per cent over the previous year.

These figures include flying membership categories only. There are currently also an additional 131 non-flying members.

The table below shows the membership figures by state associations over the same ten year period. The figures show that NSW, QLD and Vic/Tas and WA are the winners. However SA/NT membership has declined over the last four years, which is something for SAGA and their clubs to contemplate and action.

While there are no stand out reasons for this success, there are a couple of factors that I believe may have contributed to this.

First, the GFA and a number of clubs have forged a strong partnership with the Australia Air Force Cadets organization, providing several thousand air experience flights for cadets at approved GFA clubs. This has led to a

number of cadets joining GFA clubs to pursue their flying further.

This in turn increases the number of young people entering the sport. Many will leave for education, career and family reasons but the seed is sown and experience has shown they will return later in life.

A number of clubs have put much effort into developing a pathway for their members. No longer is going solo the end product, but simply the first stepping stone. Cross-country coaching has also been further improved. These activities appear to help retain members, as they can now not only see the challenges before them but can also gain the confidence to overcome them through quality training and coaching.

There will be a number of other factors at play which we need to identify. Clubs that have seen an increase in membership in the last year may like to share their thoughts.

With current membership at 2,457, we all need to work to a target of 3,000 flying members by the end 2017.

This is your opportunity. Does your club look and feel welcoming, and are your members friendly? Is there rubbish around the place or are your aircraft clean and tidy with all the instruments working, and do you know how to use them all? Are your tow plane and winch reliable and can you show people a pathway in gliding or do you just send them solo and think that's it?

Now is the time to begin getting your club prepared so that it is in the best possible position to take advantage of this opportunity.

We will develop new marketing and promotional tools that will be available for club use. Look out for more information soon. We will also be looking for helpers at forthcoming promotional events. **GA**

Region	Year	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14
GQ	518	538	567	565	579	561	520	544	509	557	
NSWGA	707	691	734	718	688	686	688	656	642	812	
SAGA	339	352	329	316	307	308	324	285	280	273	
VSA	642	591	608	580	574	577	551	578	534	569	
WAGA	229	220	222	257	237	251	249	237	237	246	
National	2,435	2,392	2,460	2,436	2,385	2,383	2,332	2,300	2,202	2,457	

JOHN STYLES
CHAIR, DEVELOPMENT PANEL
cmd@glidingaustralia.org
www.facebook.com/theGlidingFederationofAustralia

Why this target and is it achievable? First, it's a nice round figure for us all to focus on. Second, yes, it is achievable if we all put in a bit of work.

We have a unique opportunity over the next four years which will not occur again for perhaps 20 years. From the last quarter of this year to January 2017, Australia will host five International competitions. They are:

16 – 22 November 2014 - Sailplane Grand Prix Series Final –Lake Keekip

5 – 13 December 2014 – Junior Pre Worlds/ Joeysglide – Narromine

1 – 12 December 2015 – Junior World Championships – Narromine

TBA January 2016 - 18m/15//Multi Class Pre Worlds – Benella

8 – 21 January 2017 18m/15//Multi Class World Championships – Benella

These competitions are an opportunity to spread the message about soaring. The Marketing and Development group will be utilising all forms of media to ensure the greatest possible level of exposure. We have a list of other projects we are currently setting up and these will become available from September this year.

You may think that it's all very well for a minority of top competition pilots, but doesn't help our little clubs. However, with increased exposure, your little club will hopefully see an increase in people coming along for a flight.

There will be a number of other factors at play which we need to identify. Clubs that have seen an increase in membership in the last year may like to share their thoughts.

With current membership at 2,457, we

all need to work to a target of 3,000 flying members by the end 2017.

Now is the time to begin getting your club prepared so that it is in the best possible position to take advantage of this opportunity.

We will develop new marketing and promotional tools that will be available for club use. Look out for more information soon. We will also be looking for helpers at forthcoming promotional events. **GA**

GLIDER MAINTENANCE

Hi everyone and especially my Inspector colleagues and Registered Operators. Following on from my last article, we have been hard at work in the Airworthiness Department providing business as usual services to members and moving forward on the Airworthiness Development Program (AWDP).

My main objective in these articles is to keep you abreast of what is going on and to provide you updates of the many changes over the years that members don't seem to know or understand.

Our RTO-A conference in June included the whole department of CTO, DCAD, CAD and RTO-As as well as the AWDP staff as participants in the way forward. We also interacted with the Ops group to solve or understand common issues – radios, transponders, FLARM and the future. It was very useful and productive but it will take months to roll everything out. We have a lot to resolve and changes to implement by 2020 in the airspace field. So talk to your RTO-As before you buy new radios or FLARM - there will soon be new requirements. Also, don't buy Lithium batteries for your glider without airworthiness approval. If your glider does not have approval to use Li batteries of the specified type, you may get an engineering order to approve it from a Part 21M engineer.

Our airworthiness team understands how important it is for glider owners to enjoy the freedom and individuality in fine-tuning their aircraft to compete and enjoy Australia's excellent gliding. We intend to keep all this possible within a self-administered airworthiness system based upon a sensible, simple set of procedures. There is a lot of work and some changes in front of us - we are well on our way.

REGISTERED OPERATORS (ROS)

Do you know your responsibilities?

You have legal responsibility to maintain your glider as per Australian aviation law and GFA's rules. Continuing airworthiness of the aircraft is your responsibility as per MOSP Part 3 Clause 4.14. You don't have to do the work but you must make sure it is maintained correctly. Please read the MOSP v6. We are updating this but the following will be unchanged.

GFA's responsibility is to help you do this. We do this largely by writing our procedures (MOSP) to correctly reflect aviation law and CASA directives so you can more easily and clearly understand. We also negotiate improvements with CASA and their approval of our rules, and supply assistance with Airworthiness Directives (ADs) by writing GFA ADs and guiding you to find applicable ADs. ADs have become very tricky and we are concerned you may not understand this.

As per MOSP P3 Clause 2.8.5., from 1 October 2009, in accordance with CASR Part 39 the RO is responsible to find and ensure the aircraft complies with a multitude of ADs - all CASA and state-of-design ADs, including ADs covering engines, propellers, instrumentation and equipment. It is the Registered Operator's responsibility to monitor ADs, not GFA's responsibility to provide them.

This is worse than you probably imagine. For example, if you have a Jantar (Polish) with a transponder (USA) and you fitted an approved TOST (German) disc brake wheel, which ADs do you have to find and comply with? Answer:

- All GFA ADs
- All CASA ADs (maybe for testing the transponder or altimeter)
- All foreign ADs since 1/10/2009 issued by the State of Design for any components.



ROB HANBURY
Airworthiness
Department Chair
cad@glidingaustralia.org

- Luckily, EASA has simplified European Airworthiness as they now control and list all European aircraft.

They have become the State of Design for all EU aircraft and components including Germany and Poland, and have a good website as well.

- So check EASA for Jantar ADs and for TOST wheel ADs in this case.

- But in this complex example, it has a USA transponder – so check the FAA for transponder ADs. Now I am sure you are all worried!

We agree this is difficult. To mitigate, GFA (and CASA) are referencing all these ADs, will continue advising you at your registered email or postal address, and listing them on GFA AD Schedules. We are going through an audit to make sure our information is up to date and if we find new ones we will advise you. We will also improve the Schedules to help you. But as you can imagine it is complicated, and you are responsible to check for yourself. To help, please advise GFA whenever you find a necessary update for the Schedules – we are then helping each other.

Also note that a good manufacturer will have its own web site that may be a much better and easier place to get the aircraft ADs and manuals. You need to find out the best resource for your aircraft type as well as all equipment in your glider. Luckily, older gliders will not have new ADs and it will be the same as before – but you must be sure.

On the GFA web pages you will see a developing help page to help you find all this information on the web. What about people who are not web proficient? We will help there as well. Please contact your club inspectors, AAO or your RTO-A and they will help.

You will find updated information coming to you and on the web site soon. Please use it and stick with us to sort this out. Sorry to rub this in – but the RO is responsible and the Inspector and pilot have responsibilities as well. It is dangerous leaving the ground and we all have to do our best to reduce this risk.

LOGBOOKS

Logbooks are legal documents and must be kept as such. Sorry ROs, you are responsible – you can do it or pay your maintenance organisation to do it for you. Please see the new Guidelines for Annual Inspections, either on the website or in your Form 2 pack if post 20 June. This year, work on getting your Logbook perfect and it will be easier in future. Read the Guidelines.

THE FUTURE

As I said last time; my intention is that, apart from learning more and doing airworthiness more correctly, we can continue as before with the clear freedom to maintain our gliders simply and safely in a sensible system for GFA. So don't despair. We are here to enjoy gliding as our sport. Thank goodness some of us enjoy maintenance even with these hurdles – we need you, please join us in the Airworthiness team.

GA

This article has been published with the kind permission of the author who works in the firm's Sydney office. While written for a broader aviation audience, the thrust of the article is relevant to all of us who fly sailplanes.

The GFA regulation in respect of flight reviews is contained in the GFA Operational Regulations at paragraph 3.3.5, which states: "A solo pilot shall undergo an annual competency check (Annual Flight Review) in accordance with the GFA Instructors Handbook." This means a pilot must not fly a sailplane in command if the pilot has not, within the period of 12 months immediately before the day of the proposed flight, satisfactorily completed an annual flight review.

OPERATIONS

If you have any questions or feedback please contact me

CHRISTOPHER THORPE
Executive Manager, Operations
emo@glidingaustralia.org



Further guidance material on the conduct of Annual Flight Reviews is contained in Operations Advice Notice (OAN) 02/12 that is available on the GFA website.

Flight Reviews Minimise Mid-Air Surprise and its Costly Consequences

BY KRISTIN HIBBARD, ASSOCIATE,
HWL EBSWORTH LAWYERS

Many people believe that flying is a much safer form of travel than driving. In particular, the safety of Australian airlines and aviation agencies are highly regarded internationally. Nevertheless, the consequences of an aviation incident can be devastating and ongoing vigilance is necessary to ensure high standards of safety endure.

Pilot competency is a significant factor in the safety of our aviation industry. The stringent training of pilots ensures they are able to get themselves and their passengers back on the ground safely. This training becomes particularly important when disaster strikes. The remarkable talents of pilots have regularly averted, or minimised, disaster in a range of scenarios, including when engines have failed mid-air, fires have ignited on board and during adverse aerodynamic situations. Pilots are trained to remain calm and confident when an emergency strikes. Most recently, a pilot on the NSW north coast made an exceptional emergency landing after his light aircraft lost power above a caravan park.⁽¹⁾ It is therefore essential that pilots maintain their proficiency with regular training and checks.

The Civil Aviation Regulations 1998 provide that both private and commercial pilots must not fly an aircraft as pilot in command if the pilot has not, within the period of two years immediately before the day of the proposed flight, satisfactorily completed an aircraft flight review. Aircraft flight reviews were an initiative of the US Federal Aviation Administration, and they provide pilots the opportunity to restore degraded skills and gain new knowledge. A recent investigation by the Australian Transport and Safety Bureau (ATSB) highlighted the importance of pilots taking every opportunity to refresh their knowledge and skills, at a minimum by undertaking a flight review every two years. In April 2012, the owner-pilot of a Cessna 150 aircraft was manoeuvring his aircraft at low level when the aircraft aerodynamically stalled. The aircraft subsequently crashed and the pilot sustained fatal injuries. A subsequent investigation by the ATSB revealed the pilot had not completed a flight review for a number of years, which increased the risks of flying the aircraft.⁽²⁾

The number of flight hours accumulated by a pilot does not alleviate the need to conduct regular flight reviews. Even pilots who fly regularly can lose proficiency in non-routine procedures and in the recognition and avoidance of risks, which may be

restored by completing flight reviews. Notably, a recent report by the ATSB examined pilot experience and competence and found that the overall performance of low-hour pilots matched that of higher hour pilots, with the only difference being how many exceeded the required standard.⁽³⁾ It remains essential for all pilots to undergo regular flight reviews.

