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#### No. 20 September - October 2014 COVER PHOTOGRAPH BY MARTA NAJFELD OF CRAIG COLLINGS AT THE WGC LESZNO, POLAND

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**GLIDING** AUSTRALIA www.glidingaustralia.org Tel 02 9332 2822 PO Box 246 Edgecliff NSW 2027

Official publication of the Gliding Federation of Australia Inc. ABN 82 433 264 489 (GFA). The GFA ia a member of the Féderation Aéronautique International (FAI)

through the Australian Sport Aviation Confederation (ASAC)

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### **GLIDING FEDERATION OF AUSTRALIA**

MEMBERSHIP Click menu - Membership Purchase www.alidingaustralia.org Or contact: Tanya Loriot Membership@glidingaustralia.org

SHOP The GFA Online shop has a range of useful products including a Form 2 kit, www.glidingaustralia.org/shop1

**AIRCRAFT REGISTRATION & SALES,** CLASSIFIED ADVERTISING, Sharon Smith Registration@glidingaustralia.org

#### **GFA OFFICE**

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

9am-5pm Monday - Thursday & 9am-3pm Firday Tel: 03 9359 1613 Fax: 03 9359 9865

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# FROM THE PRESIDENT

#### DEAR MEMBERS

It is with mixed feeling that I advise you all of a change to GFA leadership.

Our very much loved Anita has found her dynamic commitment to Australian gliding can no longer possibly fit within the realm of her personal commitments to her family, a fulltime professional career and a grazing enterprise that is demanding even at the best of times.

Anita's contribution and commitment as President over recent years is vast and she has volunteered a huge part of her personal time to the best interests of gliding in Australia. Her own commitments now don't permit the contribution she feels the position requires, hence her resignation. Accordingly, the Board has elected me as President, Mandy Temple as Vice President and Marta Najfeld will take over as Chair of Sports Committee from Mandy.

In following Anita, on one hand I feel it will be difficult to fill those most remarkable shoes.... However on the other hand, Anita's inclusive style of leadership enables our GFA team to carry on seamlessly with a confident sense of purpose for continued success.

15M SAILPLANE GRAND PRIX

AUSTRALIAN QUALIFYING

ROUND

Australian gliding owes much to Anita Taylor. Her engaging but discerning manner, her disarming but assertive approach and her avid style of doing business, all for the betterment of our grand part of Australian aviation, has worked wonders

Not long ago, quite frankly, we were struggling.

Now, we have earned strong support from our key stakeholders in Government and our General Aviation associates. Our membership is on the rise, we are discussing an exciting new alliance with the Australian Air Force, our finances are strong, a vibrant development program is underway, flying incidents are thankfully down and the Aviation Regulator is now keenly interested to hear what we feel is most important for our Australian gliding future.

Much is due to Anita Taylor's personal input and her encouragement to take on a vision and a pathway founded on clear thinking, sound business principles, good strategy and solid tactics.

Most of all - Anita has put a face to Australian Gliding!

Many have said to me in recent days how much they have appreciated being



included in the decisions that matter most for gliding. And even more importantly, they feel that their comments and input have been seriously listened to and made a difference.

I am guite sure we are going to see much more of Anita in Australian gliding. On behalf of all your friends and colleagues in gliding and Australian

aviation..... Exceptionally well done, Anita Taylor!

John A Summers

## PRESIDENT

President@glidingaustralia.org



LAKE KEEPIT SOARING CLUB 16 - 22 NOVEMBER 2014

#### All suitably qualified pilot are invited to enter the Australian qualifying Round

Grand Prix racing in sailplanes is the most competitive, exciting and exhilarating form of sailplane racing, it requires great concentration and skill to seek out and make the best use of the available energy in the air and at the same time employ tactics to gain an edge over the other competitors.

> FOR MORE INFORMATION AND TO AND ENTRY FORM IN TO THIS PRESTIGIOUS INTERNATIONAL EVENT GO TO

# www.keepitsoaring.com

#### The most exciting race you will ever compete in

Enquiries and Expressions of interest to loan/hire suitable high performance 15m sailplanes to international pilots to Chris Bowman Chris.Bowman@pcce.net

# FROM THE CHAIR SPORTS COMMITTEE

The Sports Committee (SC) has had a busy couple of months. Most members of SC and its sub-committees are active pilots and have better things to do in the summer months, so most of our work is done in the off-season. Furthermore, many SC members were also involved in the recent World Gliding Competitions in Finland and Poland.

The National Competition Committee (NCC) are finalising the new rules for the coming season. Among other changes is the introduction of a trial to incorporate the new FAI Pre-start height rule. This rule requires pilots to log a data point below a specified height between the time the gate opens and when the start line is crossed. It is intended to remove any advantage for early launchers particularly on wave days.

It is certainly the most sensible idea I have seen proposed for a while. The thinking is that the Pre-start height will be set to cloudbase and announced over the radio with the gate opening time. This means if someone misses the call or has radio trouble they can still make a valid start by starting at cloud base.

We are adding a second class to the 20m competition, Open 2-seater class. Any 2-seater can fly in this class. This class will not be eligible for selection.

There is now no barrier to changing to using the GPC as a Nationals competition entry requirement and this will now be required starting with the Nationals at Goondiwindi. The GPC application form is found on the GFA site. Go to - Members info>Ops>Ops docs>Forms>GPC application

It is hoped to have an electronic application in place soon. Currently you need to complete the form, get it signed by your CFI, and send it with a digital photo via Return of Docs. You also need to pay the \$20 fee via the GFA shop.

A review of GFA Insurance policies by Dave Shorter has revealed that in order to receive the \$10m insurance cover for competition organisers through GFA policies, it is necessary for the organising club to hold the GFA Hangar Keeper Liability Insurance. Without this there is only \$1m cover for the Competition officials. In light of this NCC are reviewing their policy on site selection requirements.

The Handicap Sub-Committee (HSC) has been beavering away working on various proposals for the coming season. In order to streamline the process in future and with HSCs approval, we are going to implement some deadlines for their deliberations. From next year the deadline for submissions to HSC will be 30 April. This will allow HSC to complete its deliberations by 31 July. The 2014/2015 Handicap lists will be published shortly. See Members info>Sports>Sports Documents > Competitions.

Miles Gore-Brown, Chair of International Teams Committee (ITC) has produced specific selection documents for the next cycle of competitions: Junior Worlds -Narromine, Women's Worlds - Denmark, Unflapped Worlds - Lithuania, and Flapped Worlds - Benalla. These documents are based on the current guidelines which, although under review, are still in force. The selection documents along with a matrix of the competition calendar are to be found in the ITC Documents section of the GFA website. Note: the Benalla Pre-Worlds selection event will be flown with Handicaps and

will include Standard Class.

The Competition Selection Criteria working group has just been formed with Miles as the Chair. In the coming months this working group will go through the current selection criteria to assess if change is required.

SC is planning to implement a Tug Ferry Subsidy for sites with large tug positioning overheads. We are still finalising the details of how it will be implemented but it will likely involve a modest levy on all Nationals pilots which is then pooled and used to offset high tug ferry fees. At this stage it is not intended to cover all fees for all competitions but that could be an option if there is an appetite to do this.

Lake Keepit has been selected to run the 2015 Club and Sports Class Nationals from 10-21 Nov 2015.

Congratulations to Richard Hoskings who has been selected to represent Australia in the Tasman Trophy in New Zealand next season

G Dale will again be visiting Australia in the 2014/2015 season to provide coaching - Check out the GFA Calendar for dates and venues.

### **MASTER CLASS**

The 2014 Master Class at the Australian Institute of Sport in Canberra on 12 - 13 September is with Ingo Renner



and Brad Edwards, plus presentations from the AIS on hydration and nutrition, strength and conditioning, recovery and sports psychology. Other presentations will be from glider and instrument agents, and from GFA pilots on safety and storms.

Look for a report in the next issue of GA. A further session for 2015 is already being planned.

#### **BADGE CLAIMS**

If you are claiming a badge or record next season, don't forget you can now do this electronically via the FAI section of the Sports site.

Since the last magazine the FAI have moved the location of the Pilot ranking list. It can now be found here http://igcrankings.fai.org/

Australian pilots are listed here www.sgp.aero/igcrankings/ranking-lists/ country-scores.aspx?contestID=9271

It is now also possible to log in to correct any errors and to add information www.sqp.aero/igcrankings/pilots/ instructions-for-pilots.aspx

#### MANDY TEMPLE

CHAIR SPORTS COMMITTEE csc@glidingaustralia.org

NOTE: Mandy is now the GFA Vice President and Marta Najfeld has taken over as Sports Committee Chair. We will hear from Marta next 

# **EXECUTIVE OFFICER**

The big news in the past two months is the resignation of our President Anita Taylor. Our new President John Summers explains why and offers big thanks to Anita in his first President's column in this magazine. I can only add that Anita has left the GFA in a very good condition, with a good Board and Executive to continue the work.

#### **ANNUAL GENERAL** MEETING

The GFA annual General Meeting was held in Adelaide on 23 August, with the rest of the weekend used for a Board meeting. The AGM had no specific issues to address and so was a formal reporting event, with both the President's report and the Financial report being accepted by the 30 members present. The meeting also appointed the Regional board members for the next 12 months. The members appointed were:

NSW BOARD MEMBER & ALTERNATE – TIM **CARR & DION WESTON** QUEENSLAND BOARD MEMBER & ALTERNATE - DAVE DONALD & LINDSAY MITCHELL

SOUTH AUSTRALIAN BOARD MEMBER & ALTERNATE - PETER CESCO & REG MOORE **VICTORIAN BOARD MEMBER & ALTERNATE** - MARTA NAJFELD & JOHN SWITALA WESTERN AUSTRALIA BOARD MEMBER & ALTERNATE - TOM HOLT & OWEN JONES

The minutes of the AGM, together with the reports and previous minutes, are available for viewing via the GFA web page. www.glidingaustralia.org / GFA members info/ Administration/ Minutes/ AGM

#### **CHANGES TO OFFICE** HOLDERS

With Anita's resignation, came a knock on effect that has caused a few changes to Board Executive positions. New office holders are:

#### **PRESIDENT - JOHN SUMMERS**

**VICE PRESIDENT - MANDY TEMPLE** 

#### CHAIR SPORTS COMMITTEE - MARTA NAJFELD

Marta's appointment will result in a change to the VSA Board member position, and we are waiting on a decision from VSA regarding this appointment.

The remaining Executive members will continue in their roles.

Chair of Airworthiness - Rob Hanbury **Chair of Operations - Drew McKinnie** Chair of Development - John Styles Head of IT - Richard Frawley

## **REGIONAL ASSOCIATIONS**

When the GFA Articles of the constitution were altered in 2005, many of those describing the structure and function of the Regional Associations, also called State Associations, were removed. Because this has created issues for some Regional Associations, the Board has reviewed and passed a number of Board Regulations to remedy this. Full details are in the Board minutes. www.glidingaustralia.org / GFA members info/ Administration/ Minutes/ Board.

#### THE MAJOR CHANGES INCLUDE

• Defining the regions and the Regional Association

• Defining the Regional Associations' authority and responsibility within their regions

• Election of Regional Board members Defining the method for

appointment of Regional Officers (RTO/A, RMO, etc)

 Limiting the tenure of Regional Officers to 5 years with a 2 year transition for those already exceeding 5 years

 Reporting relationships for Regional Officers

 Appointment of Regional Officers to now occur on the weekend of the AGM to better align with Regional Association AGMs.

The Board has appointed the following Regional Officers -

## **RTOS, AIRWORTHINESS** NEW SOUTH WALES AARON STROOP,

ARNIE HARTLEY VICTORIA/TASMANIA JOHN ASHFORD, TREVOR HANCOCK.