Compliance with the Civil Aviation Regulations, and in particular the satisfactory completion of an aircraft flight review, can also affect insurance coverage. In Johnson v Triple C Furniture and Electrical P/L [2010] QCA 282 the Queensland Court of Appeal considered the insurance coverage of a pilot who had failed to complete an aircraft flight review within the period of two years immediately before the day of subject flight. There, the aircraft owner's insurance policy contained an exclusion clause which provided that the policy did not apply while the aircraft was operated in breach of communications issued by the Civil Aviation Safety Authority (CASA) from time to time.

CASA communications were defined as "recommendations, regulations, orders or bylaws, which would be regarded as an appropriate authority by aviators ... in relation to airworthiness, air navigation and the legal operation of the aircraft ..." Such communications included the Civil Aviation Regulations, with which the pilot had failed to comply. The Court ultimately concluded that the insurer was entitled to decline indemnity on the basis the pilot had not completed his aircraft flight review. Consequently, a failure to complete an aircraft flight review may leave an aircraft operator exposed to significant losses and/or claims for which they are not insured.

Flight reviews are just one important way in which the continuing proficiency of pilots is ensured, and consequently the safety of flight.

As safety is always a key priority for the aviation industry, it remains important that all industry participants continue to comply with relevant laws and industry standards.

¹ <http://www.abc.net.au/news/2013-07-07/light-aircraft-narrowly-misses-crash-landing-near-casino/4804458>

² Australian Transport Safety Bureau, Collision with terrain involving Cessna 150, VH-UWR, AO-2012-059, Final – 18 June 2013

³ Australian Transport Safety Bureau, Pilot experience and performance in an airline environment, AR-2012-023, 17 July 2013procedures.

GA

ASG 32 NEWEST 20M TWO-SEATER



BY BERNARD ECKEY
ANZ AGENT FOR ALEXANDER SCHLEICHER

I knew that the ASG 32 was scheduled to have its maiden flight around the same time I was visiting my relatives in Germany. However, due to other commitments I missed this historic event but while talking to the MD on the very next day, I got an invitation for a test flight.

Of course, they didn't have to invite me twice. Arriving just a few days later, the new glider was already surrounded by a number of other gliding addicts. All of them were busy inspecting the ASG 32 and queuing up to try it for size. Because I was seen as another potential customer they freely expressed their delight with the elegant appearance and the generous cockpit. Even the tallest visitor was pleased with the comfortable and roomy interior. "For the first time we now have a glider that allows someone like me to enjoy long cross-country flights," he said. Bug wiper garages and automatic control connections are standard features but an additional outlet for cockpit air and integrated anti collision lights (ACL) in the leading edge of the fin are available on request. The same applies to dual engine controls.

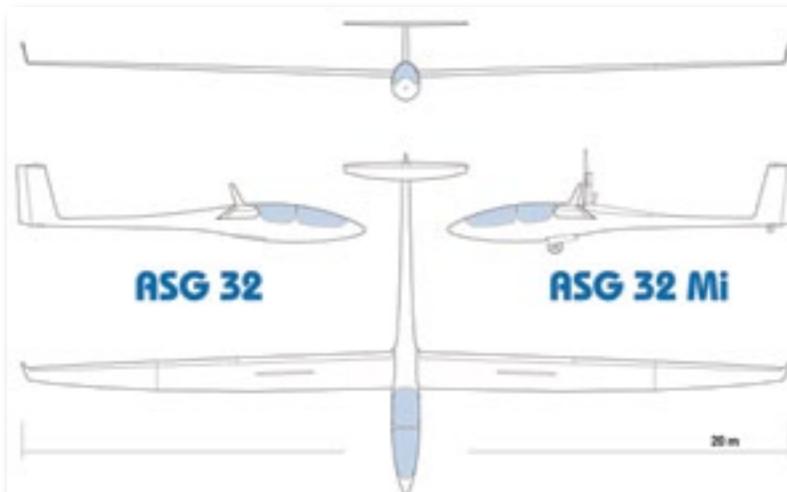
Looking at a new glider is nice but flying it is much better! Therefore we kept a close eye on the sky and in the early afternoon our prayers were answered when a few blue holes appeared on the horizon. Having travelled the furthest I was offered the first flight of the day. My pilot was no other than Ulrich Kremer, the MD of Schleicher. First he remarked that our wing loading would be around 47 kg/m^2 and our C of G approximately 1/3 away from the rearmost limit. Then he told me to strap myself in while the glider was still parked in front of the hangar, quite a distance away from the end of the airstrip. That's strange, I thought, but after more than 30 years of marriage, I figured it is best to do as you are told. The engine sprang to life without hesitation and after

taxing for about 50m and completing a 180° turn, we were lined up on the runway thanks to the steerable tail wheel. By now the engine was already warm enough and just seconds later we were rolling and climbing into a largely overcast sky at a rate of almost 6 knots. The humming sound of the rotary engine was a pleasant change from the 2-stroke engine in my ASH 25. Most noticeable is the total absence of vibration and a considerably lower noise level. In fact, there was hardly any need to raise my voice while talking to my pilot in the front seat. Very impressive indeed!

Even after climbing through 3,000ft there was still no sign of convection. Therefore my pilot elected to keep the

continued over page





engine running until we were in reach of a dark spot under a still overcast sky. While cruising near best L/D, the quiet cockpit is noticed straight away - most likely due to the very clean fuselage. No nose wheel can disturb the airflow and the tail wheel is also fully retractable - a first for a production glider. At the first sign of turbulent air Ulrich Kremer initiated a turn and told me to take over. Soon we were climbing - rather slowly at first, but after a few corrections the vario was reading about 3kts up. The first pleasant surprise is the agility of this 20m bird. This and the control harmony need to be experienced to be believed. The outstanding rate of roll is owed to the fact that the outer flaperons extend over 48% of the wing span but somewhat surprisingly the stick forces remain pleasantly low. It makes thermalling this new glider almost effortless even on long to very long flights. Initially I was thermalling at around 60kts but after about half a dozen turns it even felt comfortable to bring the speed back to just over 50kts. I must admit to over-ruddering the ASG 32 initially - most certainly a legacy of being a long time Open Class pilot. Most impressive of all is the feedback this glider provides thanks to a new airfoil and a clever control system. But more on that later!

HIGH SPEED PERFORMANCE

Cloud base was around 5000ft by now and with a few promising signs of lift in the distance we decided to try our luck further away. With the flap lever in overdrive the new

bird was soon cruising between 85 and 95 knots. Perhaps this was a bit fast for the prevailing conditions but an ideal opportunity to get a feel for the ASG 32's high speed characteristics. The control forces remain remarkably low and if my first impression is anything to go by, the high speed glide performance is at least on par with the ASH 25 - not bad for a glider with 6m less wingspan. So far no performance measurements have been conducted but recent comparisons with the single-seater ASH 31 Mi in 18m configuration have shown that an ASH 31 pilot had to work very hard to stay in touch on a 300km cross-country flight.

Back in the upper height band it was time to check the low speed characteristics. Slowly bringing the stick back to the control stop makes the nose point steeply into the air. It is more than enough to make every pilot feel very uncomfortable indeed but it doesn't faze the ASG 32 at all. Only feeding in some rudder puts the glider into protest mode. Initial buffeting leads to dropping of a wing, which is by no means violent. It can be immediately arrested by releasing the back pressure. To describe the stall as docile is an understatement.

Checking the slow speed characteristics came not a minute too early. Only small wisps of cloud remained under a thickening cloud cover with light rain evident in the distance. But even these wisps produced nothing but sink and when I was getting a bit too low for my liking, I handed over to Ulrich with the suggestion to start the engine. Without hesitation he pointed the nose towards a small industrial complex next to the Autobahn where he managed to find a weak, broken and narrow thermal. We were low, the glider was standing on the left wingtip, the ASI was reading 65kts and I admit that I was right at the edge of my comfort zone. But soon it didn't matter anymore - we were climbing again. Pilot skill and local knowledge helps greatly in situations like these, but this was another test the ASG 32 passed with flying colours.

After about two hours in the air it was time to give others a chance to test this new glider. The narrow factory airstrip is surrounded by tall trees and because it only tolerates landings in one direction we faced a tailwind of at least 15 knots on final. That is enough to put the average pilot right on edge but to my surprise Uli Kremer waved his left hand to demonstrate that the airbrakes remain in the selected position even if the pilot takes his hands off. Shortly after, the main wheel briefly squeaked while touching the runway and only then did we notice that cameras were pointing towards us from all directions.

MICHAEL GREINER

Designer Michael Greiner was already waiting for us to show his latest creation to another group of potential customers. He found himself bombarded with questions and while listening to him it soon became evident that this man knows what he is doing and that his ASG 29 did not become a best seller by coincidence. Michael stressed that the ASG 32 is the only aircraft in its class designed to satisfy the new crash load requirements of 9g corresponding to a 7.5 ton load on the cockpit section. Extensive tests on a full scale fuselage with strain gauges and thorough analysis were necessary to fulfill this requirement without excessive mass penalty. He also let us in on the design philosophy behind the



ASG 32 and explained some of the aerodynamic refinements. Although the front fuselage is a direct copy of the ASH 30, the tail section including the vertical and horizontal stabilizer is brand new. Their unusually high aspect ratio not only decreases overall drag but also reduces control forces - something we had just experienced firsthand.

NEW WING

The wing is also a totally new design. It features an almost elliptical lift distribution, four different airfoils near the fuselage, three different airfoils along the wing, a new 0.6m tall winglet with snap on fittings, and a plan form consisting of five trapeziums. The wing plan form was kept as straight as possible to avoid high speed torsion loads and a consequent premature migration away from the laminar bucket. Johannes Dillinger of Concordia fame contributed greatly to the aerodynamic design and in particular focused on the wing to fuselage junction to reduce the effect of the fuselage on the lift distribution. He also helped design the fin to fuselage junction to avoid the negative effect of the turbulent wedge created by the fuselage.

Just as much effort was put into the wing control system with advanced flaperons. A newly developed aileron and flap mixer is located in the inner wing panel. It guarantees high roll rates and at the same time decreases negative yawing moments as well as ensuring minimum drag in stationary turns. The combined effect of this new mixer and the latest wing section ensure a high usable lift coefficient in positive flap settings, which is of prime importance

when it comes to taking full advantage of gusts while thermalling. It not only results in improved rates of climb but - just as importantly - it also gives the pilot a first class feel for the air.

Driving home that day left me in no doubt that the ASG 32 will become another best seller for the oldest glider manufacturer still in existence. The ASG 32 nicely fills the gap between the ASK 21 and the latest Open Class two-seater ASH 30 Mi. Because it was designed without compromises and without any need to revert to existing components it has what it takes to become the leading model in the new 20m two-seater FAI class. At the time of writing as many as 26 firm orders are already on the Schleicher order book and at least four of them will soon be flying down under.

GA





NORTHERN EXPOSURE RÄYSKÄLÄ

PHOTOGRAPHS: KATJA SOIKKELI AND THE AUSTRALIAN TEAM

The 33rd World Gliding Championships in Club Class, Standard Class and the first ever 20m Multi-seat Class took place from 22 June through 5 July in Finland. Four Australian pilots and a support crew of seven people travelled north to the 60th Parallel at Helsinki, then 110km further to Räyskälä. Team Captain Mike Codling gives us a rundown on the contest and Allan Barnes, Matt Gage and Adam Woolley tell us about their experiences as pilots.

MIKE CODLING, TEAM CAPTAIN

Four Aussie pilots and a support crew of seven assembled in Räyskälä, Finland for the 33rd World Gliding Championships. Over two weeks we experienced the Finnish summer with everything from snow, rain, wind and even some sun and eventual warmth. Conditions varied throughout most flying days and were very challenging. The Finnish organisation was very professional with just a right dose of humour.

Allan Barnes and **Matt Gage** represented Australia in standard class. Both flew extremely well and together they made a good impression in the first couple of days.



Unfortunately the conditions got the better of them on Day 3 and they both outlanded near the final turn under a dead sky. Allan's best ever result came a day later, a close 2nd place behind Sebastian Kawa. Seven days were lost to the weather and during the first week it was starting to look like there may not be enough days for a championships, for which four required.

Adam Woolley and **Eric Stauss** were our club class pilots. Adam put in a great effort in the early days, placing in the top ten. Again, the conditions tested plots to the maximum and outlandings followed. Eric flew very competently and gained a lot of international experience to add to his junior comps results. His efforts were rewarded in the last couple of flying days with good results, an 8th place with 972 points being the most notable. That same day had 21 pilots finishing with score above 900 points, such is the quality of the competition.

LAKES AND TREES

Räyskälä is a tricky site to fly from with many lakes near the airfield and most of the remaining terrain is covered in thick forests. Challenging final glides into headwinds resulted in some competitors tagging the finish circle and then turning away from the airfield to safely land in a field rather than risk the additional 3km across the lake and trees.

The evenings were mostly low key BBQs in the campground followed by a relaxing Finnish sauna and dip in the lake. The sauna was a memorable contrast to the cold conditions of the days. Of course, being so far north with sunset and sunrise only four hours apart, the nights never got dark. International night was a chance to let our

hair down as the following day was a no-fly day. We offered Australian wines and Vegemite to the crowd as well as circulating and testing all the other international fare.

Fortunately for all, the final week saw conditions and temperatures improving to the point where we dared to wear shorts and short sleeves out on the grid. The competition closed with an evening dinner and party and the ceremony was held next morning. Australians went away with no medals, although I'm sure we all learned a lot and pushed the pilots' flying skills to the max. Many friendships were kindled and renewed and the competition, atmosphere and camaraderie made the event a big success. Thanks to our various hosts for providing gliders, accommodation, vehicles and much more.

MATT GAGE

LESSONS LEARNED

This was my first World Gliding comp, but not my first World competition. As a result, I thought I was more prepared in some areas than I might have been, particularly the mental preparation and also in dealing with much more thorough technical inspections and rule observance. I was right, this aspect proved to be no trouble at all, and in fact, the technical inspections were much easier than I expected.

However, what really seems to make the difference at this level is mistakes. In a State or National comp in Australia, a small mistake rarely costs much and a big mistake can be recovered from. Here, a single relatively small mistake costs the comp! The flying ability of most pilots here was so close, that you are unlikely to gain an advantage by being clever, or just flying better.

On Day 1, we had an AAT which had a minimum distance not much below what we expected we could achieve, so the easy decision was to pick the area that looked to have the best conditions and get all the distance there. This is exactly what we did, and got a good result, except for a very small result in finishing under minimum finish height, which was so high that full airbrakes from the finish ring was just enough to get onto the field.

The Germans made a big mistake. Talking to a number of pilots here, most view flying deep in the first sector as important. The Germans did this into an overcast sky with no cu. Everyone else just touched the circle and left at best L/D to the cu before running up and down a convergence line through all other sectors. The Germans lost over 400 points on an 800 point day. This proved impossible for them to recover from.

Our big mistake was on Day 3, and actually triggered my problems for Day 4. In anger at outlanding, I just killed the power to my instruments, instead of shutting things down properly - the LX V7 needs to be powered off on the unit. Just before launch on Day 4, I realised that the vario wasn't functioning properly - the polar had been corrupted and this affected just about everything, including supplying accurate data to the Oudie.

I should have pushed off and fixed it later - we wanted a very late start anyway. Instead, I tried to re-program it, which failed, and then tried to change the settings to what it displayed in the air. This was no good, so I opted to land and fix it properly. All was fine until 30m after touching down, when the undercarriage collapsed, which on a bitumen runway meant the end of the day and a repair



FROMTOP:

Adam Woolley with the team mascot.

Allan Barnes

Matt Gage

Eric Stauss with Andrew Horton



continued over page



On 1 and 2 July, all the gliders lined up on the grid only to have the tasks change from A to B to C before the day was finally cancelled.

job - the glider was ready to fly by the next morning, but with several days of rain, the repair work continued until it was completed. What was the cause of the collapse? Many things in the mechanism were worn, but just within limits. This, combined with a cross-wind landing that let the tyre just brush a bolt in the gear mechanism, made it give way. The team at Räyskälä who did the repair were fantastic, as was the support and advice from Scott Lennon in working out what had probably happened.

The good part of Day 4 was Allan flying to the plan we set before and getting a close 2nd place on the day.

The choice of start time was also critical, and difficult to determine. Day 6 was a good example. The weather was suggesting that a sea breeze would shut off the 3rd turn point and the 4th leg, so getting away early to beat it looked like a good idea. What happened was that we had a good run with a couple of slow spots. However, those who started 30 minutes later avoided the slow spots, beat



ALLAN BARNES – DAY 6

DAY 6

Weatherwise, the day looked much better than yesterday, with lighter winds and better climbs, cu to 4,000ft, and none of the storms that made yesterday almost impossible to complete. There was, however, a prediction that the sea air, pushed in on a light westerly, would make the western part of the task area soft later. The 372km racing task, the longest yet set, had a long leg quite close to the western coast. Matt and I were well outside the running, so we decided to have another go at doing something special, rather than just taking a safe mid-gaggle ride. With the forecast, a late start seemed risky so we decided to go early and fly the task alone if necessary. As soon as the gate opened, the conditions down track looked good, so we headed out about 10 minutes later. In the first 20km we passed several gliders heading back for restarts, having tried to tempt some others onto track in front of them. Undaunted we continued west to the first turnpoint, and could

already see that the conditions nearer the coast looked weak and mainly blue. We could see one gaggle ahead that must have started even earlier. Pushing hard we rounded the into-wind turn low and connected with the bottom of the leaders' thermal, but it was weak so we pushed on again. The next climb was also weak but we were getting low, so we stopped in it for a few turns to stay comfortable. The next climb was much better and we were joined by Mac Ichikawa - but had he started before us or after? It didn't really matter, but we knew that our previous climb had been a little expensive in time. Running with Mac was fun but he soon peeled off in a different direction. Our chosen cloud worked well - 6kts as we pulled into the core in an empty sky. Within a couple of turns we were surrounded by half a dozen gliders - it amazes me still how they materialise from nowhere whenever a good climb is to be had. We all left when we had the next climb marked, but when we got there we found only 1kt and a long blue traverse to the northern turnpoint. We were about to lead out when suddenly we saw Kawa in the gaggle - did he know something we didn't? One turn later we decided we didn't care, and headed out to take the turn.

FRUSTRATION

The third leg was a short SW into the sea air but we found a good climb and headed out. Frustratingly, there were still about 6 gliders in front - we hadn't caught them so far. There was a cu right at the turn, and as we took the turn, again low, the vario chirped, but only weakly. The leaders were still circling above but we seemed to have missed the best. Wasting a couple of turns in about 1kt we decided to head south low under a fairly good line of energy. Immediately on leaving we hit good energy and about 5kts. Frustrating!

We were now heading southeast, parallel to the coast, on a long 140km leg. We'd been hoping that conditions would be weakening by now - but very strong climbs were still around. Occasionally we would see in the sunlight a glimpse of the leading pack, out ahead. About 40km short



of the 4th turn, we could see that the turn itself was in the blue, with virtually no landing options. There were two strong cu ahead, then a large dark mass of congestus before the gap. It looked like it would be straightforward to get to base before heading out. The first cloud delivered maybe 3kts - the second maybe two. Surely the dark congestus would deliver the climb we needed? But searching underneath produced only weak positive netto. Ahead under a wisp but maybe 5km off-track I spotted club-class gliders climbing, high. We deviated across but again found only vario-teasers. The climb must be coming off the sand mine upwind, I thought - but pushing even further into the sea-air yielded nothing. Suddenly the flight had become critical. We could not push on - we were far too low to cross the unlandable lakes and forest that led to the turnpoint, and there was nothing to suggest that there was any chance of lift ahead in any case. We had only one choice - to head back 180° under the turning gliders and hope to strike a core. Suddenly, over my right shoulder Matt called, "Turning, feels like 3". The climb was small and rough but we were saved. It cost us a lot in time - by the time we topped out we were with gliders that had started later. In the event, the glide into the turn was fairly buoyant and there were even some decent climbs beginning to form wisps. The day was still improving! Looking down, though, was frightening. At one stage we saw a glider circling maybe 800ft above a lake, with the nearest landing possibility at least 20km away. I wasn't sure whether he was doing a final turn into the lake, or climbing. Turns out he was coming up. Lucky boy.

The final part of the flight was a constant struggle to get on to final glide, over perhaps 50km of unlandable terrain. Every climb was disappointing, with the promise of better ahead. So many times we saw gliders climbing fast ahead, and raced across only to see them leaving as the thermal died away. It was one of those times that you



LEFT to RIGHT: Reg Gardner, Mike Codling, Charlie Downes, Dylan Lampard, Matt Gage, Andrew Horton, Allan Barnes, Ailsa McMillan, Eric Stauss, Dave Holbrook.

are just slightly out of sync with the thermal cycles. Matt had managed his energy better and called that he was on final glide and heading for home. Eventually, with only about 20km left to run and still a couple of hundred below glide, I gritted my teeth and took a knot for a few turns as gliders raced over my head.

The final result - Matt 20th and me 25th, for 752 and 736 points respectively - a result we could easily have exceeded had we left with the main gaggle. However, if the sea air had swept in as forecast, it could have been a day where only the earliest starters made it home, so we felt it had been a risk worth taking, given our overall placings.

continued over page



TOP: Adam Woolley coming into land.



RIGHT: Eric and Adam.

ADAM WOOLLEY

SENSE OF URGENCY

The World Gliding Championships is a faced paced game, especially when you are flying in a well oiled gaggle. It can be intense, yet beautiful to watch and be absorbed into.

I write this article like a debriefing with myself, so it'll be written in a somewhat unusual style - I hope you all enjoy the read.

I had to use all my skill and abilities to stay with the gaggle, thinking don't slow down, core quickly, fight for your spot, accelerate fast out of the climb, be smooth, you can't afford to do this or that, etc - otherwise you'll drop off the bottom and it will be hard to catch up again before the final glide.