Queensland Chad Nowak, David Bull

TERRY CUBLEY **EXECUTIVE OFICER** eo@glidingaustralia.org

(pending GQ confirmation) South Australia/Northern Territory Nigel Baker Western Australia Alan Arthur

#### **REGIONAL MANAGERS OPERATIONS**

NEW SOUTH WALES KEN MCCRACKEN VICTORIA/TASMANIA NOEL VAGG QUEENSLAND TONY SCARLETT SOUTH AUSTRALIA/NORTHERN TERRITORY PAUL MASON

WESTERN AUSTRALIA KEVIN SAUNDERS

#### SAFETY MANAGEMENT SVSTEM

SMS MANAGER PETER GRAY **NEW SOUTH WALES STUART FERGUSON** VICTORIA/TASMANIA ALF MCMILLAN QUEENSLAND LINDSAY MITCHELL SOUTH AUSTRALIA/NORTHERN TERRITORY JOHN HUDSON WESTERN AUSTRALIA OWEN JONES

#### **AIRFIELDS, AIRSPACE AND AVIONICS**

NATIONAL AIRFIELDS, AIRSPACE AND AVIONICS OFFICER JOHN SUMMERS NEW SOUTH WALES GRAHAM BROWN VICTORIA/TASMANIA PHIL MCCANN QUEENSLAND MIKE TRUITT SOUTH AUSTRALIA/NORTHERN TERRITORY JOHN HUDSON WESTERN AUSTRALIA KEVIN SAUNDERS

**RTOS. SPORT NEW SOUTH WALES BRYAN HAYHOW** VICTORIA/TASMANIA TIM SHIRLEY

QUEENSLAND GREG SCHMIDT SOUTH AUSTRALIA/NORTHERN TERRITORY ANDREW HORTON WESTERN AUSTRALIA SWAIN JOHNSON JUNIOR SPORTS JESSICA STAUSS

#### **RTOS, SPORT**

NEW SOUTH WALES DION WESTON VICTORIA/TASMANIA JOHN STYLES QUEENSLAND DAVID KINLAN SOUTH AUSTRALIA/NORTHERN TERRITORY VACANT WESTERN AUSTRALIA TOM HOLT

#### **CIVIL AVIATION SAFETY** AUTHORITY

The meeting reviewed the outcomes of recent discussions with CASA. The two key topics were as follows:

#### **CASA/GFA DEED**

This is a contract between CASA and the GFA that describes the delegations/ exemptions that CASA provides to GFA, and the GFA's expected performance in implementing and monitoring a range of these activities. It then specifies the funds that CASA will provide to GFA to support some of these activities, currently approximately \$123,000.

The Deed has remained fairly consistent over the years, although a greater focus on compliance and penalty is becoming evident in the wording. The payment certainly does not cover the GFA expenditure in performing the required functions, and there has been little increase in funding for many years.

The GFA president and Vice President have been discussing our concerns regarding the increasing demand and penalty focus shown in the current Deed. CASA have now advised that they are prepared to simplify the wording of the deed and provide more freedom in our execution of the responsibilities, although they still require the same improved outcomes. There will not be any more dollars available.

CASA wants GFA to continue doing this work. It is estimated that the cost for them to perform these tasks would be \$1.7m for which they do not have the resources. GFA want to continue to perform these tasks. It is what we do, and the cost recovery process if CASA took responsibility would greatly impact our sport. We are waiting on a new Draft of the deed in September.

CASR PART 149 - APPROVED SELF-ADMINISTERING AVIATION

#### ORGANISATIONS

Regulations defines the requirements for administration of sport and recreational aviation. This Part will allow existing organisations such as the GFA to continue to administer their own activities provided they meet the prescribed standards.

This has been a long time coming. First proposed in 1998 and possibly earlier, it was given a major focus in 2007, and now it appears imminent. This will define GFA as responsible for gliding in Australia, and our 'approved manuals' become the law by which we operate. Members are able to fly provided they accept that they will comply with our manuals. This is in practice little different from what we have now, except it should enable greater autonomy for GFA.

Currently, if GFA does not satisfy CASA regulations then CASA takes actions which directly impacts members withdrawing delegations and exemptions, for example. With Part 149, CASA can take direct action with the GFA Organisation rather than impacting individual members.

GFA and other Sports Aviation organisation are not happy with some of the language used in the new draft regulation, and the apparent opportunities for 'unjustified interference' from CASA officers. There is much discussion happening and CASA have now agreed to issue a significantly modified second draft. If GFA does not sign up for part 149 by the end of the 3 year transition period then gliding would cease until another organisation can be identified to take on this responsibility. The GFA Executive is actively working with CASA to ensure a positive outcome

for gliding.

#### **AIRWORTHINESS**

There have been a huge amount of work within the airworthiness area over the past 12 months. CASA requirements have increased, and as a delegate for CASA, GFA has had to ensure that our records and processes meet these new standards. A lot of work by our officers, and many individual aircraft owners and maintainers, has resulted in our records now being up to standard, and our processes clarified to reflect the responsibility of the Registered Operator for aircraft maintenance.

Club Airworthiness Officers are now being asked to conduct a self-audit of their maintenance processes and



Part 149 of the Civil Aviation Safety

performance which will assist RTO/A to ensure that owners and operators are meeting the required standards to fly legally.

Mike Burns is assisting the GFA by creating a new Design Approval Procedures Manual which will allow us to approve simple mods, design replacement parts and so on.

### **CHANGES TO GFA MEMBERSHIP CARD**

In the very near future the GFA membership card will be combined with the Glider Pilot Certificate (GPC) card, and modified to list a range of ratings and qualifications. Final planning is currently in progress.

#### FAI SPORTING LICENCE

The requirements for entry to Australian National and State Competitions has been broadened in that we will now accept either an FAI Sporting Licence or the Glider Pilot Certificate (GPC).

Pilots need to hold an FAI Sporting Licence in order for their competition results to be ranked by FAI on the International pilot ranking list, or if they wish to claim any record.

Once the change to the GFA membership card comes into effect, the Sporting Licence will be FREE. Pilots wishing to compete overseas may need to purchase the Sporting Licence booklet to present for international competition registration.

#### **GLIDER PILOT** CERTIFICATE

The GFA Board voted this past weekend to abolish the \$20 application fee for the GPC, effective immediately, so it is now FREE.

Tim Shirley is creating an electronic application form for the GPC which will then be forwarded to your CFI for approval, which should simplify the application process. This will be available shortly via the GFA web page. [Note: you still need to have demonstrated all elements of the GPC in order to qualify].

#### **JUNIORS 'AUSTRALIAN SPORTS FOUNDATION'** FUND

The Board approved the proposal for creating a fund for junior development and world competition, through the Australian Sports Foundation. This enables people to make a tax free donation to the ASF who then allocate to relevant programs. Details of the program will be made available once it has been established.

#### **AIRFIELDS. AIRSPACE & AVIONICS**

There is agreement to commence a member-wide conversation related to standard fitment of dual channel monitoring capability radio to alleviate evident collision risk via enhanced see and avoid. There needs to be discussion on the benefits vs cost, impact on vintage aircraft and those operating in remote locations. Members who have views on this topic are asked to send

#### them to president@glidingaustralia.org

The prospect of transponders and ADSB is also up for discussion. One option is to consider potential fitment of LASE sports version ADSB to an appropriate segment of the Australian glider fleet post 2020 to alleviate evident collision risk. The technology is developing guickly, and we need to have a position on this. Members who have views on this topic are also asked to contact president@glidingaustralia.org

#### **MEMBER'S FORUM**

A forum was held after the AGM, with 32 members in attendance. A range of topics were discussed and can be seen in the Board minutes. Some topics included: GFA club loan funds maybe for 2-seat replacement for Blaniks?

Improved communications from GFA, including the use of mailchimp. Instructor bulletins – clubs are encouraged to add club context to the info and pass it on to their members.

Empowerment of pilots through GPC etc. Pilots are responsible for their own operation, and trusted by GFA to operate within the scope of their permissions. There is no reason why clubs should not be issuing the GPC to gualified members.

Role of the GFA in supporting clubs: We rely on the performance of all pilots to be successful, and aim to support pilots to be successful. GFA does not supervise, instead we use a quality assurance/compliance model relying on our manuals and then audit. We have moved from Ops status check to club status audits - ops, airworthiness, safety, and so on. If a member operates outside of this framework, we may all lose our privileges.

#### Safety Management System.

Society expects us to operate safely and have systems to identify and mitigate against risk. Approx 80% of clubs have already developed their SMS and are already improving their processes. The Safety Committee are looking for ways to help clubs establish and operate an SMS, and share best practice across the whole movement

# **GFA AWARDS**

The GFA Awards were presented at the Awards Dinner on the Saturday evening. Details of the awards can be found on the GFA web page.

Damien O'Reilly at Soarability won the JR Muller trophy for contribution to the Marketing and Development of Soaring. John Styles, Chair M&D said, "Through Damien's own efforts he has made it possible for the joy of soaring to be enjoyed by those members of society who so often are unable to participate. What is remarkable about Damien is that he has done all this through his own efforts and funds. He did not just sit back waiting for a something to happen or someone else to provide the funds. He just got on with it. We should applaud Damien for his self-reliance and for just getting on with the job without any fuss."

STEVE MCMAHON

AWARD	RECIPIENT	ACHIEVEMENT	
IIGULDEN	GEOFF WOOD	SERVICES TO GLIDING ADMINISTRATION	and the second second
WALLINGTON	DAVID WILSON	SERVICES TO SPORT	
HOINVILLE	JOHN HUDSON	SERVICES TO OPERATIONS	
MULLER	DAMIEN O'REILLY	SERVICES TO MARKETING/DEVELOPMENT	
MARTIN WARNER	RICK AGNEW	18/8/2013 20,213 FT GAIN OF HEIGHT	
WALLY WOODS	CHRIS WOOLLEY	1299KM	
BOB IRVINE	MATTHEW SCUTTER	1245KM	
ROGER WOODS	ADAM WOOLLEY	BEST PLACE IN CLUB CLASS WGC	
RAES SHIELD	ADAM WOOLLEY	FASTEST SPEED CLUB CLASS WGC	1
			Station 18
DECENTRALISED			
TOP 50 J	AMES COOPER	GCWA	
>200 HRS	TERRY RYAN	SPORTAVIATION	1 4

DDSC

#### **AUSTRALIAN AIR FORCE** CADETS

We invited representatives of the RAAF and AAFC to attend the Board meeting and AAFC Flight Lieutenant Peter John gave a presentation on the future of AAFC to those who attended the GFA Awards dinner on Saturday evening.

To understand how serious the RAAF and AAFC are treating this, they sent two Air Commodores, two Group Captains and two Wing Commanders to meet with the GFA board.

Main topics discussed include: AAFC has 7,000 cadets, and is growing

• 700 RAAF staff and 300 civilian staff

All cadets will be GFA members.

 They have just purchased 19 new 2-seat gliders for use by AAFC

• The large demand for gliding courses cannot be accommodated

 A large number of Scholarships, \$2,500 through to C certificate

 Glider maintenance will only be performed by any of the GFA approved

Maintenance Organisations (AMO) For an AAFC scholarship holder to fly. the club needs to be approved by AAFC,

be affiliated with the GFA and have proven maintenance and training standards The Board was asked to consider

ways to formally incorporate AAFC into our structure.

# FAI GLIDING BADGES TO 3 JULY 2014

#### **A.BADGE**

SEYMOURBAILEY WEDLAKE CHRISTIAN 11966 NSW AIR TC 301 SQN. PERRY DEAN FIRKINS CONNOR

11963 QLD AIR TC 11967 ADELAIDE SC 11970 NARROGIN SC

#### **B.BADGE**

**BRODIETIMOTHY R** QUIRKESAMUEL J S DEVELIN MICHAEL F SIMPKINS ZACHARY L 11960

11959 SOUTHERN CROSS GC 11914 NSW AIR TC 301 SQN. 11915 NSW AIR TC 301 SQN. DARLING DOWNS SC

#### **A & B BADGE**

SMIBERT PETER J VINCE MICHAEL H COOK GREGORY

11961 GEELONG GC 11962 CENTRAL COAST SC 11969 ADELAIDE SC

### C BADGE

VINCE MICHAEL H

11962 CENTRAL COAST SC

# MARK LUCEY LOVES WAVE FLYING



<200 HRS



#### BERYL HARTLEY **FAI CERTIFICATES** OFFICER

faicertificates@glidingaustralia.org

### A. B. C. BADGE

TURNER MICHAEL R AITKEN WILLIAM K **BRADLEY SCOTT** ANDERSON LYNN

11964 SA AIR TC 11965 GYMPIE SC 11966 WAIKERIE GC 11968 LAKE KEEPIT SC

**DIAMOND GOAL** MCMAHON STEVEN J

**DIAMOND DISTANCE** NASH DAVID A MCMAHON STEVEN J

**1000 KLM DIPLOMA** TROTTER LISA E 43 DARLING DOWNS SC

DARLING DOWNS SC DARLING DOWNS SC

**KINGAROY SC** 

On 26 August, Mark Lucev experienced his first flight in wave with Ian Cohn at Mt Beauty. Mark's response to his flight was, "My first wave flight had a very rough ascent to 7,000ft, and was then gentle and smooth as a baby's bottom with wave lift to our max of 10,000ft.

"We traversed North East Victoria from Mt Beauty to the Mitta Mitta Valley to Mt Hotham and Mt Feathertop, Running Creek back to Mt Beauty. Thanks, Ian what a fantastic experience!"

## WAVE OVER MT BEAUTY 26 AUGUST AT 7.45 AM. PHOTO: MARK BLAND

#### **WOMEN IN GLIDING** LAKE KEEPIT 1 - 9 November

Planning for this year's Women in Gliding week is underway. Funding has been secured for the event which will assist women all over Australia to attend. Lake Keepit Soaring Club has reduced the cost of alider 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 experience, 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

# **BACK TO BASICS** FLYING

## **AN OPPORTUNITY FOR YOUR CLUB**

As we march ever forward in the world of automation and technology, the issue of pilots becoming disassociated with their machines is one that the authorities must tackle. Training in aerobatics by companies like KLM will certainly help, but as with all types of flying, if you don't test yourself often you can quickly fall into being lazy. When it comes to flying, it is the guality - not the guantity - of experience that is most important.



At the 2013 Royal Aeronautical Society International Flight Crew Training Conference, a key point agreed by many, if not all, speakers and delegates was that in the past 15 years, airline pilots' manual flying skills have atrophied.

Increased cockpit automation, rigid standard operating procedures, more use of flight simulators and a reduced pool of military pilots have conspired to erode basic flying skills in a new generation of pilots. Recent airline incidents have shown that this can result in hull losses or be fatal in certain, rare circumstances. Loss of control or 'nonnormal' incidents, such as high angle-ofattack or bank situations, are therefore a major safety issue.

Captain Sarah Kelman, a safety officer at Easyjet and well known UK glider pilot, highlighted a simpler solution to the erosion of manual flying skills gliding.

At first glance, there may be little in common between a glider weighing between 200-800kg and the latest single-aisle jet airliners carrying hundreds of passengers. An airliner is powered, utilises complex computers, has radar, flies higher and faster and, made from metals and composites, is heavier. What does a professional airline

crew, with the weighty responsibility of the safety of their passengers have in common with a glider, flown for fun?

However, Captain Kelman, an accomplished glider pilot herself, observed that there were skills that she maintained in her glider that are directly relevant to her day job as an Airbus pilot and which, indeed, enhance her situational awareness and ability to deal with and recover guickly from these nonnormal, upset situations.

She said that many commercial airline pilots already fly gliders in their spare time because of the direct experience of flight, and that every flight is different and a challenge. The most famous example is Captain Chesley 'Sully' Sullenberger whose gliding experience proved critical at the right time in the Hudson River in 2009 - saving all 155 people on board.

#### **UNUSUAL ATTITUDES**

Captain Kelman noted that gliding needs a number of skills that may apply to the high-tech airline cockpit especially when things go wrong.

For example, she pointed out that 'unusual attitudes', which an airline pilot may be fearful of getting into, are second nature for the glider pilot. The glider pilot experiences an unusual

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

attitude from the first launch as a 40 degree winch launch. Combined with a semi-reclining seat, that means a climb at 3,000 feet per minute feels almost vertical. Although the pilot also cannot see the horizon at this point, he or she is trained to fly by visual attitude and airspeed cues.

Secondly, she pointed out that glider pilots were steeped in a 'high-alpha culture' where awareness of the angleof-attack, the onset of stall and steep bank angles were second nature. Flying regularly at the extremes of the glider's flight envelope also reduced the 'startle factor' - a key element in the onset of an abnormal situation where a pilot's decision-making can freeze up. She noted that, stall and spin awareness are paramount. Steep turns that, in an airliner, would result in spilled coffee in the cabin and possibly an interview with the airline chief pilot, are the norm in gliding as the pilot aims to keep within thermals and optimize lift.

Long wingspans give gliders some similar handling gualities to airliners.

"While not powered, the modern sailplane is a high performance vehicle and very dynamic," said Captain Kelman. Interestingly, she explained that the latest long wingspan gliders are sluggish in roll and yaw and handle very much like a 737 or a degraded A320. Wingspan is the key factor in scaling between the two types of aircraft. Indeed, according to Captain Kelman, the 'surprisingly ponderous' handling of long-wing span gliders is a better match for a medium airliner than a small single-engine piston type.

"Glider pilots also bring energy management skills to the cockpit," she said. Again, at first glance this might seem superfluous. With engines, an airline pilot can increase or reduce energy simply by moving the throttles. However, Captain Kelman noted that these skills of managing energy - glider pilots only get one chance at a landing! can also be beneficial to airline pilots. In particular, regional or secondary airports that low-cost carriers like EasyJet use often have fewer navigation aids available, and may be located in mountains or near restrictive terrain. If a pilot has honed the art of energy management in gliders, then they can

use these skills to perform tighter, shorter approaches if permitted, saving valuable fuel and time. The ability of an airliner pilot to manage non-precision and visual approaches can thus be enhanced by exposure to glider energy management skills.

Finally, Captain Kelman noted that glider pilots also develop an enhanced weather awareness and appreciation. While airliners may boast sophisticated weather radar and wind shear warnings. the ability to rapidly assess weather conditions and anticipate disturbances is a human skill that can be honed over time by piloting aircraft that, without an engine, are at the mercy of the elements.

So in the quest for aviation safety and addressing the 'startle factor'- is the answer to the erosion of manual flying skills to go right back to basics?

#### WHAT CAN MY CLUB DO?

What can my club do to help to help increase the quality of future airline pilots? We can offer those pilots glider flights that demonstrate unusual attitudes and spin awareness so that they gain an appreciation of what to expect should they encounter these situations during their power flying career. This is valuable experience for any pilot.

It also represents an opportunity for gliding clubs to develop an additional revenue stream by utilizing its assets during the non-soaring season. Depending on your club's financial structure, we recommend a price of between \$350 - \$450 is fair for this clinic.

#### **SPIN AWARENESS CLINIC**

The Spin Awareness Clinic opens an opportunity for your club to capitalise on the need for power pilots to have a tactile experience in flying. The clinic would include two flights with a GFA Instructor in a modern two seat sailplane, towed to about 4,000ft to ensure that there is enough time to experience a variety of stalls, unusual attitudes and spins.

The first flight would be an orientation flight getting the client comfortable and familiar with being in a glider. This flight would include demonstration of a high AOA stall and a stall induced by low speed and near normal flying attitude, demonstrating that a stall can happen with a relatively low nose attitude.

The second flight will demonstrate an incipient spin and a full spin with multiple turns from a relatively low nose attitude, stimulating what happens when The experience can be overwhelming

the pilot flies a little slow and then uses the rudder to vaw the aircraft. at first for any pilot unfamiliar with this type of flying, and you need to have more than one flight to absorb and understand what's going on and to begin to learn the proper responses to each situation.

The goal of this clinic is to teach the pilot how to feel more comfortable with stall entries and recoveries, to demonstrate proper control input technique for stall and spin recovery, to help them identify the signs of a stall or spin, and to know how to identify and avoid the chain of events that lead up to classic stall and spin accidents.

#### **STALL RECOGNITION**

All pilots need to recognize when a stall is imminent or in progress, and they need to know how to recover safely. While many practice stalls, many flight schools don't give their students any direct experience with spins.

The clinic is designed for every power pilot who wants to get familiar with the full spectrum of stalls and spins, and experience the benefits of knowing what an incipient stall and fully developed



At the 2013 RAeS International Flight Crew Training Conference a key point agreed by many speakers and delegates at the conference was that in the past 15 years. manual flying skills of airline pilots has atrophied.

safety issue.

M&D

spin feels like.

Note that this clinic is not designed to provide training in stall or spin manoeuvres. It is designed solely to provide an opportunity to experience these events and understand what forces are at play.

It is important that the client is aware that this is not a training flight, but only a demonstration of a series of flight activities for them to experience.

On the GFA website at this link: http://tinyurl.com/ojhvros you will find a flyer on the Spin Awareness Clinic. Download it to your computer and then fill in your club's name, location and contact details. Print it off, take it to your local flying school and discuss it with them, asking if they can tell their students about it.

So, no time to lose. Discuss this with your committee, make a plan, download the flyer, get onto your local flying school and start generating that additional income now.

With thanks to Canberra Gliding Club and Caboolture Gliding Club for providing some of the information in this GA article.

BELOW: This flver is available for downoad from the GFA website

## **Put Club Details Here:** Name Location

**Unusual Attitudes and Spin Awareness Clinic For Power Pilots** 

Increased cockpit automation, rigid standard operating procedures, more use of flight simulators and a reduced pool of military pilots has conspired to erode basic flying skills in a new generation of pilots. This, recent airline incidents, have shown, can result in hull losses or be fatal in certain circumstances. The loss of control incidents or 'non-normal' (eg. high angle-of-attack or bank) situations are therefore a major

# AUSTRALIA-WIDE COACHING EVENTS

Early cross country pilots are encouraged to attend these coaching events. They are aimed at improving pilots cross country skills and increasing your ability and confidence.

If you are a recent solo pilot who is eager to learn how to explore the sky, these are opportunities not to be missed.

You will learn from top pilots who will share their many years of experience.

These events are run on a voluntary basis by the coaches. Only a small charge may be required to cover costs associated with running the event. Please check with the contact listed for each event.

Dates	Event	Venue	Target participants	Contact information
12 – 13 Sept	Master Class	AIS	Soaring pilots	Peter Trotter peter.trotter6
				@bigpond.com
20 – 26 Sept	GlideFast	Warwick	Competition	Lisa and Peter Trotter
	Course		rising stars	gliderpilots@bigpond.com
20 – 28 Sept	Wave Camp	Bunyan	Soaring pilots	Stuart Ferguson
				canberragliding@bigpond.co
				m
20 – 26 Sept	Juniors	Kingaroy	Junior pilots	Greg Schmidt gregschmidt88
	Coaching with			@gmail.com
	G Dale			John Buchanan
				jbukes2@gmail.com
29 Sept – 3 Oct	Private	Lake Keepit	Soaring pilots	Booked OUt
	Coaching with	SC		
	G Dale	-		
6 – 10 Oct	Private	Lake Keepit	Soaring pilots	Chris Bowman
	Coaching with	SC		Chris.Bowman@pcce.net
	G Dale			
13 – 17 Oct	Private	Lake Keepit	Soaring pilots	Chris Bowman
	Coaching with	SC		Chris.Bowman@pcce.net
	G Dale			
3 – 7 Nov	G Dale	West	Soaring pilots	Graham Brown
	Coaching	Wyalong		gsambrown@westnet.com.au
1 – 9 Nov	Women's Week	Lake Keepit	Women pilots all	Leonie Furze
	Coaching		levels and SNAGS	ozglidergal@hotmail.com
9 – 15 Nov	Speed Week	West	Cross-country	Paul Mander
		Wyalong	pilots	paul@mander.net.au
10 – 14 Nov	Keepit Fast	Lake Keepit	Cross-country	Chris Bowman
			pilots	Chris.Bowman@pcce.net
17 – 22 Nov	Vic XC Week	Bendigo	Cross-country	Tim Shirley
	with G Dale		pilots	tshirley@internode.on.net
22 Nov – 29 Nov	Narromine Cup	Narromine	Cross-country	Bryan Hayhow
	with G Dale		pilots	gliders@highspeedflight.com.au
24 – 29 Nov	Going for Gold	Benalla	Early to	Tim Shirley
	Coaching Week		intermediate	tshirley@internode.on.net
			cross-country	Graham Garlick
			pilots	birdmanoz@bigpond.com
5 – 8 Dec	XC Coaching	Bacchus,	Cross-country	Mike Durrant
	weekend #1	Geelong	pilots	durramr@gmail.com
		Club		

5 – 13 Dec	JoeyGlide	Narromine	Juniors	www.JoeyGlide.com
	Coaching			Adam Webb
				adam@adam-webb.com
				Bryan Hayhow
				gliders@highspeedflight.com.au
12 – 15 Dec	XC Coaching	Bacchus,	Cross-country	Mike Durrant
	weekend #2	Geelong	pilots	durramr@gmail.com
		Club		
27 Dec – 4 Jan	SA Coaching	Waikerie	Soaring pilots	Andrew Horton
	Week			gliderpilot@ozemail.com.au
11 – 17 Jan	Junior Coaching	Benalla	Juniors	Tim Shirley
				tshirley@internode.on.net
				Ailsa McMillan
				Amcmillan107@gmail.com
31 Jan – 6 Feb	Coaching 2-	Horsham	Aspiring	lan Grant
	seater		competition	ian.grant.gliding@gmail.com
	Horsham Week		pilots	
14 – 21 Feb	Squad Week	Narromine	Australian Squad	Lisa Trotter
			pilots	gliderpilots@bigpond.com
8 – 14 Mar	Alpine Course	Mt Beauty	New and	lan Grant
			experienced	ian.grant.gliding@gmail.com
			alpine pilots	Philip Volk
				pvolk@trinityfinancial.com.au

#### **COACHING AND MENTORING**

Coaching and mentoring is also available at State and National Championships. Also, each state runs a lecture series, usually during the winter or off-season months. To find out more details, contact the Head Coach for your region or the Coaching Panel Juniors' representative.