It was intense. I made it through the flight, but it naturally took a bit out of me. I thought, why don't I fly with this intensity all the time? I need to constantly picture these 20 gliders around me, to push me, drive me and motivate me to constantly push harder.

I sat down and thought about it, then later talked to G Dale, who had been thinking along the same lines, though we hadn't known this at the time.

I realised that I need to work on my 'sense of urgency'. Then, as a secondary goal to this, I'll need to work on my intense mental fitness, and maybe also my focus and concentration. The latter two are minor for me though, as I'm already strong in these fields. But like anything, there's

always room for improvement.

G didn't quite know how to describe it as well as I did, but he put it this way. He felt he lost a second a minute, because he, like me, lacked that sense of urgency for 100% of the flight.

In the gaggle, I was aware of sitting forward in my harness, tail up, constantly accelerating, constantly pushing, flying at 100% of my racing capability. Having that 'sense of urgency'!

I can easily do this again. I just need to start practicing it - which I think can be done by flying GPs - see you at LKSC GP this season! Soon I'm hoping to be able to fly like this regularly, though without the feeling of intensity. I want it to feel normal, to be my second nature. In short, my goal is to be able to fly like this all the time, and for it to become my new 90-95% - leaving a bit in the tank if I need it.

The WGC game is fast and intense. Love it! 

WORLD GLIDING CHAMPIONSHIPS

RÄYSKÄLÄ FINLAND 2014

CLUB CLASS

1. BERNARD ERIC	FRANCE	STD. CIRRUS	6067
2. WALBROU KILLIAN	FRANCE	HORNET	6050
3. ØRSKOV RASMUS	DENMARK	LS1-F	5954
4. GRIT VALENTIN	FRANCE	CIRRUS	5902
5. DALE GERRARD	GB	LIBELLE 201B	5865
23. WOOLLEY ADAM	AUSTRALIA	STANDARD CIRRUS 5011	
35. STAUSS ERIC	AUSTRALIA	LS 4	3943

STANDARD CLASS

1. SCHMELZER BERT	BELGIUM	DISCUS 2A	5912
2. KAWA SEBASTIAN	POLAND	DISCUS	5881
3. HOOD JEZ	GB	LS 8	5836
4. HOOD RICHARD	GB	LS 8	5784
5. KROK TOMASZ	POLAND	LS 8	5565
28. BARNES ALLAN	AUSTRALIA	LS 8	4555
38. GAGE MATTHEW	AUSTRALIA	LS 8	3573

20M MULTI-SEAT CLASS

1. JONES STEVE JONES HOWARD	GB	ARCUS T	6729
2. LEHTO ANTTI LUUKKANEN NIKKE	FINLAND	ARCUS M	5858
3. ACHLEITNER GUIDO RASS MICHAEL	AUSTRIA	ASG 32MI	5742

FULL RESULTS AT www.wgc2014.fi/results



GLIDING AUSTRALIA



AUGUST 2014

PHOTOGRAPH BY: PETER NEWCOMB OF PETER HOFMAN FLYING A FOURNIER RF-4 AEROBATIC MOTOR GLIDER
AT PIPERS FIELD, BATHURST SOARING CLUB, NSW

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
27 July	28	29	30	31	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 Sunday	31

SEPTEMBER 2014

PHOTOGRAPH BY KATJA SOIKKELI, G DALE FLYING HIS LIBELLE 201B AT THE WORLD GLIDING CHAMPIONSHIPS, RÄYSKÄLÄ FINLAND JULY 2014

SUNDAY
31 August

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TUESDAY
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WEDNESDAY
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THURSDAY
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FRIDAY
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GFA CALENDAR

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

secured for the event which will assist women all over Australia to attend and Lake Keepit soaring club has reduced the cost of glider hire for the week which should make it more affordable than ever for all women to attend. Training will be available for all levels of gliding experienced from pre solo to competition pilots. There is accommodation on site, bunk house rooms as well as cabins. For more information please contact **Leonie on 0409606320** or ozglidergal@hotmail.com

MASTER CLASS AND TRADE SHOW AIS CANBERRA

12 - 13 Sep, 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

29 Sep - 4 Oct, 2014

Kingaroy Soaring Club is in the heart of Australia's cross country heaven. Located at the Kingaroy Airport we soar all year round over the very well known Kingaroy Valley and the Darling Downs.

www.kingaroysailing.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.

The web site is now accepting registrations. www.glidingqueensland.org.au/comps select the link 34th AUSTRALIAN CLUB and SPORTS CLASS NATIONALS then click on Comp information, then select Entry form.

Contact Dave Donald 0409 059929 or icansoar@y7mail.com

WOMEN IN GLIDING LAKE KEEPIT

1 - 9 November

Planning for this years women in gliding week is underway. Funding has been

Bordertown-Keith for those that wish to fly there for the State Comps.

JOEYGLIDE - PREWORLD JUNIOR WORLD CHAMPIONSHIPS

Narromine

6 - 13 December 2014

The junior preworld event combined with the traditional Joeyglide. Open to all juniors both National and International. Student cross country pilots with experienced coaches. Contest Director Adam Webb. For information: adam@adam-webb.com

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

20 - 28 January 2015

The event is now open to a second class of open 2 seater craft. So bring along the ASH25, Nimbus 3 & 4 and any other two seater for this fun competition. The entry and all forms are now on the Narromine Gliding Club site at www.narromineglidingclub.com.au

COACHING - 2 SEATER HORSHAM WEEK

31 Jan - Feb 12, 2015

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

HORSHAM WEEK COMPETITION

7 - 14 February 2015

Horsham Airfield, Victoria

This is perhaps the longest continuously running competition in Australia, and is a welcoming and friendly competition suitable for all levels including pilots entering a competition for the first time. For details contact the Contest Director

Ian Grant at cd@horshamweek.org.au or see the website at www.horshamweek.org.au



AUSSIE INVASION AT THE GRAND PRIX FINALS

BY KERRIE CLAFFEY, WITH INSERTS FROM THE BLOGS OF TOM CLAFFEY, BRUCE TAYLOR AND GRAHAM PARKER.

PHOTOGRAPHS: GRAHAM PARKER, TOM CLAFFEY, BRUCE TAYLOR AND SAILPLANE

At the Sailplane Grand Prix (SGP) Qualifier in Lake Keepit in November 2012, three Aussie pilots, Tom Claffey, Graham Parker and Bruce Taylor, qualified to fly the SGP Final in Sisteron in May 2014. New Zealander John Coutts also qualified, making four antipodean GP finalists.

ABOVE: Bruce Taylor over the town of Digne.

BELOW: Tom Claffey, Graham Parker and Bruce Taylor preparing for the day.



The three flatlanders had varying degrees of mountain experience. Bruce's previous experience included the 1995 WGC in Omarama, the 1996 pre-worlds and 1997 WGC in St Auban, plus an earlier SGP in the French Alps. Graham had flown the 1994 pre-worlds and several NZ nationals and regionals in Omarama, and Tom had flown as P2 in the 1996 pre-worlds in St Auban plus a number of days in Omarama. John has considerable experience in Omarama and Rieti. Armed with this wealth of experience against 20 of the world's best pilots, some born and bred

in the mountains, our intrepid Antipodeans set off with a mission to stay alive and get a point!

Staying alive in the mountains is not trivial with all sorts of fun things to hit – like each other, the mountain and assorted obstacles. One day Tom got a flarm warning 'obstacle ahead'. "What, you mean this big mountain in front?" Closer inspection revealed a ski lift ahead!

Getting a score is also not easy. Ten scoring points are allocated for first place, 8 points for second place and so on down to 1 point for ninth place. Everyone else gets zero points. So unless you beat at least 11 of the world's best pilots, you'll get 0 for the day.

As anyone who's flown in Europe knows, it's a marathon journey just getting pilot, car and glider to the comp site. On 1 May Team Claffey flew via Dubai to Munich, where Swaantje Geyer kindly took us back to Nuremberg to lend us her Golf wagon. Next day we drove to Poppenhausen to pick up the ASW27 which Uli Kremer arranged for us to rent from his club. While we were there we took the opportunity to explore the Wasserkuppe museum and see some legendary gliders like the D36 and the ASW12. Then a loooong day, about 1000km and \$1000 in fuel and tolls, via some scenic territory through Germany, Switzerland and France to Sisteron, finally arriving late on 3 May.

Graham and super-crew Mark had already been there a week and Graham had been able to fly Marta Najfeld's

near-new ASG29E on a couple of days. Bruce and Anita arrived the day before, Meanwhile Arne Boye-Moller had delivered his pristine Ventus2CXT all the way from Denmark (about 1800km) for Bruce to fly – now that's service!

4 MAY

This was the first flying day for Tom and Bruce, and the third for Graham. Graham and Tom explored locally for about five hours. Bruce launched later and went all the way up to Briancon. They all had a nice day remembering the mountains and enjoying the incredible scenery – but still a lot of task area was yet to be explored.

The next day all four of them flew over 500km and had a good look at the task area in good thermal conditions.

6 MAY

GRAHAM Today the flying was a lot trickier with total thick cirrus overcast, and for a lot of the time we relied on the ridges to keep us afloat. There was only just enough wind to do that. The organisers set a task so that they could check the tracking system. Tom, Bruce and I flew around it just for the heck of it. Moderately testing but we all got back OK.

BRUCE We are fairly well settled in now. There have been some teething troubles with the preparation, but things are slowly looking more organised. It is such fun to be back in the mountains, though I don't feel like I am terribly competitive yet! Not to worry, it is all about enjoying our time here. The weather has been changeable with a couple of super days and a couple of more challenging ones, like today. The sun didn't come out much today, with lots of high cloud from a nearby front hanging over us. The ridges were just working, but only very gently, and any small patches of sunshine were valuable. Arne's glider is behaving well, now that I have remembered how to drive the instruments. However, today they tell us that we will not be tasked up into the high mountains. I am sad about that, as being up there is most of the reason for the fun and beauty of the competition.

Tom was happy that he finally got the LX to talk English! With scrutineering done and gliders moved into a newly cleaned hangar – it's all systems go!

OFFICIAL PRACTICE DAY

GRAHAM A task was set, all the gliders lined up, and then we waited. And waited. Eventually we were launched into a very stable sky. I managed to stay afloat and make a start at the correct height, along with only five or six others. But by then I had had enough of the day so I went back and landed. Tom pushed on and landed out just down the road a bit. Bruce didn't fly as he was unwell.

FIRST DAY WAVE

TOM Pre-start wave to 10,500ft. Cloudstreet to Morgan mountain. I was following Aboulin but he made a mistake and I got in front – and then didn't know what to do! At the southern turnpoint, there were 2 turnpoints with similar names 2k apart and I went to the wrong one. A 300 second penalty turned 8th place into 0 points.

GRAHAM It was a very pleasant day in the mountains with reasonable thermals and a bit of a north westerly draft to kick things along a bit. The usual suspects were at the front by the end of the race. A few guys committed



TOP: This contest was covered by live tracking with animation, which made the event come alive to viewers around the world.
ABOVE: The French Alps from Graham Parker's glider, Competition Director Brian Spreckley and Bruce Taylor at the launch point. Bruce Taylor landing.