#### **HEAD COACHES**

- WA Swain Johnson swain.johnson@bentley.com
- SA Andrew Horton gliderpilot@ozemail.com.au
- VIC Tim Shirley tshirley@internode.on.net
- NSW Bryan Hayhow gliders@highspeedflight.com.au
- QLD Greg Schmidt gregschmidt88@gmail.com

Coaching Panel Juniors' representative Jess Stauss jmstauss@internode.on.net National Coaching Director Peter Trotter peter.trotter6@bigpond.com

# GFA APPROVED MAINTENANCE **ORGANISATIONS**

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

TOCUMWAL	AVIATION AND GENERAL ENGI
TOCUMWAL	AVIATION COMPOSITE ENGINEEF
BOONAH	AVTEC AVIATION
CAMDEN	CAMDEN SAILPLANES
BALLARAT	COMPOSITE COMPONENTS
BENALLA	GLIDING CLUB OF VICTORIA
BOONAH	MADDOG COMPOSITES
WAIKERIE	MORGY'S GLIDER WORKS
TEMORA	SL COMPOSITES
TEMORA	T & J SAILPLANES
BOONAH	ULTIMATE AERO
WA	UNIVERSAL PLASTICS

MIKE BURNS INEERING PETER CORKERY **ROGER BOND** MIKE DUGAN JOE LUCIANI **GRAHAM GREED** MIKE MADDOCKS MARK MORGAN SCOTT LENNON TOM GILBERT NIGEL ARNOT DARREL LONG





mikeburns38@yahoo.com.au corkerys@bigpond.com.au avtecaviation@virginbroadband.com.au camdensailplanes@bigpond.com comcom2@bigpond.net.au gcvworkshop@benalla.net.au mike@maddogcomposites.com.au morgans@sctelco.net.au scottl@internode.on.net tnjgilbert@internode.on.net nigel@ultimateaero.com.au universalplastics@iinet.net.au



Rayskala is in Southern Finland, approximately 150km NW of Helsinki. About 300km further north is the arctic circle. There are about 5 million people in Finland, and about 5 million lakes. The number of trees is uncountable. Still, it's not a bad gliding site. There are landable fields over a reasonable part of the contest area, but you do have to get used to seeing so much green.

With a lot of ex-military airfields and lot of active civil airfields, Finland's airspace map is something to behold. There is a large block to the northwest of the airfield, and one of the hopes of the organisers was to set a task to circumnavigate this block. Unfortunately, the weather never cooperated.

The weather has a great impact on any gliding competition and, certainly, the poor weather at this year's World Gliding Championships made it difficult for all concerned.

#### **AN OFFICIAL PERSPECTIVE**

Each world comps has a number of FAI/IGC officials. The two key roles are Steward and Jury. At the Grand Prix final, these two positions are combined into one Referee. The roles are a key part of the competition structure, but a far cry from the referee or umpire in more traditional sports

For the Rayskala event I was Chief Steward. The primary role of steward is to provide advice to the organisation and guidance on the rules. Ultimately, the Steward has no responsibility for the running of the competition, and this is where the Jury steps in. The Jury



has no involvement with day today activity, but will consider and decide any protests and will decide if the competition has been run according to the rules and so determine if the competition is valid. The Jury can stop the competition if the organisers do not run the comp according to the rules.

There are usually two stewards at a World comps or European Championships. The Chief Steward is paid for by the International Gliding Commission, and the other steward is paid for by the comp organisers from the entry fees. Given that Australia is almost as far from Europe as NZ, Chief Steward is the most likely invitation for me. Not many comp organisers want to spend the dollars to ship someone from the other side of the world. The tables will be turned when Australia runs two world championships in December 2015 and January 2017, and we will be looking for Stewards and Jury members from New Zealand and Australia.

The Stewards have a relatively easy job if the Competition Director and his team are good at their job and if the team captains represent their pilots well.

#### **OVERALL ORGANISATION**

Heikki Pohiola was the CD and had a team of about 80 people running the event. Heikki's strength was that he was prepared to seek and listen to advice, and respond appropriately. This meant that the Competitors developed confidence in his abilities to look after their interests.

The organisation was efficient and professional. They created an atmosphere that was supportive and encouraging to the teams and pilots, and gave confidence about their decisions.

They were consistent in their application of the rules, yet flexible in responding to questions and concerns. They

listened to suggestions from the stewards and the team captains and responded in an appropriate manner.

All days possible for flying were flown, and serious attempts were made on a couple of other days that had some potential for flights but proved not possible. Eventually, they flew seven competition days and two practice days in a total of 19 days.

#### THE WEATHER

Weather forecasting was a strength for the organisation. Sponsorship from Vaisala included a weather station on site. The Finnish meteorological institute sponsored a number of models, including an overlay of airspace info and so on. There was extensive data available from across Finland and neighbouring countries, with some excellent models. The CD Heikki is a meteorologist and was the met man at the Junior Worlds in 2009. He had three other meteorologists working with the organisation during the two competition weeks. Predictions were accurate, even the bad news was accurate. They had a sense of humour even in adversity:

#### RETRIEVAL

There were a large number of outlandings during the competition, and despite the bad reputation for Finland fields, there were no accidents or damage.

Some pilots had problems with a couple of unhappy farmers, but luckily no physical attacks. The organisation intervened on the phone and in one case called the police, and this worked well.

We are starting to hear more stories about aggressive farmers in Europe, but I hope that this is not becoming the norm.

#### WADA DRUG TESTING

The World Anti Doping Agency did drug tests on four pilots during the event. This took place on the last day, and they tested the potential winner in each class. This was well arranged by the Jury President with the competition organisers.

It created some concern because the winner was not identified until a majority of traces were submitted, and of course there is then a potential for pilots to drink alcohol in the intervening period.

The major problem with this timing is that if there is a positive test, what should the organisers do? Do they then have to test the next placed pilot? Who gets the trophy? Maybe it would make more sense to negotiate different timing, say two days before the end of the event?

#### **AIRSPACE ISSUES**

Airspace is often an issue, mainly because the penalties for an airspace infringement are quite severe. First time is an outlanding at the point of airspace entry, second time is zero points for the day, third time you go home.

Obviously, gliders infringing airspace is a major issue in most countries, we all have to battle for our fair share of available "sky to play in". The rules have the option of a penalty scale of 1 point/metre for a vertical infringement, but this presumes a sporting buffer zone around the real airspace, a sporting limit. This was not done initially with the local procedures but the Competition Director listened to the suggestions from the team captains and stewards and re-issued the airspace file to include the vertical buffer. Eventually they issued six updates to the airspace file.

I am used to being part of a team at a world comps, a large group of people with tactical and strategic choices daily. This is good fun. The Stewards and Jury, on the other hand, are a little more isolated. We are not part of the teams or part of the core organisation, so it can get a little lonely. Luckily for us, the locals and some of the teams were very friendly and so we had quite a good social interaction. I even tried the sauna. At least I had my Steward's bike to keep me entertained.

I enjoyed the role. It was guite good fun. Not as much fun as competing yourself, and not as satisfying as running an event yourself, but given the opportunity I would willingly do it again. GA

## WGC RÄYSKÄLÄ



#### **A POTENTIAL PROTEST**

We had no official protests during the event, but one issue came guite close, and it was an airspace issue.

One task in club class went close to the corner of an airspace block and it seems three gliders just clipped the corner. The flight recorder trace for one glider showed an infringement and the pilot was outlanded at that point losing 600+ points compared to their actual speed. Another pilot deviated slightly and just missed the Stewards Bicycle. airspace, so saving their points.

The trace of the third pilot showed a GPS fix just before the airspace block, and the next fix, 8 seconds later, was on the other side of the block. The trace showed that the glider flew through the airspace, but no actual evidence of a GPS fix within the airspace.

A number of rules come into play in this situation. The rules do not say that you interpolate between the GPS fixes, so the trace between fixes does not in itself prove an error. A back up Flight Recorder with a smaller time period - say, a fix every 4 seconds - could show a fix inside the airspace, but another rule says we should use the record that gives most benefit to the pilot. Hence, the pilot could insist that we use the original trace. There were many discussions with a number of team captains and pilots, but all concluded the same - the pilot should get the benefit of the doubt. No penalty. Either this pilot was very lucky, or the penalised pilot was very unlucky.

#### **A LONELY LIFE**

TOP LEFT: Terry with Eric Stauss who competed in Club Class at Räyskälä.

ABOVE: Terry on his



"Ladies and Gentlemen, this is your captain speaking..." We had big flying plans for the northern hemisphere summer this year but changed them to take up a totally new adventure. I was offered the Team Captain's position on the Australian Team for the 33rd World Gliding Championships in Leszno. Having already flown three World Championships myself, it was extremely hard to resist the opportunity to experience this event from the 'other side'. I knew all pilots beforehand and therefore was confident that this would work out for all of us. I quickly said yes!



Our team wasn't big but very energetic. Craig Collings and Matt Scutter were flying the 15m class and Tom Claffey and Ben Loxton were representing our country in the 18m class. Tom was the only one flying a glider that has been shipped over from Australia. The rest of the pilots flew rented gliders, which always adds up to the challenge since they are not familiar with the particular gliders they are flying. We did our best to organise gliders they would be happy and comfortable with, and hope there were no major disappointments.

#### CAN YOU WRITE SOMETHING?

I was also asked to write this article after we got back. After some consideration, I decided that this would be a different kind of World Championship article. If you are after a day-to-day competition report, you can stop reading now. Based on this and my previous experiences, I would like to touch on the observations that, in my opinion, may add some value to our future participation in world events.

#### MAKING USE OF ALL AVAILABLE RESOURCES

A big advantage for our team was our adopted fifth pilot Mac Ichikawa. His incredible experience and local knowledge were priceless and a great benefit for the team. Mac actively participated in all our team briefings and contributed enormously to our knowledge and overall awareness of the weather phenomena. Because of his profession, Mac's crew, Mirek, was also a great help in fixing technical issues. It is essential to be open to relationships and develop them at all levels. Until we get to world champion level, sharing experience can only benefit the parties involved as they keep learning. In my opinion, Mac was a very valuable addition to our team.

#### **OBSERVE AND LEARN**

There is no doubt that flying is extremely different on different continents, and local experience in a certain area is of great value. Flying over our home terrain makes flying so much easier but at the same time is no guarantee of winning. As we all know, there is much more to it than that. I have been a member of the Polish Gliding Team for years and I am familiar with the ways they prepare for competitions. Looking at the results, no matter where they compete, they must be doing something right and it might be worth analysing.

#### **TEAM FLYING**

In Poland, just like here in Australia, team flying is not allowed during national championships and other competitions. Also similar to Australia, several attempts have been made to change that rule. Unfortunately, they have remained unsuccessful. There are various ways of team/pair flying and each requires a different level of practice. For example, because the side-by-side technique is very demanding and time consuming to make it beneficial for the pair, it would be hard to adopt for pilots who don't have a chance to practice on a regular basis.

However another method that works well even without extensive practice and with changing team partners is based on a fairly simple principle. The pilot who leaves the thermal first becomes the leader for the next sector. The second glider follows fairly close behind and to the side to explore the wider area. The leader makes the decision on which path to take, while the follower informs the leader if he or she happens to be following in better air that the leader may not see, so that the leader can shift. Reaching the next thermal, the leader turns and calls climbs - "two, three, four ... good" - and the follower joins. If it turns out not to be good enough, the follower doesn't join but keeps on track and the now-former leader follows behind. The leadership changes for the next sector. If a climb is necessary at the stage, the follower explores the other side, turning into the opposite direction and calling climbs. A decision is then made whether to stay or to keep going.

The only requirements to make this method work are trust and fairness towards your team partner. You cannot compete against him or her. The radio communication takes a bit of practice but this is not something that

TOP LEFT : Matthew Scutter landing the Ventus 2a he flew in 15m Class. BOTTOM LEFT: Team Captain Marta Najfeld. TOP RIGHT: Aussie table for international night. SECOND RIGHT: Ben Loxton gets serious advice from Ziggy. BOTTOM RIGHT: Craig Collings flew an ASW29 in 15m Class.

# WGC POLAND









cannot be learned during the pre-competition practice period. The radio chat is to be kept down to minimum, which is done easily using this method of pair flying.

#### WEATHER

Everybody knows that we live in a gliding paradise and enjoy the best weather conditions in the world. We do not practice enough in really weak and marginal conditions and therefore struggle in European weather. Because most of my competition experience was in Europe, I'm very comfortable in marginal weather but find it really hard to speed up enough under booming Australian cu's. The opposite happens to Australian pilots in Europe. They find it hard to realise that the moment has come to slow down and switch into survival mode. European conditions very rarely stay steady for the entire day. Instead, the weather cycles multiple times during the day. The trick is to hit the right phase of the cycle when starting the task and make sure to be high in the weak phases. Being low when the cycle is down means an almost certain outlanding or at least a significant waste of precious time. An outlanding on a day when others get around causes fatal loss of points. One of the usual daily cycles is more severe than all the others. We call it the 'midday crisis' and it appears around 2pm on a regular cu day. It is better not to miss the warning signs of this one.

The weather in Leszno was very European. Every day was different than the previous one and it was hard to make any predictions. The Polish Team Captain and Coach, Jacek Dankowski, was very generous and shared



briefing with me every morning. The briefing was custom made for the Polish Team and prepared by a very knowledgeable Polish gliding meteorologist. The information provided was usually quite different and much more accurate than the official competition weather briefing, which was based on widely available models. Because the weather was so unstable, it was extremely hard to give the pilots any sensible advice regarding tactics, but t was still good to have this additional source of information about what may happen.



# WGC POLAND







A few isolated thunderstorms joined together, very quickly closing up a huge area and making Leszno and surrounding areas unlandable for the next hour or so. Whoever was behind them ended up either in trouble, landing out before the finish ring in extreme rain, hail and gusty winds, or having to park for an hour waiting for the severe weather to clear enough to finish the task. Anyway, this was what the smart ones did. A few pilots dove down into the turmoil, with zero visibility and severe turbulence accompanied by rain and lighting. Some of them fell out of the clouds a bit too late and had to make a 180° turn below 100ft and land in the opposite direction in order to avoid overshooting the runway. One of them even admitted that he flew IMC - Instrument Metrological Conditions for no visibility - until he hit the ground ...

#### **IT'S OUR FLIGHT**

Even the best weather forecast can be wrong, so there is no point making it responsible for our decisions. We will become much better pilots when we realise that we are the only ones responsible for the decisions we make and the results they have. Even the best meant advice from someone can turn out to be wrong because of the dynamics associated with every glider flight. Of course we get upset and annoyed if we don't perform as well as expected but we have to keep in mind that we are the only ones responsible for the outcome of our flight. Once we admit that to ourselves and identify the mistakes, we have a fair chance of not repeating them and doing much better next time. We all want to be great, but we are not perfect and never will be.

If we want to set a target for the day and keep an eye on someone, it's essential to set realistic goals and compete with the appropriate pilots. Maybe it's worth

## 'No one can predict to what heights you can soar Not even you will know until you spread your wings'

taking a closer look at our neighbours in the overall scores and try to do better than them, day by day climbing the scoring ladder. Trying to follow the leader and not succeeding can get really frustrating after a while and decrease our performance even more.

#### **BEING CONSISTENT**

We know that consistency is important but sometimes seem to forget. Winning a World Championship is not about daily wins. Quite often the overall winner hasn't won a single day. What counts is consistency. Being within the first 10 every day gives a fair chance of ending up on the podium. It's similar to any game - to win it, you have to know the rules of the game and then play better than everybody else. Playing better means making fewer mistakes and having a good judgement of the 'risk to win' ratio. Every single pilot will make mistakes, but the World Champion will make less. Some days are not made to go for the kill, but just to get around, keeping the risks to the minimum. To identify these days is a skill in itself that is essential, especially when flying in Europe.

#### **MECHANIC NEEDED!**

This may seem totally off-topic to you, but it really helps to have some handy man skills. Because of my educational background, I have always been interested in machines, pulling them apart and putting them back together. Out of necessity, I also had to develop skills to fix things at home, in a car and of course in an airplane or glider. Because as young pilots in Poland, we were all permanently short of cash, we had to learn how to survive. When fixing things like lights in a trailer, a flat tyre in any glider, a bug-wiper mechanism or damaged wing walker, not having the right spare parts, fancy tools or a mechanic on duty was never an issue for any of us. Therefore it never generated stress even in a competition environment. These are very useful skills that would be beneficial for every pilot and crew member to have. In my opinion anyone would find it useful to complete, for example, a Form 2 Course, even if they don't want to carry out inspections but just for the sake of the additional knowledge and skills they would gain. The upcoming Master Class run by Peter Trotter is a great opportunity. too. Knowing that you can fix any minor problem with your glider or other equipment during a competition eliminates a lot of additional stress.

#### **TO SUM IT ALL UP**

I wrote this article to show that becoming a World Champion is not entirely about flying and weather

OPPOSITE CENTRE: Up goes 15m World Champion Sebastian Kawa's Diana 2 in a show of Polish strength. OPPOSITE BELOW : Ben Loxton landing the ASG 29 he flew in 18m class. RIGHT TOP: Tugs from the Czech Republic. RIGHT CENTRE: Matthew landed in a very soft paddock.

## WGC POLAND









## WORLD GLIDING CHAMPIONSHIPS LESZNO, POLAND 2014

#### **15 M CLASS**

1. KAWA SEBASTIAN	POL	DIANA 2	7707
2. JANOWITSCH WOLFGANG	AUT	VENTUS 2A	7373
3. BARROIS JEAN-DENIS	FRA	ASW 27B	7318
23. SCUTTER MATTHEW	AUS	VENTUS 2A	6379
38. COLLINGS CRAIG	AUS	ASG 29	5273
18 M CLASS			
1. STARYSZAK KAROL	POL	ASG 29	7246
2. COUTTS JOHN	NZL	JS-1B	7239
3. WÓJCIK LUKASZ	POL	JS-1C	7163
26. CLAFFEY THOMAS	AUS	JS-1C	6386
36. LOXTON BEN	AUS	ASG 29 5660	
OPEN CLASS			
1. SOMMER MICHAEL	GER	EB 29	7505
2. DAVIS ANDREW	GBR	JS-1C	7452
3. WALBROU KILLIAN	FRA	JS-1C	7333

FULL RESULTS AT www.wgc2014.hb.pl/wyniki/Open/489\_Open\_tot.htm

predicting and judging skills alone. There is more to it. which we tend to forget about. Although I wasn't flying.

I have learned a lot. I am an average competition pilot, haven't won a World Championship as vet and still have a long way to go. The best I scored in the Worlds was 4th, just behind the box. The purpose of this article was to share what I have learned observing the game from both sides. I am hoping that my experiences will help me improve next time and if anyone else can take something out of my writing, that's what it's all about. You may not agree with my thoughts and that's great because it opens up an arena for discussion. Diversity and discussions is what we need to develop and improve. We will not get better in gliding if we keep doing what we're already doing.

Considering all the factors and extremely unreliable weather, our team did very well. Safety was a huge issue in these conditions and our pilots stayed safe at all times making good decisions. We now have a great base to work with and fine tune our skills to do much better next time.

#### **THANK YOU**

Using this opportunity I would like to thank the whole team for the great time and great experience. You are all great pilots and crews and this made our stay in Poland so enjoyable and relaxed. It was great fun and fun is what gliding is all about.

Thank you, Team Finland for sending your base radio and printer to Leszno - it all made our lives easier. A very special thanks to Simon Brown for giving up his holiday plans to professionally man the Skippy Base radio station for two full weeks.

Last but not least, I couldn't thank you enough, Ziggy, for not only being my partner but also the main motivator, driver and such a great support in everything I do. **G**A



#### **DAY WIN**

On a mixed 18M day, the forecast was for a fairly late start with strong risk of storms. Only a 2-hour AAT was set for 18M, 2.15hr for 15M. Once launched we went along the first leg looking at conditions, which were very weak and improving slowly. It seemed from the sky that the storms may not happen so we played the start game, wanting to fly with company. Anyway, our gaggle finally left 1hr 18mins after the gate opened! We had a good first leg with the Germans and others, but when they started a large deviation to fly around a big blue hole, I went straight - a risky move - while Ben did the conservative thing and went with the group. As it happens, it worked for me and I spent the next half of the flight largely alone. Ben had dropped back a bit but we were flying in the opposite direction not long after I left the last sector. I was in a great climb when a large gaggle passed by above and below me without stopping, I must have been in a bubble. I was able to almost get to the front of the gaggle with a good final glide while Ben got stuck with the weakening conditions behind. It was a great confidence boost to get a day win but I really would like 1,000 points some day. In Uvalde, the two days were penalised then devalued.

#### **DAY EIGHT**

The last two days were guite different. Yesterday we left too late and had a really slow time while today, with a forecast of a very early finish and possible rain, we left as soon as the gate opened but the day was much faster than expected. We were well down in the scores as we

## TOM CLAFFEY'S DAY WIN **DAY 3, 29 JULY**

#### **18 M CLASS**

1.CLAFFEY THOMAS	AUS	JS-1C	673
2. KAROL STARYSZAK	POL	ASG 29	663
3. ROBERT SCHROEDER	GER	ASG 29E	661
3. PETER HARTMANN	AUT	ASG 29E	661
5. ROMAN MRACEK	CZE	ASG 29E	660

#### LAST DAY

TOM

## WGC POLAND

struggled to stay high because getting low here means a serious slowdown. Interestingly, I was with an Open Class gaggle for some time and the only glider I couldn't stay with was Michael Sommer. But my overall placing didn't change. With the poor weather forecasting and tasking here, I have no idea what the last two days will bring us. There is a feeling the days may be devalued as the Poles are leading two classes.

We had an 'interesting' weather forecast and weather, with a warm front approaching from the west, a late start for thermals and strong winds. It was very difficult to climb to altitude with thermals breaking up at 5,000ft with cloud base 6.000ft.

I was below the gaggle near the start line unable to get right up as they started. A little while later Ben and I fell into a better thermal that got him guickly to cloud base and he found wave. I was at last able to climb as well and followed him up, but it was too late to call the others as they were well along track and it was getting late. Starting at 7,500ft and turning only once on the first leg, we caught the Polish gaggle after the turn and had a great run until getting lowish at the final turn. We all struggled here and the two Poles got a final glide but we had to take weak lift at 25km under the warm front. We had started 16 mins after them and finished seven and about ten minutes behind

The results were not so good as early starters did better but it was a satisfying day. One decent climb at the end and it would have been one/two! The three gliders circling under us when we were in the wave came last and two outlanded, showing the importance of start times.

Overall not wonderful placings but lots of lessons learned by a young team. With our kind of weather we know we can do it.