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suicide along the way. Mike Young had the wrong length start line in his computer and Tom went to the wrong turn point. My day was a mixture. I was at the top of the leading gaggle at the first turn and a decision had to be made. There were two choices. Turn on track and fly in the lee of an imposing mountain with no cumulus, or continue north, go round the northern side of the mountain and fly on the upwind side under a good looking sky, but at least 10km further. I chose the long way round and, while it wasn't bad, neither apparently was the other way. So that was that. Give these guys a 10km lead and it is all over.

BRUCE A few days ago I fell victim to some hideous stomach ailment. I missed a couple of days flying, while the weather was rather crappy anyway. Then yesterday, Day 1, I fell into the cockpit feeling a bit like a wrung out dishcloth. Luckily the weather was much better and I didn't have to struggle too much to get around, though I was well and truly off the winning pace. We did a small lap of our playground, but not into the high mountains. There was some north in the wind, which means that the rocky slopes facing the sun, which is in the south up here, don't have the breeze blowing directly up them. Instead of working all the way along, the slopes tend to only produce thermals in some places. So instead of blasting along near the rocks, it is more of a climb and glide exercise, like we normally do in the flat. I was by myself most of the day, shepherding the tail-enders along.

DAY 1 RESULTS

SEBASTIAN KAWA 1ST

JOHN COUTTS 6TH - 4 POINTS

TOM 10TH - BUT 300SEC PENALTY = 0 POINTS

GRAHAM 10TH

BIG STRUGGLE - DAY 2

GRAHAM Not a lot of positives about today. The weather was complete rubbish but we were eventually sent off on Task C of about 100km, the minimum allowable in a Grand Prix. It was difficult just staying up, let alone reaching the maximum start height. In the end, those that started with enough height to clear enough ridges to where it was soarable got around, the rest never made it past 20km.

BRUCE Such a difficult day. Right from the beginning the weather was not happening, and the task was changed twice down to Task C before we got away. Heavy high overcast kept everything slow to heat, or to be more honest there was no heating until very late in the day, well after we had started. 100 km was a big struggle... Just after I started, I realised that I had actually missed the start line - due to finger trouble on the flight computer, or old age, one of the two - but to return would have meant a certain landing, and I thought it might be fun just to do the task anyway. There were long periods of waiting for the sun to come out before you could proceed, and many other times of experimenting with the very light breeze and the lowering sun to find a slope that would give some lift. Finally, I needed just one more climb, which did not eventuate, so I flew home anyway. Margin above final glide was nothing, and it was very low and slow all the way to the finish. Strangely enough, it was quite a satisfying day.

DAY 2 RESULTS

DIDIER HAUSS 1ST



MOUNTAIN SCENERY: Sisteron is known as the Gateway to Provence in southeast France. It lies near the boundary of Provence-Alpes-Côte d'Azur region. At the confluence of two rivers with the Alps to the east and north, it is a spectacular gliding region.

ABOVE: Tom and Graham on the grid.

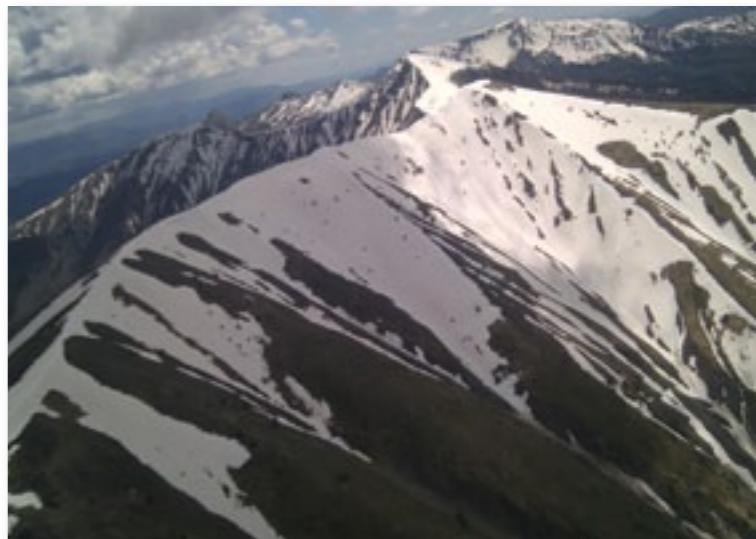
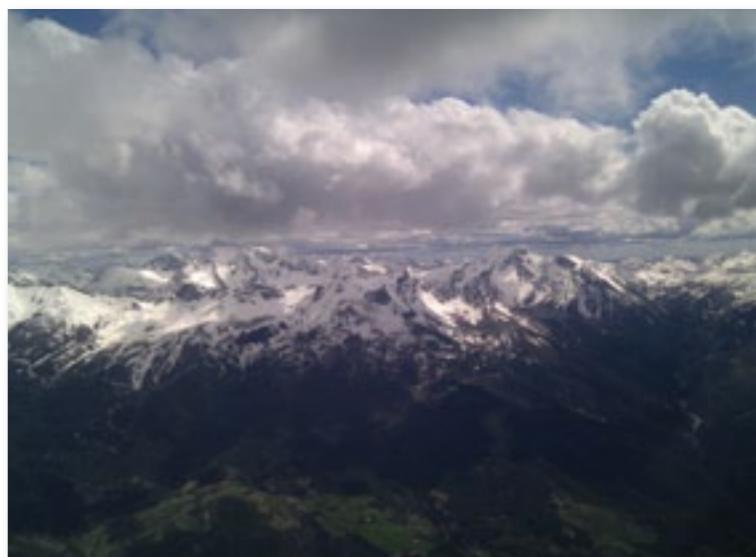


TOM OUTLANDED
GRAHAM FIRED UP (THE ENGINE)
BRUCE FINISHED BUT MISSED THE START LINE

MOUNTAIN WEATHER - DAY 3

BRUCE Today looked so impossible when we woke up. Steady rain fell and was still falling at midday. But things change quickly in the mountains. Out came the sun, up came the wind and the race was on. I felt completely comfortable with what was happening today and understood the conditions in front of me. However, the day was not without hiccups, as the climbs pre-start were weak and the time to gain height was shorter than on previous days. Of course a group of us finally found a little thermal just as the start gate opened, so we stayed in it until we were quite sure of making the first ridge at a safe height. By the time I got to the ridge a group of half a dozen gliders was well ahead and higher, but ever so carefully, by pushing the stick forward, I rounded each one up except for Sebastian. To those for whom this name means little, **Sebastian Kawa** has won so many world championships all of us have long since lost count. We played cat and mouse until the finish. He would gain height on me, then I would get it back, then again. However, the run home went my way, and it was a great feeling to cross the line first. More relief than anything. A good, honest day of fun.

TOM Unfortunately I just could not climb before the start, and did not see anyone else very high. The start gate opened too early for me and a few others. Even though by then it was 16:50! Graham was last off and only had about 20 mins to climb. After starting very low over the valley with the water taps open I got a climb that I took very high because in front I could only see very low gliders on the ridge ahead. What I didn't realise was that the wind ahead changed direction onto the ridge and they were low by choice! By the time I figured it all out the



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leaders were way ahead and I had no water. I was happy to complete the second lap on the ridge and be able to do it faster than a couple of guys who still had water.

GRAHAM Rained until midday. Briefing was put back until 12.00, then 13.00. By then it still looked dismal but they don't give up easily here, so a task was set with a possible 15.30 launch. By then it had stopped raining and was vaguely soarable, so off we went. Shortly after the start the wind sprung up, the ridges started working and we all romped around at decent speed.

DAY 3 RESULTS

BRUCE 1ST

GRAHAM – SICK OF COMING 10TH!

GRAHAM'S DAY - DAY 4

GRAHAM It was an extraordinary race today. We had the usual difficulties at the start. With a stable airmass



and little breeze it was hard to get up to height but I had a reasonable start, perhaps 100m lower than allowable, but certainly with the main pack. Then a mass of plastic descended on the first ridge. We flew over a bunch of hang gliders waiting to launch. Who knows what they thought when 20 gliders came roaring past their launch point.

The timing of the start was pretty good today. The thermals were picking up nicely and I had a few good climbs with the leading gaggle down the first two legs. Someone would occasionally drop off and the gaggle was whittled down to four half way down the third leg. **Laurent Aboulin** went off on a tangent, then there were three. **Mike Young** and I snuck off while the other guy was looking the other way, and it was just the two of us. From there it was nip and tuck for the next 95km, all done without any circling.

We needed a climb on the second to last leg to get us home, and at the end of a ridge right where it should be we pulled into 6kts. Mike was probably 100ft above me and looking good. So when he left on final glide I thought, rather than meekly following home for second place, I would do something different. I stayed for one more turn, then set off in pursuit. I could see he was not having a particularly good run so I went a bit off his track and had much better air. When we came together near the last turn I was about a kilometre behind, but a good 500 feet higher. This was going to be close.

Around the last turn, 10km to go. Speed up to 110kts. Ever so slowly I was getting closer. But so was the finish line. A kilometre from the line it was still a guess. 500 metres from the line I was down to minimum altitude, and so was Mike. But my speed was still probably 15kts faster than his. From there it was just physics. I slid past him about 150 metres from the finish line, probably going across less than 10 metres in front. Heart stopping stuff, but enormously satisfying.

TOM After starting 400m low I ridged up to first turn but couldn't get a climb. After surviving impending doom I set off to explore and turned a comp day into a training flight. Science would say the ridge at Morgan would have worked, but I was not prepared to risk it as the beach was the only out, so I ended up landing on Les Crots where Paul Mander and I had landed the ASH in 1996 when it was considered a 15m only strip!

BRUCE Another great racing day with a longer task. I was back in the pack a bit. The Grand Prix is a race where you get no second chances, and you need to go for every opportunity. I was unsure of how the ridges might work today, and by the time I had figured it out I was a few kms behind, and that was it! I flew a fine race from then on, but the whole pack was running too fast for me to catch today.

DAY 4 RESULTS

GRAHAM 1ST

TOM OUTLANDED

AUSSIE DOUBLE - DAY 5

WITH TWO AUSSIE WINS SO FAR, THE PRE-LAUNCH CHAT WAS "CAN TOM MAKE IT 3 IN A ROW?" ...

TOM Very strong northerly winds creating an extreme ridge day - blustery gnarly sort of day where I was tossed



around as much as any flight I can remember – great fun though! It ended up as a real drag race for the first five from close to overhead Sisteron out to the west along the Chambre Ridge and then back along the next ridge south. As I was chasing **Giovanni Galetto** and **John Coutts** along the ridge, Sebastian slowed down and commented, "This is dangerous. We are going above VNE. I quipped, "You'll be OK unless you're in a Diana!", which has a lower VNE than the rest of us. A few other pilots aborted the task and went home because of the turbulence as well. I was in 4th spot with 20-30km to go when the front runners went left around a spur and I slowed down and went right and climbed to a slightly higher ridge line, which lined up with the checkpoint. I saw Sebastian and the others diving for the checkpoint – I had height to overtake Sebastian just after the checkpoint and then just managed to stay in front of everybody and above the finish height, just about stalling over the line. Bruce stayed in 5th position but expected that the gliders in front of him would break the finish height. As it happened, I had started 3 sec early, getting a 30 sec penalty, and the others all got finish penalties – so Bruce ended up 1st with myself 2nd and Sebastian 3rd. Despite missing a day win, it was a fantastic feeling to win the race to the line against that crowd. By now the Europeans are shaking their heads at the way the Aussies are flying in the mountains

BRUCE Probably one of the most exciting days I have flown! The wind was blowing like mad, and when you are



TOP LEFT: Live tracking showing Bruce Taylor beating Sebastian Kawa.

BELOW LEFT: Bruce after landing and in first place on the podium with Sebastian Kawa in second place.

ABOVE: Graham Parker in first place on the podium on Day 4.

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below the limit, so I carefully ensured that I didn't. In the end that is what gave me the result. Sadly for Tom, though he flew a great race he was only seconds away from a win. Sometimes what we see and do in our gliders still absolutely amazes me. Today was incredible.

DAY 5 RESULTS

BRUCE 1ST

TOM 2ND 8PTS - 140KPH, FASTEST SPEED OF THE COMP

JOHN 5TH 5PTS

STEADY AS SHE GOES - DAY 6

GRAHAM & DIDIER COULDN'T CROSS SMALL SADDLE , DIDIER OUTLANDED, GRAHAM FIRED UP, SEBASTIAN GOT ZERO. THIS LEFT SEBASTIAN IN LEAD WITH BRUCE JUST 1 POINT BEHIND.

counting the seconds you don't waste time with excess height. This means you are right down in the action, where there is severe turbulence and an incredible amount of energy. It also means that you have very little room for mistakes, as a short period in the wrong place could mean you are on the ground. Once or twice today I had to slow a little just to see where to go next, which inevitably costs some seconds but saves from having a disaster. At the beginning of the flight, there were three different ways to go, which all gave similar outcomes, and after that there was some really fast ridge-running, so the opportunity to do anything different was limited.

In a way I was lucky to be slightly behind the first four as we turned the last point, as it allowed me to watch the others and use better air, and to manage my height more carefully without the pressure of close company. As we approached the finish I was sure that they had all flown

BRUCE Just a good, steady day today. I started well and was right with the fast crowd, then a bit in front until I flew to one of those hills that 'always' works and found nothing. Not to worry, I carried on behind about seven others until they made a fairly serious mistake heading south by missing a crucial climb as we headed out into the flat. Things worked out unexpectedly well down there for me, and the rest of the flight was straightforward over ground that I know reasonably well. The air down low on the ridges was even rougher than yesterday - pretty sharp-edged and not really pleasant. I am very pleased with how the day went.

THANKS TO ARNE

I would like to add some comments about all the help I have had from my good friend Arne Boye-Moller. Firstly I am flying his pride and joy, an especially well-kept Ventus 2CXT, which has given me absolutely no trouble at all, and seems to go quite nicely. Arne drove it all the way down from Denmark for us, a trip of some 1800 km. As well as that he has lent us his car, and will drive the whole rig most of the way home after the event too. For an Aussie to fly in Europe, the bureaucracy is mountainous, and Arne has spent quite a portion of the past few months helping to get all my papers in order from the Danish end. Anita and I are so appreciative of what you have done for us, Arne - it was a truly special effort. And now you have to watch the race each day as well!

Tomorrow is another day... As always the GP is such a cut-throat game that anything could happen, and probably will.

DAY 6 RESULTS

BRUCE 1ST

TOM 8TH 2 PTS

GRAHAM O/L, JOHN 0

GRAND FINALE - DAY 7

TOM I had a great start and was able to get higher than everyone else on the first leg. With that height I went a slightly different way to the 2nd turnpoint – where Giorgio caught up with me. On the long run to the east, I missed climbs on the smaller mountains and had to do a long glide to Morgan, arriving lower than is efficient under the tree line, and had to beat backwards and forwards for a long time to climb up the mountain. For the crew watching the live display in the hangar it was like watching tennis!



As I got towards the top, Didier and a few others flew over the top and around the third turnpoint – a great run to the west again under the overdevelopment and a fairly easy run in for 5th place.

Bruce outlanded and, while attending to his cockpit, was surprised by a punch from the farmer. Police were called and the organisation sent locals with Anita on the retrieve – but all was well in the end.

DAY 7 RESULTS

DIDIER 1ST

TOM 5TH 5 PTS

16 MAY - DAY 8

BRUCE Such a difficult day to fly, and if the race had only finished just 50km earlier, then the result would be very different. But that is not how it was. There are so many stories to tell, and it feels like the flying week was an enormous number of intense experiences forced into such a short period. It might take some months to unravel it all. So many thanks for the support from everybody. What a ride it has been!

TOM Graham, myself and Mike Young were late launchers and struggled to climb pre-start. Luckily we were just able to climb to the right height to make a start. Then it was quite a struggle in the hills to the SE of Sisteron and I struggled low while the others climbed away as we headed to the high mountains. This was the longest task of the competition but fairly thick cirrus came into the task area so the thermals were very depressed. As we were close to Sisteron heading towards the last turnpoint, I realized I had quite a few in front of me so I slowed down and climbed as high as I could, counting inbound calls until there was no chance of points – then turned to glide home. Bruce unfortunately headed for Checkpoint S

TOP LEFT: On day six, Bruce and Tom shared the podium in front of the giant screen.

BELOW LEFT: Tom Claffey beating Sebastian Kawa.

ABOVE: Tom Claffey coming in to land.

SAILPLANE GRAND PRIX FINAL 2104 SISTERON

1	DID	DIDIER HAUSS	FRA	VENTUS 2 CXA
2	RP	SEBASTIAN KAWA	POL	DIANA 2
3	LX	ULI SCHWENK	GER	VENTUS 2 CXA
4	CT	GIORGIO GALETTO	ITA	VENTUS 2
5	AB	BRUCE TAYLOR	AUS	VENTUS 2 CXT
10	PS	TOM CLAFFEY	AUS	ASW 27
14	XM	GRAHAM PARKER	AUS	ASG 29

FULL RESULTS AT www.sgp.aero/final2014/results

instead of Checkpoint N, which cost him a couple of places. Graham was yet again first of the zeros, which all of us had been during the comp

DAY 7 RESULTS

DIDIER 1ST

BRUCE 7TH 3 PTS

JOHN 9TH 1PT

GRAHAM 10TH AGAIN!

OVERALL: BRUCE 5TH 33 PTS, TOM 10TH 15 PTS, GRAHAM & JOHN 14TH 10 PTS

Not a bad haul for a bunch of flatlanders – the mission to stay alive and get a point very well achieved!

Enormous thanks to all who helped Team Aus with cars, gliders, transport, paperwork and fan mail – Swaantje, Uli Kremer, Marta, Arne for glider, car and marathon drive – and all the supporters!

GA





ENCOURAGING WOMEN IN MANAGEMENT ROLES

The FFVV has a board of seven members. Two are women, including deputy president. The FFVV committee has 21 members, of which three are women. Approximately 3% of clubs have female presidents or instructors and approximately 50 women enter competitions. However Jean-Nicolas noted that only three out of 80 new instructors are women, even though it is free for women to train as instructors.

NATIONAL DAY OF GLIDING FOR WOMEN

Approximately 450 women are encouraged to go gliding on this day by around 70 clubs taking part.

France – Lessons for WIG Australia

Lobby for more government funding for general development initiatives

Endorse free instructor training for women. Create equivalent Discovery, View from the Sky and Hope for the Future programs.

Encouraging Women in Management Roles.

National Day of Gliding for Women.

would like to improve their level and enjoyment of mountain flying, with or without instructors.

The FFVV have created the Discovery Program which focuses on the enjoyment of flight and not forcing training. This program has been very successful in boosting female numbers. The success has been attributed to different options of up to 6 flights on any day during the year.

HOW IT WORKS

Jean-Nicolas has trained regional committee members, who in turn are responsible for training within the clubs. Each club sends one or two members for a two-day training course, and these members then train the instructors or club committee back at their club at a one-day course. Jean-Nicolas also offers specific training for different demographics such as women, juniors and so on. Also available to clubs are videos and slides based on the discovery and enjoyment of gliding, not lessons. These are great for rainy days along with the use of simulators.

Over 1,650 people have taken part in the Discovery Program to date - 20% of the participants are women, with a 6% conversion rate.

The FFVV are also responsible for the mass production of 50 gliding simulators for clubs. The cost to each club is €5500 plus software such as Condor. Clubs use the simulators for marketing, schools, training and for fun. The simulators have proven to be very successful.

VIEW FROM THE SKY

The View from the Sky Program is paid for by a separate aviation contract focused on Juniors, and is a special program in schools. The aim is to promote aeronautic jobs and to demonstrate how gliding is a good grounding for a job in aviation.

YOUTH SUPPORT

It costs juniors under 25 approximately €700 to gain a license, due to the support they receive. When they go solo they are given €150. When they get their sail plane license they get another €200, and those achieving their 1,000km receive an additional €200.

While in France I also met with Amélie Audier, currently on the French Junior and Women's teams. Amélie recently flew in the Women's World Gliding Championship at Issoudun, France. Amelie commented that being selected among the 65 pilots the CNVV and the FFVV follow is valuable in so many ways, including coaching by world champion pilot, Eric Napoleon. Also, the National Team and the Juniors fly together three weekends per month in the soaring season to bridge the gap in knowledge and experience. French national teams do not pay for the entry fees into world competitions.

FEMALE GLIDING IN ITALY

My contact in Italy was Margherita (Margot) Acquaderni Caraffini who is the new chairwoman of the Adele Orsi Flying Club (ACAO – Aero Club Adele Orsi), which is based at the Gliding Club of Calcinate del Pesce, on Lake Varese. The election of Margot marks a major change in the world of Italian gliding which, for the first time in its long history, has a woman in charge of a club. Margot has an impressive gliding career with over 3,300 flying hours and no fewer than 28 Italian records, and has participated in six World Championships.

I met with Margot to see how female gliding participation in Italy compares with the other countries I had visited. A survey of female glider pilots in 2011 revealed that there are approximately 60 female glider pilots in Italy. Margot is working hard to encourage female glider pilots and increase these numbers.

BACKGROUND

Italian gliding has gone through an upheaval in recent years and is currently in a transition period. Gliding is now governed by the Italian Aero Club with the STS commission representing gliding within the larger framework. Italy is represented on the international Gliding Committee (IGC) and Varese will be hosting the next IGC meeting.

The Italian government provides only a small subsidy for gliding, which includes funding for international competitions. There are currently three females on the national team but Margot is concerned about the lack of women coming up the ranks. When Margot started competing there was one other woman for a few years, who was her mentor, but then for many years she was the only female flying in Italian national competitions. Similar to many of the countries that I have visited, Margot shares the view that role models are critical to encourage female glider pilots to progress and succeed in the typically male dominated sport.

FLY PINK

Margot encourages communication among female pilots with her email list. She was also instrumental in the creation of Fly Pink, a group designed with the purpose promoting "all aspects of soaring for women and to help women who wish to get closer to this wonderful sport".

INVITATION FROM THE AIS - ITALY

The Australian Institute of Sport European Training Facility is just a five minute drive from the Aero Club Adele Orsi at Lake Varese, and only 20 minutes from Milan airport.

The facility is for all Australian elite athletes training and competing in Europe. The centre offers accommodation, sports science and sports medicine services.

The list of facilities that the institute offers is impressive - 25 double bedrooms, commercial kitchen, pools, medical and physiotherapy treatment rooms and gyms.

The facility is staffed by a mix of Australian and Italian sporting professionals and can offer a range of additional services. Australian pilots are invited to take advantage of the facility at any time.

FLY AT THE AERO CLUB ADELE ORSI

The Chairwoman of the Aero Club Adele Orsi, Margot Acquaderni Caraffini has also extended an invitation to the Australian Gliding Teams to train at the club.