At least I had the satisfaction of a day win. One of these days I will get 1,000 points!

Thanks to Marta and all the crew for their help, and especially Kerrie and Simon, of course.

GA

#### **GFA CALENDAR**

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

### 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 September – 4 October 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.kingaroysoaring.com.au

#### CLUB & SPORTS CLASS NATIONALS Goondiwindi Qld 6 - 17 October 2014

The competition is being run by Gliding Queensland as a co-operative effort of all Queensland Clubs. Select the link 34th AUSTRALIAN CLUB and SPORTS CLASS NATIONALS then click on Comp information, then select Entry form. www.glidingqueensland.org.au/comps Phil Southgate 0419264713 Les Milne 0407986142

#### WOMEN IN GLIDING LAKE KEEPIT

#### 1 – 9 November 2014

Planning for this years Women in Gliding week is underway. Funding has been secured for the event which will assist women all over Australia to attend. 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

#### VGA MELBOURNE CUP VINTAGE RALLY 1 - 4 November 2014 daveandjenne@gmail.com

Australian Gliding Museum Open Day 2 November 2014 Featuring the unique history of Schneider Australian Glider designs. All welcome at Bacchus Marsh. Contact daveandjenne@gmail.com

#### GCWA RACE WEEK 'CUNDERDIN CUP' 2 - 8 November 2014 Contact John Orton 0429 357 439

#### SPEEDWEEK - WEST WYALONG 9 - 15 November 2014

Positions are limited, and one third are already spoken for. Please advise me of your interest at paul@mander.net.au. 0417 447 974. Paul Mander

## QUALIFYING GRAND PRIX LAKE KEEPIT

16 - 22 November 2014 Contact Chris Bowman Chris.Bowman@pcce.net

## WAGA STATE COMPS - NARROGIN

18 – 28 November 2014 Contact WAGA Competition Director Ben Terrell mob 0409 013 204

#### ORANGE WEEK - WAIKERIE 22 – 29 November 2014

One of the tasks on the last day of Orange Week at Waikerie will finish at Bordertown-Keith for those wishing to fly there for the State Comps. Contact John Ridge

## johnridge16@gmail.com

#### NARROMINE CUP

#### 23 - 29 November 2014

Fun flying for personal best performances and friendly social company. Fee \$40 per pilot. For the first cross country Silver C attempt to the 1000klm flight. **info@narromineglidingclub.com.au** 

#### **VSA STATE COMPS - RAYWOOD**

**29 November - 6 December 2014** Bendigo Gliding Club at Raywood Airfield, Victoria.

www.bendigogliding.org.au/ Main/Statecomp

Or contact Contest Director Phil McCann: phil4408@gmail.com

### SA STATE COMPS BORDERTOWN

**30 November - 6 December 2014** Practice day is Sunday 30 November with six competition days scheduled for Mon 1 Dec to Sat 6 Dec

One of the tasks on the last day of Orange Week at Waikerie will finish at Bordertown-Keith for those that wish to fly there for the State Comps.

### JOEYGLIDE - PREWORLD

#### JUNIOR WORLD COMPS

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 5 and 6 January. 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.

#### HORSHAM

com.au

#### 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 lan Grant at

## cd@horshamweek.org.au or see the website at

www.horshamweek.org.au

#### LAKE KEEPIT

INVITATIONAL GRAND PRIX 21-28 March 2015 Steve Hedley 0412378758 gliderdag@pacific.net.au







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# HITTING THE SILK

FROM KEEP SOARING . LKSC. JOHN CLARK

Parts of this article were previously published in Keep Soaring, however it has been revised after G Dale's talk about his experiences of bailing out after a mid-air during an English competition in 2012. G described the experience as "intense"... but believes that parachutes are part of gliding and that everyone, whether training or breaking records, should wear one.



G said, "I remember stabilising the glider after the aircraft touched and thinking I could maybe fly away, but then the thing went right out of control."

He jettisoned the canopy and harness and was thrown out of the glider, which was nose-down.

"I looked down to my left and I could see the glider upside down and guite close, but then I realised it was falling faster than I was." Most of us wear parachutes but few of us have ever been shown how to wear them, how to bail out of a glider or how to fly a parachute. let alone to land in one.

"I saw the woods and the railway line and the main road, so I had to learn to fly the 'chute pretty quickly.

"Apparently when I was lying in the field some member of the public turned me over and put me in the recovery position, which might have saved my life because I was coughing and choking."

### PARACHUTES

Wearing parachutes in gliders is not mandatory in Australia but most of us wear them. That's a good start, but you need to know how to operate a parachute before using one! Before looking at parachutes in sailplanes, a look at parachute deployment in other gliding activities is interesting.

Paraglider pilots will throw a reserve chute for practice. They will also deploy their chutes very low down. There are several

cases of pilots using their reserve parachutes more than once in a flight.

Hang glider pilots will not open their parachute for fun, however lots of them have used a parachute and in the large majority of cases, the pilots have survived.

Sailplane pilots are not so lucky. Fully 50% of sailplane pilots will not be able to get out of the aircraft to have a chance to deploy a parachute. That's a fairly frightening statistic and might explain why there is so little training in parachute deployment.

Parachutes will deploy at a remarkably low altitude. There are 'chutes certified to deploy below 67 metres. Several glider pilots claim that their chutes successfully opened well below 300 metres. The biggest problem is getting out of the sailplane.

G Dale says that we should consider parachutes and the risk of bailing out as part of gliding, think about it more, and rehearse an 'exit check' in the same way as we routinely do a CHAOTIC and FUST check.

#### **REHEARSING A BAIL-OUT**

The sequence with a bail-out is Canopy, Belt, Bum, Cord. It is essential to practice this as a sequence in every type of aircraft that you fly so you don't waste valuable time.

As they say, subtly, every aeroplane is different. Almost every type of sailplane has a different method of releasing the canopy, Many have different seat belt harness releases and the rip cord handles on parachutes can be in different places.

Every time you take off, and as soon as you are stabilised after take-off and have time to spare, practice your deployment sequence. Make sure you know where the canopy release is. With your eyes closed. Reach out and touch it. Many canopy jettison handles are shape coded so they have a unique feel compared with the canopy latch.

Identify the seat belt harness release, reach out and touch it. Look at the ripcord handle. Move your hand to the ripcord handle. Remember that in many cases you may be spinning or tumbling and it will be difficult to move your hands towards the ripcord handle without considerable effort.

When skydiving, you may be told to get stabilised before pulling the ripcord but when bailing out of a glider, it's recommended that you pull the cord immediately, before any tumbling makes this difficult or impossible.

It is essential to look and touch! A hang glider deployment will serve as an example. The celebrated Robbie Whittal deployment goes like this. Robbie was in an aerobatic championship above Monaco when he did a bad loop and had to throw his parachute. He grabbed at the deployment handle and tugged like mad... again and again. Some time later, puzzled by the nonappearance of a parachute, he looked down and saw he was tugging at his camera strap, which did not slow his descent.

Get into a habit of practising bailing out. Hopefully, you will never need to.

The most important thing about parachutes is to have one when you need it. If you do fly without a parachute, then most of what follows will not be important to you.

continued over page



The second most important thing is that your parachute must work when you need it.

A parachute is designed to reduce the level of ordure you are in from above your head, to just below your nose. Most emergency parachutes will open. The failure rate of a skydiver's main chute is relatively high because of its design and the way it is packed and repacked. However the failure rate of backup parachutes is very low.

#### **PARACHUTE REPACKING**

A parachute which has not been recently repacked will most likely open OK, but it may take longer than a recently repacked canopy. The recommended repack time of emergency parachutes is 6 months. However the 6 month repack cycle of a sailplane parachute should be taken as the maximum if you get more than usually hot and sweaty in the cockpit or if a parachute gets wet from a spilt water bottle.

#### **WEARING A PARACHUTE**

There is a right way to put on a parachute. The chest strap should be secured before the leg straps are done up. This should be done as a routine so the chest strap is always done up first and not forgotten.

Before putting on your parachute, open the back flap a little to expose the rip cord cables. The cable ends should extend well through the grommet openings and be safetied. Check the rip cord handle. It should be securely fitted all the way into its pocket or elastic loop. Some pilots put a piece of coloured tape on the handle for rapid visual identification.

Check for the general integrity of the container. The canopy should not be visible. If a round external spring loaded pilot chute is installed, make sure it is secure around its circumference.

Parachutes should never be left in a cockpit. They should be stored in a cool dry place. UV light degrades nylon rapidly and although most sailplane parachute harnesses are made of reasonably thick material, why take the risk by leaving a parachute unnecessarily exposed to sunlight?

Nylon also absorbs water and loses strength when wet. When yachting, most spinnakers fail when they first come out of the bag. Once the spinnaker dries out, it increases in strength by as much as 10%.

#### WHEN TO BAIL OUT?

28 GLIDING AUSTRALIA www.glidingaustralia.org

There are several main reasons why we might want to bail out.

• After a mid air collision with an aircraft or large bird. Probably the most likely event.

- Failure of an essential control system of the sailplane.
- Failure of the aircraft structure which renders it unsafe.
- Smoke or fire. More likely in self launching gliders.

If one of these events occurs, there are many possible outcomes. At one end of the spectrum, the glider is obviously unflyable and at the other end, the glider is still flying and controllable but there is a significant doubt. An example of this is where a pilot had a mid-air collision but decided there was no damage. He landed and found that one side of his horizontal stabiliser had broken off.

The glider may be controllable but it's suspected that something is seriously wrong... for example, the tail dolly has been left on or an aileron linkage has parted in flight or the glider has been incorrectly rigged.

In one instance of aileron disconnection, the pilot never noticed until the aircraft had landed. In another, the pilot called for help from another pilot who flew over and saw the aileron flapping. In this case the pilot elected to bail out rather than risk landing the aircraft with only partial control.

In a flyable but doubtful condition, the pilot should spend a moment considering the options.

Is the glider really damaged? If a collision impact is not visible from the cockpit, it's safer to bail out than run the risk of staying in the glider. If the impact area is visible, for example on a wing, then it might be possible to remain with the glider.

Is the damage significant? A bird strike may cause damage but probably not of the same magnitude as a collision with another aircraft.

Is the terrain over which the aircraft is flying suitable for landing in a parachute? Will this condition change?

Is there enough altitude for a successful parachute deployment?

In the case of a fire in an SLG, most engine compartments have a fire rating of perhaps 5 minutes before the fire will spread and perhaps damage control linkages. In this case, is the glider low enough to land safely or high enough to allow for a successful bail-out?

At the opposite end of the range of possibilities, the sailplane is obviously in unflyable condition and immediate and rapid bail-out is the only option. Regrettably, when a glider is damaged this badly, the chances are that not only is this decision time unnecessary, but the immediate problem is how to get out of the glider.

If there is the slightest hint that the glider is unflyable, then immediate and rapid exit is the only option... and this should be planned for and rehearsed as far as possible!

In this somewhat idealised view of things from a PA parachute manual, a pilot appears to have bailed out of a perfectly serviceable aircraft.

#### THE BAILOUT SEQUENCE

#### The sequence is Controls, Canopy, Belt, Bum, Cord.

**CONTROLS** The first thing to do is to stabilise the glider if possible and open the airbrakes to slow it down. A Piggot hook is useful here because it allows the airbrakes to be locked open as well as preventing them opening when not required.

Gliders are slippery by design and will accelerate rapidly into a spin, spiral dive or some uncontrolled manoeuvre. Opening the airbrakes will slow the glider down and give you a little longer to get out.

If significant parts of the wing are lost in a collision, the resulting motion may be chaotic. G forces may build very rapidly so that a



# To ensure that you do not partially release the chute, pull the ripcord firmly and keep pulling until your arm is completely outstretched.

pilot does not have the physical strength to push out of the cockpit or is in danger of blacking out so it is essential to act fast. If the controls are working well enough to stabilise the glider,

do this now. It will make getting out a lot easier.

Once the canopy is released, you can then push the stick forwards and try to outside loop or bunt the glider. If the elevator or tail boom is broken, the glider will probably nose over into an outside loop by itself, however, this is good for a fast exit.

**CANOPY** Glider canopies are fastened and jettisoned in many ways depending on whether they are front, rear or side hinging. The canopy jettison lever is coloured red, but almost every glider manufacturer has a different idea about the shape, size and position of these levers.

Jettisoning the canopy may not be straightforward. You may have to pull levers using enough force to break safety wire connections. If you fly a glider without a parachute, then you don't need to worry about this stuff. You can safely wire the canopy jettison levers closed because you are not going to need them.

Having released the canopy, it may fly back in the slipstream and bean you. This happens enough times that Professor Roeger of the Aachen University in Germany invented a simple hookshaped pin located at the back edge of the canopy which solves this problem.

If you have a Roeger hook fitted, the front of the canopy should lift and then pivot around the pin before flying off. Most new gliders have a Roeger hook fitted, and most older gliders can have them retrofitted.

If your glider has a single canopy jettison handle, locate and hold the lever, lean forwards as much as possible and shield your face with one arm as you pull the lever with your other arm.

Many gliders have a headrest attached to the canopy. Leaning forwards will minimise the risk of being hit by the headrest as the canopy flips up. If you need to pull two levers, just lower your head as much as possible when jettisoning the canopy.

Use this head-down time to locate the seat belt harness release.

# PARACHUTES

There's no guarantee that the canopy will fly off by itself. The pilot should be prepared to push hard upwards against the acrylic to force the canopy off the cockpit. Once the canopy has been released, things inside the cockpit may get fairly chaotic because of the force of the slipstream.

## IF IT'S POSSIBLE, PUSH FORWARDS ON THE STICK AND PITCH OR ROLL THE GLIDER INVERTED.

**BELT** Release the set belt harness. Don't just feel for the harness release, look at it before operating!

**BUM** If you are lucky, the harness releases easily and you will be thrown out of the glider. Most likely you will release the harness and find it difficult to lever yourself up and out of the cockpit. If the glider has entered a spiral dive, the G force may quickly and easily exceed 2 G. That's going to double your body weight.

Why not lie down on your back and get a friend of similar size to lie down on top of you. (Let people know what you are doing first!) Now, put your hands down on the ground and try and push the two of you up far enough to clear a notional cockpit side.

Many pilots who have had to exit a glider this have found it very hard and it may take several attempts and require almost superhuman strength. Don't give up! The chaotic motion of the sailplane may mean that the next time you try, you will succeed.

The late pilot and writer Jochen Ewald frequently commented on the need for small bumps or hollow purchases to be put in a cockpit floor to allow a pilot to dig their heels in and lever themselves out.

If the sailplane is an SLG and the engine is extended or running, this whole procedure may have to be modified because the engine should be stopped and retracted before bailing out.

Use the emergency or manual override to retract the engine. If the propellor is still turning, don't worry, it will stop when it hits the engine bay doors. Hopefully the manual retract switch is latching, so as soon as you have started the retraction process, you can get on with the rest of the bail-out process.

**CORD** As soon as you have got clear of the cockpit, pull the rip cord and you have survived! Of course, it is not so easy and you are by no means safe yet.

#### THE RIPCORD

Pull your parachute rip cord. Look for and locate the rip cord handle, grab it with both hands if possible. If you can only get one hand on the rip cord handle, your other hand can be used to stabilise the hand on the rip cord. The rip cord should then be firmly pulled all the way out with a circular motion across the body.

Possibly the biggest impediment to pulling the rip cord is going to be tumbling and the second, the violence of the airflow. If you start to tumble, G forces may build up so fast that you are unable to bring your arms back in towards your body to pull the rip cord so pull the cord as soon as you can after exiting the glider.

If you are tumbling and cannot reach the handle, then get into a face forward, spread-eagle position like a sky-diver to stabilise the tumbling and allow you to reach the rip cord.

The chances of your canopy not opening are very small. If the parachute does not open cleanly, then fight it! There are some 'interesting' videos around on the internet taken by sky divers who have had a partial opening failure of their parachutes pulling on the bridle and lines to get the canopy to inflate.

Suspended in your parachute, and quietly descending, you're probably elated that you have survived but take a moment to

consider your next options. Where are you going to land? It is well worth avoiding power lines, roads, trees, buildings, water and downwind landings.

#### **STEERING A PARACHUTE**

Most emergency parachutes can be steered. The parachute's instruction manual should have details on this.

Typically, the parachute will have vents towards the rear of the parachute and can be steered by pulling on the two webbing handles attached to the risers, or pulling on the rear risers themselves.

The handles have to be pulled firmly down to chest level. The parachute will continue to turn until the steering line is released and take about 3 seconds to stabilise.

Remember, when the parachute is being steered or turning, the descent and forward speed both increase, so get your steering done early.

Look down to determine if you are drifting forward or backward. If you have the chance look for a landing spot, look for it downwind and turn back into the wind for your final approach.

Your landing spot will be somewhere between a 45° to 60° angle as you look forward and down. The landing spot should appear to remain stationary as you descend. Steer early to avoid turns at low altitude.

#### LANDING IN A PARACHUTE

Before landing, lock your legs together from thighs to ankles. Bend your knees slightly forward and...

Brace yourself as if you were to jump off a 2 metre high platform. As you hit the ground, turn your body slightly sideways and roll along your side to absorb the landing shock.





Keep your legs firmly together and, as you hit the ground, allow your legs to bend beneath you and roll your body to one side.

The parachute may remain inflated after landing, if winds are greater than 10 kt. If you are being dragged across the ground by high winds, roll onto your back. The parachute container will provide some protection from abrasion.

Reach up and grab one of the lower rigging lines of the parachute and pull down hand over hand until the canopy is distorted enough to collapse.

Practice looking relaxed while you pull the rip cord.

If you are going to land in water, release the chest strap as you descend under the parachute. This will save time in the water. Turn the parachute to face 'into wind' to land as you would for a normal landing. Facing into wind is absolutely necessary for all water landings.

Be aware that if you land in water facing into wind, you may be towed across the water on your back, face up, if the wind strength is high.

If you land facing down wind, you will enter the water face down and may be dragged under.

After landing in the water, release both leg strap snaps. Discard the parachute and swim away. Always head up wind and up current away from the parachute to avoid entanglement. Once it's water logged, the parachute will sink.

If there are any power lines in the vicinity, steer away from them downwind. If you are unable to avoid power lines, push your feet firmly together, turn your head to the side and try not to touch more than one line.

If you connect with live cables and find yourself suspended above the ground, make sure power has been disconnected before a rescue attempt is made. This may take hours.

There are several instances of rescuers being electrocuted trying to save someone from power lines while the person hanging from the power lines survives. Unless you are sure that the power has been disconnected, don't let anyone on the ground come near you.

Remember that most high voltage lines will have a circuit breaker that will automatically attempt to reconnect the power a number of times.

Always steer the parachute to avoid trees. If a tree landing is unavoidable, place your feet and knees firmly together, tuck your elbows into your stomach, protect your face with your hands. Place your chin on your chest and hold on. Once you are in the trees, you can either use your parachute lines to lower yourself to the ground or, better still, to tie yourself to the tree until help arrives.

Many hang glider and paraglider pilots carry a roll of dental floss in their harnesses which is strong enough to be used to raise a rope from the ground.

#### **PARACHUTE OPTIONS**

For most people, the options to improve your chances of a successful bailout are limited to rehearsals, but here are some other things to consider.

Static line parachutes. A static line parachute can be opened in two ways. One is using the rip cord as normal. The other way is to attach the static line on the parachute to a strong point on the glider. Most gliders have a strong point fitted, but it's fairly easy to install one or to connect to an existing structure.

Using a static line parachute should completely eliminate one part of the deployment procedure, and it should work even if you cannot get a hand on the rip cord. If the static line system fails for some reason, you will know pretty soon and can fall back on pulling the rip cord.

There are a few possible disadvantages. One is that the static line gets tangled around you as you leave the glider. Another is



The NOAH System is an airbag that inflates and pushes the pilot to level of the cockpit, enabling a roll rather than a climb out.

that the deployment sequence will start as soon as the end of the static line is reached.

If you have a static line, more thought is required when getting out of a glider after landing to avoid extending the static line but it's about six metres long and the Velcro enclosure makes a noise when the line is pulled out making this only an inconvenience.

#### NOAH

DG sailplanes invented the NOAH system and have made it available to other manufacturers. It can be fitted to any new sailplane and retrofitted to many existing ones.

Essentially, NOAH is an air-bag system which rapidly inflates, raising the pilot to the level of the cockpit side in about a second and allowing the pilot to just roll out instead of climb out.

On a glider fitted with a NOAH system, the pilot jettisons the canopy as normal, and then pulls on a toggle to activate the NOAH system. This not only inflates the bag but also releases the seat belt automatically. It is impossible to deploy the NOAH system until the canopy has been jettisoned.

Even though the NOAH system has interlocks to prevent the inadvertent deployment of the air-bag, tests have shown that even if the air-bag does inflate when the seat belt is still done up, all the pilot gets is a good squeeze for 2 seconds or so until the porosity of the air-bag lets the air escape and reduces the pressure.

In a glider fitted with NOAH and a static line parachute, the exit sequence is hopefully reduced to two actions. Jettison the canopy and pull on the NOAH operating toggle.

#### **BALLISTIC PARACHUTES**

A ballistic parachute system is normally used to parachute down an entire aircraft and pilot. The attraction is obvious. One pull on the actuating lever and a rocket or spring fires line out of the aircraft which deploys a drogue chute which pulls out a full size parachute. The pilot has the protection of the cockpit, perhaps a modern reinforced safety cockpit, to absorb the landing impact and hopefully both aircraft and pilot are saved.

The arguments against ballistic parachute systems are however considerable. Expense, size and weight and unwanted deployments and uncontrolled descents being the main ones.

A ballistic system, because it supports the entire glider and pilot, must withstand a much greater opening shock and be able to support at least four times the weight of a conventional personal parachute. This means that ballistic systems are large, heavy and quite expensive compared with a system like NOAH.

In fact, where they can be fitted to sailplanes, they normally fit into the space where a self launching or sustainer motor might be fitted, so you cannot fit a motor and a ballistic parachute. Ballistic parachutes are much more expensive than a NOAH system.

The incidences of unwanted deployment are low. BRS have installed over 30,000 systems in sport and defence applications, which must be some testimonial.

Once a ballistic parachute system has been deployed, the pilot becomes a passenger and lands where luck and the weather take them. This is not an ideal situation by any means.

In Germany and possibly other EU countries, it is mandatory for aircraft such as ultralights to be fitted with a complete aircraft rescue system. The German regulations for maximum opening time at a specific speed and weight are such that the aircraft mass and structural complexity is significantly increased.

Because of the size, weight, operating speed and opening shock and opening time constraints are in opposition, it is virtually impossible to have a short opening distance and a low opening shock. In practice, the opening distance appears to be shifted upwards by 80 to 120m compared with a conventional human-operated parachute.

That is, a ballistic parachute takes longer to open, and therefore the minimum deployment height is higher.

We are not interested in the opening time of a parachute. We are interested in distance. If you are 50 metres above the ground, you don't care if your parachute opens in one or two or three seconds, you care that it opens in 45 metres or 55 metres. The opening distance, all things being equal, is a function of the size of the parachute. A small parachute will open in a shorter distance than a large one.

The opening distance is almost precisely a function of the opening time squared, that is, doubling the opening time requires basically four times the opening distance. A human operated parachute may open in 2.5 to 3 seconds, in Germany a ballistic parachute is required to operate in 4.5 seconds... although designers think that 5 seconds is more practical. So if you are ridge soaring or flying in the mountains, don't rely on your ballistic parachute!

The size of parachute you carry really should be a function of your age. How fast do you want to fall, and how quickly do you want the chute to open? We all want the fastest opening times possible, but fast opening means a small area chute.

While a 20 year old may be able to jump down from a 3 to 4m high wall without injury, a 50 year old cannot expect to do this without being hurt.

In fact, this is one reason why the idea of doing parachute practice jumps may not be so good for many pilots. The chances are that some injury is going to result in any case, so why bother?

GA



An installation of a Ballistic Recovery System (BRS) in a glider.

## VINTAGE GLIDING

# VINTAGE GLIDER RALLY

BY GARRETT RUSSELL



For a mild colonial boy whose most recent soaring time beyond the broad lands of Australia was 40 minutes over Wasser Kuppe on the way there, the 2014 Vintage Glider Club International Rally in Denmark was an eye-popping exercise in density.