Located at the Gliding Club of Calcinate del Pesce on Lake Varese, the club is one of the largest in Italy. The site is an excellent base for international pilots to prepare and train in mountain flying conditions, and a lot of training is conducted here. With over 200 members, the club has 7 tow planes, 5 ASK21s including 1 self-launcher, 3 DG300s, 2 Duo Discus and 1 Single Astir. The Italian Alps are within easy reach and in view of the Gliding Club over picturesque Lake Varese.



Over one weekend each year, a Fly Pink meeting is held, with a national team meeting and a president's meeting as well as safety seminars. These meetings are scheduled at different times and are held at the Aero Club Adele Orsi.

CONCLUSION

Speaking with key people at the forefront of promoting Women in Gliding from the USA, England, France and Italy highlighted above all the fact that we all share the same concerns:

How do we increase our female membership?

How do we retain our female membership?

How do we encourage females to progress in gliding and become role models?

There is not one magic solution to these concerns, however, to develop Women in Gliding in Australia I believe all the ideas gathered from around the world offer potential.

We are on the right track with our Women in Gliding Week and could initiate a National Day of Gliding for Women. Regular communication is imperative. Sponsorships encourage all levels of female glider pilots, not only directly but also by creating role models. We should survey female GFA membership and consider endorsing free Instructor training for women. It is important to

incorporate 'Instructing the Female Student' into the standard instructor training syllabus, focus on juniors, encourage upgrades to club facilities and encourage women in management roles.

Setting up a WIG committee will help share responsibilities. We might also engage in more activity on Facebook, encourage individual clubs to hold a Ladies Weekend Event, and develop a WIG clothing range with a catchy logo. A representative on the European Gliding Union could help lobby for more government funding for general development initiatives, helping to create equivalent Discovery, View from the Sky and Hope for the Future programs.

In looking at what different countries are doing to support women in gliding, we must also recognise the positive efforts here in Australia. The Women in Gliding Event has seen success year after year - it is a formula that works. We have great role models, from our female GFA president through to fabulous competition pilots and juniors. We now have many more ideas to try but one thing to remember is that ideas come to nothing without one essential ingredient - enthusiasm. Achieving our goal of increasing female participation in gliding cannot be done by a single person and whatever strategies are in place, we must remember that they will never succeed without determination, hard work and a positive attitude.

GA

A MEMORABLE FLIGHT

BY ALLAN ASH, VINTAGE TIMES



A pleasant flying day was drawing to a close at a country airfield and the club members were moving the aircraft to the hangar and tie down area. Then it was pointed out that the Kookaburra was still parked a mile away at the launching point. Rather than tow or drag it to the hangar I was asked to take a launch and land it near the hangar.

Because of the no-wind conditions I got only 800 feet on the launch but as I turned to make a circuit I realised that the variometer was showing no-sink, so I continued the turn. The needle of the variometer rose a little, so I continued the turn and was rewarded with a slight increase in altitude, so I kept turning. The gain in height was small at the beginning, but it was constant, so I continued to turn, and gain altitude. We passed 2,000 feet, then 3,000ft and the lift continued – slow but steady.

The westering ball of the sun drooped lower in the sky. Into my mind came the memory of a line from a poem I had learned at school. . . **'the curfew tolls the knell of the parting day.'**

Still the gentle lift continued. Altitude slowly increased, 4,000, 5,000ft, but there was little or no noticeable reduction in the air temperature. A mile or so west of the airfield I saw a number of cows wandering towards a shed near a farmhouse. Obviously it was milking time. . . **'the lowing herd winds slowly o'er the lea.'**

In the Kookaburra I was relaxed and enjoying the clear view over the surrounding countryside. Despite the steady climb, the air felt calm, almost still. It was only the airspeed indicator and the variometer that showed there was any movement in the aircraft. I felt at ease inwardly. Below me I could see the airfield. Despite our time in the air, by now we had drifted only a very short distance.

On another nearby farm I saw a tractor being driven towards a collection of sheds. . . **'the ploughman**

homeward plods his weary way.'

The smooth, steady climb continued. The altimeter now passed 6,000ft and showed no signs of stopping. How much longer would it continue? And if it continued, how much longer should I keep climbing? The golden ball of the sun was by now dipping towards the line of pine trees on the distant western horizon. I estimated that I had perhaps half an hour before it reached the trees. My altitude had risen to 7,000ft and I made up my mind that it was time to quit.

At an indicated 8,000ft on a westerly heading, I came out of the turn and lowered the nose of the Kookaburra. The airspeed rose and the altimeter began to show a rapid descent. The air coming in through the cockpit ventilator was cool but by no means cold. The altimeter recorded our loss of altitude...6,000...4,000...2,000ft. I steered the Kookaburra towards the far end of the runway. The airfield was almost devoid of people. Most of the club members, it seemed, had moved into the clubhouse, leaving the floodlit hangar to guide me in.

The Kookaburra touched down lightly under a brilliant afternoon sky and rolled to a stop outside the hangar, to end a 90 minute flight that I still consider the most relaxing and pleasant flight I have experienced in some 50 years in the sport.

In the far western distance, the sun touched the top of the pine trees ...**'and leaves the world to darkness... and to me!'**

THE SWALLOW

BY RONALD SHARP,
THE AUSTRALIAN GLIDING
MUSEUM NEWSLETTER



Lou Pedricks and I rode our bikes to Doonside where we saw Kite-2 being flown by Martin Warner, Mervyn Waghorn and others. This was my first contact with gliding.

At the Bankstown air show soon after the war finished, the Sydney Soaring Club demonstrated their Slingsby Gull 1. I had my first flight in the Percival Proctor there, flown by Vic Schuback who later piloted me over Sydney in the Hornet Moth to take photos. Urged on by Neil Cottee, whose father had owned a Moth Minor and flew models with us in Centennial Park, I started flying Tiger Moths at RAC Mascot in December 1948, aged 19. We had to fly to Bankstown for circuits, where I soloed in VH-APG.

I soon commenced gliding from Camden, in the Hinkler Soaring Club Grunau. Merv Waghorn demonstrated a shallow approach angle in Doc Heydon's Tiger Moth at reduced throttle to show me how it would look in a glider. In the Club's Grunau, at Camden one day, Don Johnson was taken against his will in a Cu-Nim to 8,000 ft, landing safely by good luck and his presence of mind in a paddock a few miles away.

Martin Warner, Mervyn Waghorn, Len Schultz and Selwyn Owen were upgrading the Silver Olympia by smoothing the airfoil in an attempt to get some laminar flow. After helping with this I joined the Sydney Soaring Club.

Fred Hoinville, knowing something of my past projects, challenged me to make a small glider, having read of two made in the USA. I took the challenge. My first sketch included a passenger, and was printed in A.G. This was soon altered to a solo glider. Merv.Wagorn told me how Martin had made the Kite by drawing it out on the floor, including stressing, empirically from his experience.

For a start, I visited the Dept of Aeronautical Engineering at Sydney Uni and asked for coordinates for the 4415 and 4412 airfoils, as I was designing and building a sailplane. They said, "You've done the degree course, have you?" I said, "No, just made model aeroplanes." They made some derogatory looks and said that I could get coordinates from the library. When I showed them photos two years later and said that I had been two hours at 5,000ft, they had nothing much to say.

In designing and building the 33ft Swallow Sailplane, I was helped with suggestions on its basic stressing by Mervyn Waghorn, works manager at de Havilland. Jack

Davidson and others offered advice during construction. The fuselage was made on the front verandah and when brought into the lounge room from the weather, the family had to step over it for months. I was not popular. Geoff Badgery assisted in gluing the spar in his garage. Swallow's wing was tested with a load of bricks at Reg Todhunter's Glidair factory.

I did two hops on the runway at Camden, the first without canopy and then with the canopy. The performance was noticeably better with the canopy. Some higher test flights followed after which Merv Waghorn test flew it for approval, with a tail chute attached. This wasn't needed, as everything went as expected. He said that this was the last glider to be approved without full stressing. It was aerobatic, coloured red and white.

The Swallow was designed to side-slip very steeply due to having all rudder and a narrow fin post. Half the tail plane was elevator and the ailerons went all up with almost no down. The shoulder wing assisted this. On one occasion, those on the ground scattered, as if I had stalled at the threshold. It would fall at forty-five degrees on approach and then straighten quickly for a very short landing. This was not usually expected with conventional control surfaces and a high wing.

The purpose of the glider was to allow me to fly like a bird with the wings at shoulder level as though my arms were outstretched. This also allowed one to see what was coming in turns. I tried to improve the deficiencies that I had perceived in the Grunau. It was a small, fun glider that flew almost just by thinking about it, as a bird would.

I was now a member of Sydney Soaring Club and the Skylark was on the way. Being poor and creative, the Swallow had achieved its purpose, so had to go. A group from Mount Isa Club bought it with trailer for £200. Some damage occurred on the way north. I was told that without flying it, work was started to repair and, in the process, improve it. Some time later I received photos of it with a long streamlined canopy and other modifications. It had a nice new paint scheme. I was informed that very soon after all this work, someone put it into a tree and that was the last I heard of it.

I felt that modifying a simple effective design was unnecessary, as it was adequate as it was. Perhaps 'up-graded' it did not fly as easily as originally intended. There may be more information out there to complete the story. **GA**

ACCIDENTS & INCIDENTS

All clubs and all GFA members are urged to report all accidents and incidents promptly 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.

1 APRIL 2014 TO 30 JUNE 2014

ACCIDENTS

7/06/2014 NSW - STD LIBELLE, MINOR DAMAGE, NIL INJURY

Pilot did not complete his pre-landing checks, possibly due to distraction on downwind leg when another glider called entering downwind. This was the pilot's second flight of the day. Other potential causal factors include low currency in recent months, complacency after a successful first flight, and a "mid-afternoon" slump in mental alertness.

18/05/2014 VIC - PIPER PA25 PAWNEE, SUBSTANTIAL DAMAGE, NIL INJURY (GFA FIELD INVESTIGATION)

While conducting glider towing operations, the pilot of a Piper PA25 Pawnee aircraft lost power just after turning onto base leg at a height of about 700ft AGL and about 1600m from the runway. The pilot, who was also an experienced glider pilot, initially perceived he had sufficient height to land on the airfield. While passing through 300ft AGL the aircraft was subject to turbulence and a higher 'sink' rate, and an off-field landing was now inevitable. The most suitable landing area was bounded by trees, which the pilot assessed he was likely to fly into, so he lowered the nose to increase airspeed. The pilot pulled-up over the trees, whereupon the aircraft stalled and landed heavily into a paddock adjacent to the airfield boundary. Investigation revealed: 1. The command pilot was appropriately qualified for the flight; 2. The aircraft had a valid Maintenance Release and had been maintained in accordance with relevant requirements; 3. The aircraft was capable of normal operation up to the moment of impact; 4. The engine stopped due to fuel exhaustion; 5. The pilot did not adequately monitor the aircraft's fuel state nor notice the 'low fuel' warning light was illuminated; 6. It is probable that stress and fatigue degraded the pilot's attention and decision making. 7. Weather conditions were challenging, with low level turbulence possibly contributing to a destabilised approach.

27/04/2014 QLD - BLANIK, SUBSTANTIAL DAMAGE, NIL INJURY

A cable break occurred around 400-450ft AGL during a winch launch. The pilot opted to fly a modified circuit as opposed to landing ahead. The pilot flew too far downwind and upon turning onto base leg realised he was now too low, and so he turned directly to the strip. The pilot cleared tall pine trees some 80-100ft high but allowed speed to decay. Lowering the nose, the pilot was presented with obstacles in the form of a hanger and an old shed. While navigating between these obstacles the left wing of the glider caught on the hangar outrigger post, spinning the glider 180deg.

23/04/2014 QLD - DISCUS 2C, MINOR DAMAGE, NIL INJURY

During an outlanding into a large grass paddock, and following a normal touchdown and landing roll, the undercarriage partially retracted and the aircraft quickly came to rest. Subsequent inspection revealed a likely cause of this incident was that the undercarriage DOWNLOCK mechanism and the landing gear over-centring mechanism needed attention. Same glider as 16/04/2014 accident.

19/04/2014 WA - PW6 & DG800A, MINOR DAMAGE, NIL INJURY

After touchdown the PW6 lost directional control and veered off the runway, colliding with a stationary DG800 parked off the runway, causing damage to the DG's canopy and wing tip (Note: the DG800 was being towed to the launch point but was parked clear of the runway while the PW6 was landing). Contributing factors were landing downwind and a nose wheel configuration that led to poor directional control of the glider at low speeds.

16/04/2014 QLD - DISCUS 2C, MINOR DAMAGE, NIL INJURY

On downwind the pilot conducted FUST checks and extended and locked the landing gear. A normal circuit and approach were conducted. Airbrakes were used on final approach and no landing gear warning was triggered. A smooth touchdown occurred, but soon after the main landing gear collapsed and the aircraft slid for a short distance on its belly. Investigation by an Airworthiness Inspector indicated a likely cause of this incident was the u/c indentation becoming worn allowing the

The latest incident and accident reports. The complete list can be seen at www.gfa.org.au/GFA-Ops/accidents-incidents.html

handle to slip out. Same glider as 19/04/2014 accident.

INCIDENTS

28/06/2014 NSW - K7, NIL DAMAGE, NIL INJURY

A rapid change to a tailwind during a site familiarisation winch launch resulted in a loss of speed during the climb. The non-flying PIC made a decision to release the cable at 300ft AGL for a straight-ahead landing. The second pilot lowered the nose and applied full airbrake. The PIC, perceiving a threat of running out of room, assumed control and initiated a sideslip to wash off height more quickly. The aircraft came safely to rest 30m from the winch.

28/06/2014 QLD - STD CIRRUS, NIL DAMAGE, NIL INJURY

Plot terminated flight due to deteriorating weather conditions and approaching showers. During downwind the glider flew through heavy sink sufficient for the pilot to modify his circuit. A radio call was made to other traffic advising of the modified circuit and the glider landed safely 300m from the runway end.

18/05/2014 VIC - LS4A, NIL DAMAGE, NIL INJURY

Experienced glider and power pilot infringed Class C airspace due to incorrect interpretation of airspace boundary, despite having appropriate airspace maps on-board the aircraft. Pilot counselled by CFI.

17/05/2014 Vic - Twin Astir, Nil damage, Nil injury

While the glider was established on final approach at about 300ft AGL and 500 metres from the runway, slightly to the left of the runway centreline, a Twin Comanche on a long and flat approach passed 50ft below the glider and landed. The Twin Comanche pilot stated he had sighted the glider and had considered doing a go-around but believed he had adequate separation. CAR 162 states that "(6) When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the greater height shall give way to aircraft at the lesser height, but the latter shall not take advantage of this rule to cut in front of another that is on final approach to land, or overtake that aircraft. (7) Notwithstanding anything contained in subregulation (6), power-driven heavier-than-air aircraft shall give way to gliders."

On downwind the pilot conducted FUST checks and extended and locked the landing gear. A normal circuit and approach were conducted. Airbrakes were used on final approach and no landing gear warning was triggered. A smooth touchdown occurred, but soon after the main landing gear collapsed and the aircraft slid for a short distance on its belly. Investigation by an Airworthiness Inspector indicated a likely cause of this incident was the u/c indentation becoming worn allowing the

Pilot outlanded on a dirt road running between 2 paddocks within a property. A

17/05/2014 VIC - JANTAR STD, NIL DAMAGE, NIL INJURY

While flying at approx. 2,500 feet, wings level, and on a north-westerly heading, an unidentified powered aircraft flew over the top of the glider's RH wing from behind on a similar heading, with about 50 feet separation. The incident occurred within 3NM of a non-towered aerodrome and the powered aircraft pilot did not respond to calls on the CTAF from the glider pilot.

17/05/2014 VIC - TWIN ASTIR, NIL DAMAGE, NIL INJURY

The glider pilots had positioned themselves poorly downwind of the standard 'downwind leg' of the circuit. The glider entered at mid-downwind and sighted a Beech Musketeer 200 metres to the left on an intercepting course. The glider pilot banked left to avoid a collision, at which time the Musketeer pilots saw the glider. Normal radio calls were made but the glider radio was set on low volume, which may have led to the glider pilots not hearing the Musketeer pilot. A strong crosswind and low lighting due to overcast conditions may have contributed. This near miss highlights the dangers of gliders operating in the vicinity of the live side of the circuit and the need to keep radio volumes at a level that can be readily heard to facilitate alerted see and avoid.

27/04/2014 VIC - PW6U, NIL DAMAGE, NIL INJURY

This airfield has chains embedded flush with the ground at each end which has a 'fixed' hook on which the wires from a two-drum winch can be anchored when not in use. During a winch launch the 'live' wire snagged under the hook positioned in front of the winch. The winch driver realised what had happened and kept the power on just long enough to allow the glider to achieve sufficient height for a circuit, at which time the launch was terminated. The 'fixed' hook was removed and replaced with a removable one to prevent a recurrence.

The crew of the glider were unaware of what caused the low launch until after landing.

26/04/2014 QLD - ASTIR CS, NIL DAMAGE, NIL INJURY

Winch launch progressively slowed, resulting in the pilot releasing at low height. Unable to land ahead safely, the pilot successfully landed in a paddock parallel to the runway. It is suspected the winch drum brake was engaged during the launch.

19/04/2014 QLD - DISCUS 2C, MINOR DAMAGE, NIL INJURY

Pilot outlanded on a dirt road running between 2 paddocks within a property. A

few star pickets from an old fence line located off the road passed 3-4m from the glider's wingtip. An aerotow retrieve was undertaken. During the launch the pilot aborted the take-off due to heavy dust. Minor scratches occurred to the underside of one wing caused from the dirt road surface during the rejected take-off (fortunately the glider did not collide with a star picket). A subsequent launch resulted in the towing combination returning home close to last light. The glider pilot acknowledged this was a risky pursuit and that a road retrieve was preferable.

16/04/2014 SA - MOTOR FALKE, NIL DAMAGE, NIL INJURY

The carbon monoxide monitor 'activated'. Initial investigation suggested water contamination may have been a factor but, after cleaning, the monitor again activated. Further investigation revealed the port exhaust clamp had become unseated, allowing exhaust to enter through a number of points in the firewall. The exhaust clamp was re-seated, all exhaust nuts tightened, and sealant replaced where controls pass through the firewall into the cockpit. The CO monitor renewal date has been entered in the Maintenance Release. The inspector noted that water contamination would not cause the monitor to 'activate'.

14/04/2014 SA - MOTOR FALKE, NIL DAMAGE, NIL INJURY

Motor Falke was conducting a non-powered circuit and was positioned no 2 behind a Cessna. The Cessna pilot, who was on a commercial check flight, became uncomfortable with the proximity of the glider behind him and elected to go around. The Cessna pilot reported that the glider did not identify as such but the allegation was not substantiated.

6/04/2014 VIC - ASW20B, NIL DAMAGE, NIL INJURY

The right-hand flap became disconnected 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 prior to take-off, the pilot concluded that it was not correctly connected at time of rigging. A contributing factor was the lack of a dual inspection of control attachments as required by GFA.

5/04/2014 QLD - SZD JUNIOR & FK9 ULTRALIGHT AIRCRAFT, NIL DAMAGE, NIL 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 by the aircraft in circuit despite carrying a handheld VHF radio, and the duty pilot not monitoring the base station radio prior the launch. This incident highlights the importance of proper training for wing runners, forward signallers and other ground staff, including specific training on systematically scanning airspace so as to provide reliable advice to the PIC.

AIRWORTHINESS DIRECTIVE

AD/RAD/47 Amdt 2

Periodic Testing of ATC Transponders

1. For all transponders, perform a system test in accordance with the requirements of United States of America Federal Aviation Regulations (FAR) Part 43 Appendix F.

2. For transponders utilising electron tube technology (ETT) perform the following tests to confirm:

(a) the duration of all reply pulses (pulse width) is between 0.35 to 0.55 microseconds; and

(b) the amplitude variation between one reply pulse and any other reply pulse is not greater than 1 dB.

Note 1: Transponders utilising ETT include, but are not limited to, Honeywell (Bendix-King) KT76A, Narco AT150 and ARC RT859.

Note 2: For the purposes of this Directive, ETT is defined as the technology that utilises physical and electrical characteristics of a physical body to oscillate and amplify a signal at its resonant frequency for subsequent broadcast. This includes thermionic valves, klystrons or cavity oscillators etc. As these components age the characteristics which provide the signal stability vary which affects the output signal.

Mode A code 2100 is to be used when carrying out the transponder tests.

3. Repair or replace any transponder that fails any of the Requirement 1 or 2 tests.

Compliance: For Requirement 1 - Within 24 calendar months after the effective date of this Amendment or within 24 calendar months after a system test was last accomplished in accordance with AD/RAD/47 Amdt 1, whichever occurs first, and thereafter at either a. intervals not exceeding 24 calendar months; or

b. intervals approved in accordance with a System of Maintenance for the aircraft pursuant to Civil Aviation Regulation 42M.

GFA CLUB LIST

Uplease send any corrections, updates, additions for inclusion in the club list to
sean@glidingaustralia.org

716 FLIGHT GLIDING CLUB

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

2 WING AAFC

Operations from Warwick airfield shared with Southern Down GC. E. Located 12km NW of Warwick on Warwick-Allora back Rd, L at half. 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.2wgaaf.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 PO. Box 94, Gawler, SA 5118 Tel (08) 8522 1877, Fax: (08) 8522 3177 Aerotow, Piper Pawnee (BOT PIT) www.adelaide soaring.on.net

ADELAIDE UNIVERSITY GLIDING CLUB

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

AIR CADET GLIDING CLUB

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

ALICE SPRINGS GLIDING CLUB

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

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](http://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, caravan Park, camp sites, workshop, Hangar sites, Club owns Airfield. www.bgc.asn.au

LAKE KEEPIT SOARING CLUB

The Club lies within Lake Keepit State

Park off the Oxley Highway between Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365 days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders

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/ccscoaring](http://ozstuff.com.au/ccscoaring)

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.

CUDGEGONG 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

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.

MotorFalkie also available for dual flying. Private fleet includes Nimbus and Grob 103M. Ph. 0419992264 www.hvgc.com.au

Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield.

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Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield.

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.narroginglidingclub.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.

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING
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 Kooringal, 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.soamarromine.com.au

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.waikeriegildingclub.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.

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share or \$9,000 half share, reasonable offers considered. **Bruce Paulsen 0425 268 769**

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