The density of 180 pilots registered for the event - over three times more than I had ever shared an airfield with before - not to mention a camping area joyfully crowded with their families and pets. The bedazzling array of close to 100 vintage gliders, representing at least 40 different types, most of which had existed only as musty photographs or misty legends in my imagination up till now. And the bewildering complexity of the Danish landscape from the sky - a kaleidoscope of tiny fields and hedgerows, villages and lane ways which suddenly made sense of the straight-edged lozenge pattern camouflage of the First World War, and which made me grateful that the gap between Australian and European pilot qualifications meant I would only be flying two seater gliders with a second set of local eyeballs aboard to help if ever I got lost in the maze. And above all, the density of Danish airspace, with ICAO charts that hardly have a space unshaded, and the rally location squeezed between Denmark's second largest international airport to the south and the nation's largest Air Force base to the north - the road distance to both Billund Airport and Karup Air Base being just 32 kilometres.

The rally was held over 10 days from 2 to 12 August at Svaeveflyvecenter Arnborg, hosted by a very enthusiastic and hospitable team from Dansk Svaeveflyvehistorisk Klub. Before you race off to Google Translate, that is Denmark's very impressive national gliding centre, about as close as you can get to the centre of the Jutland peninsula and therefore as far away as you can get from maritime air in this home of the Vikings. The Danish



Historic Club is one of four gliding clubs based here, and members of all these clubs generously made hangar space available for the gliders visiting from as far away as Hungary. The Historic Club's newly completed main hangar at the entrance to the airfield looked more like a well stocked museum than just a storage shed every night of the rally, and I do not think there was ever any panic to get precious

wood and fabric under cover, despite several days of rain which interrupted the flying program.

Flying was conducted very efficiently from both winch and aero tow flight lines, with a typical day seeing a grid for four winch lines on the far right threshold, four aero tow lines further upwind on the left, and all landings in the middle of the all-grass field. Traffic Master Jorgen Thomsen



spent most of every flying day at a command post on the roof of a Transit van, and traffic in the air and with a fleet of vintage tractors retrieving on the ground went off without a major incident to ruffle the feathers of the gathered flyers, all 200 or so of us counting visiting power pilots and non-vintage glider pilots who also flew throughout the week.

Non-flying activities centred around a permanent office manned by volunteers who managed to understand English through all kinds of accents, and an enormous hospitality tent where Rally Head Mogens Hansen rang the traditional cowbell to summon the crowd for each morning's briefing. These were handled with the friendliness and good humour which I am told have characterised VGC events from the very beginning. Met man Soren Bork-Pedersen added just the right touch to even the bad news by using an umbrella instead of the usual pointer for the days when his briefing resulted in cancellation of flying and Club Chairman Jan Foster, who had a fresh comic routine to close each session with gales of laughter, must surely have been instrumental in giving rally mascot Sean the Sheep a Dutch logbook. As one of the most recent pilots to fly Sean - he was swinging from the port wing strut of a Slingsby T21 - I had the privilege of putting my signature on the first page. Quite an honour for a first timer!

The briefing tent was also the venue for the big social occasions, including the notoriously indulgent International Night when various nationalities try to outdo each other in plying the crowd with their signature foods and, more



flying club.







OPPOSITE TOP: About to fly the only Slingsby T21C, BOTTOM: This Kranich 2 was built in Slovakia in 1944, and was in a museum from 1973 to 1992. It is flown by a Danish historic

ABOVE TOP : The beautiful red Slingsby Petrel owned by Graham Saw is the last remaining of three, and first flew in 1939. MIDDLE : The Edmund Schneider designed open cockpit Grunau Baby 2b first flew in 1948 and is based in Denmark. ABOVE : About to fly the torpedo LEFT: Morning briefings were well attended, and not quite as formal as most glider pilots are used to!

continued over page



## VINTAGE GLIDING



ABOVE: The unique Cumulus 3F from Germany owned for many years by Christian Kroll BELOW: The Ka-14 BOTTOM: Lilly Grundbacher of Switzerland owns 10 vintage gliders including this Elfe S-4a.





**OPPOSITE TOP: This Focke-Wulf Kranich 3 first flew in October** 1952

BOTTOM: The new Hangar packed for the night - and looking more like a major historic glider museum

importantly, drinks. Having a jar of Vegemite in my luggage, I decided that I could make an impromptu contribution, which made even more sense when I realised that Australian cask wine is a big hit in Denmark. So on the basis that the cask is one of Australia's great inventions, and with the help of a friendly German pilot and the teenage daughter of my Dutch neighbours in the camping ground, I put together a minor extravaganza of Vegemite bites and a couple of Hardy's Cabernet Sauvignon casks from the Arnborg supermarket. It was a hit on three levels - guite a few Euro pilots knew and appreciated Vegemite from their flying trips to Tocumwal, Benalla, etcetera; the majority had no idea what it was but seemed to like it as long as it was washed down by the wine (which many said was better than the French); and a sizeable number said they could suddenly understand what Men at Work were singing about in "Land Downunder"!

On another Australian cultural note a bit closer to home for Vintage Gliding Australia members, I approached the owner of the only ASK-14 motor glider at the event to ask if I could photograph it for a mate of mine who has one at my home airfield. "So you know Speedy Gonsalves," he smiled (not giving me a Vegemite sandwich).

And while I was trying to work out some mysterious connection between Caboolture and Copenhagen, another stranger nearby said, "yeah, that Speedy sure is a great guy." If vintage gliding is a small world, vintage motor gliding in ASK-14s is positively tiny!

And on the days when the sun shone on Jutland, the flying was superb. The best I managed personally was just under an hour and a half in a an ASK-13 Torpedo, a sexy looking beast with racy cabriolet screens instead of a canopy, French registered but Belgian owned, just to emphasise the Euro-international theme of the rally. I also had great flights in a Ka-2 from Wasser Kuppe and Slingsbys from the T31 to the Capstan, and even the only



canopied T21C in the world, which is lovingly maintained by a Dutch club.

Tasks were set for most flying days - typically 100 kilometre triangles with handy outlanding options at the seven other gliding or sport aviation airfields also squeezed into the space between Billund and Karup. One of the crews who won prizes for completing the first of these tasks stood out as a shining example of everything the VGC and its rallies stand for: Niels Taarnho announced at the prize giving that the flight was a celebration of his very first flight in a glider 50 years ago - in exactly the same Bergfalke, and with the same instructor, now 86 vear old Carl Kristianson!

The spirit of that flight and the pilots who made it is the reason why this, my first VGC International Rally, will not be my last if I can help it. GA

# MELBOURNE CUP RALLY

1st - 4th November Melbourne Cup Holiday Weekend Historical collection of Schneider Gliders Vintage Gliders Australia Rally Australian Gliding Museum Open Day Sunday

The Melbourne Cup Vintage Rally will take place over the four day long weekend. The rally runs from Saturday 1st November until Tuesday 4th November inclusive. Vintage gliding is scheduled for all four days, weather permitting, and both aertow and winch launching facilities are planned. Sunday is also the day of the museum open day with the Annual General Meeting commencing at 11 o'clock followed by a barbeque luncheon (BYO salads and drinks), with the museum remaining open until 5 o'clock.

It is anticipated that the Schneider collection will be on display this day. One of each Edmund Schneider Py Ltd design is planned for this exhibition. Expected are the Grunau Baby, ES-49b Kangaroo, ES-50 Club, ES-52

comina.





Kookaburra, ES-54 Gnome, ES-56 Nymph, ES-57 Kingfisher, ES-59 Arrow, ES-60 Boomerang, ES-65 Platypus, and the ES-Ka6 built under licence from Alexander Schleicher. Posters are being designed by the Museum for each type, familiar to glider pilots during the decades before the 1970's fibreglass revolution.

Harry Schneider and five family members are planning to visit, his sister-in-law Rita Schneider being an enthusiastic member of Vintage Gliders Australia.

All vintage glider owners and supporters are welcome and the Museum Slingsby T31b open cockpit two seater will participate with flights for Museum members. Museum membership costs \$20, and for T31b flights a \$10 charge towards maintenance, plus the launch cost, will apply. So far a good response has been received from pilots planning to attend, with quite a number of vintage gliders

Accommodation is available in Bacchus Marsh and Melton, and limited comfortable bunkhouse accommodation is available in the gliding clubhouse with it's own kitchen. A local hotel is a Museum Sponsor, and arrangements have been made for evening meals at their very modest prices.

For enquiries please contact David Goldsmith on (03) 5428 3358 or daveandjenne@gmail.com GΑ

# LOGBOOKS

## CTO@glidingaustralia.org **GLIDER AND POWERED SAILPLANE LOGBOOKS**

BY DENNIS STACEY GFA CTO

The logbook records information for assessing and assuring the ongoing airworthiness of the aircraft. The logbook is a legal document recording all certification aspects as required under legislation. This includes recording all relevant maintenance details carried out during the course of maintenance including general and type specific Airworthiness Directives (ADs) issued by the State of Origin, the GFA or CASA



All general, equipment, engine, propeller ADs applicable to type or applicable ADs due type serial number are mandatory, and all ADs must be listed individually in the certification. The logbook, if structured and organised well, will greatly assist the GFA inspector in ensuring all maintenance required has been satisfactorily completed.

#### THE LOGBOOK COVER COMPRISES

• The front cover - aircraft identification type and registration

The inside cover - sailplane and owner details including:

• Glider manufacturer, model and serial number

• Year of Manufacture {CoR VH-XXX G-XXXX (no field at this time)}

• Engine Manufacturer, model (no facility for engine serial number though it should be entered)

• Propeller Manufacturer, model and propeller design information. (again no facility for the serial number but please insert)

• Owner details being name and address. Please ensure the above details are recorded on your logbook for the sailplane type you own and operate.

• The logbook comprises of three sections: Section 1 Maintenance Logpages 1-200; Section 2 Inspection, Modification and Component Record pages 201-242 (yellow pages) and Section 3 Summary of weight changes (green)

When opened, the GFA logbook contains instructions and a brief overview of the

Maintaining a thorough maintenance history also ensures and maintains the value of your or your club's expensive investment. Any sailplane without a full record could be argued is not worth as much as one with a complete logbook record. If the logbook is lost or destroyed, a survey is a very time consuming and possibly costly exercise. The aircraft logbook

> is an extremely important legal document. All entries, as stated in the General section of the logbook, must be completed in accordance with MOSP. All maintenance must be recorded and certified by appropriately qualified GFA inspectors, who must hold current GFA membership. When maintenance is due. the owner, Registered Holder, or the operator of the sailplane, Registered Operator, are responsible for making available the aircraft's maintenance records to a GFA inspector. Prior to maintenance or Form 2 inspection, the inspector is required to complete a brief

logbook and its composition. There is a

General section which states rules and

requirements for logbook use. Please

remember that all Maintenance Releases

(MR) that are issued from year to year form

part of the aircraft's maintenance history,

and may contain minor or major

endorsements, or snags. The expired MR

therefore forms part of the logbook, and

must be retained and filed in the aircraft's

records. This then forms a comprehensive

and complete logbook record.

THOROUGHNESS

maintenance survey and plan the work to be completed. Needless to say, the logbook is also is required for certification and recording the work carried out. The logbook must also change hands at the time of ownership transfer on the sale of the sailplane. The logbook must reflect a true record with no misleading or false entries. The entries must be made in ink. Errors shall not be erased or obliterated and no pages removed - all pages must be accounted for. All incorrect entries shall be identified, crossed out and initialled, signed and dated.

#### **GUIDELINES**

The logbook also contains a Guidelines section. It states that time in service should be updated and entered monthly. In fact MOSP now permits the logbook to be updated annually at Form 2 and when issuing a Maintenance Release. The logbook hours and landings must be updated prior to new Maintenance Release issue. Logbook entries encompass annual inspections as listed in the manufacturers' maintenance schedule such as Airworthiness Directives (ADs), any incorporation of Service Bulletins (SBs) or Technical Notes (TNs). Safety Directions (SDs) applicable for compliant LSA, and Life Extension Inspection Surveys. Component installations like radio or transponder, glide computer, compass swing maintenance must be entered and certified. A certification as described in Schedule 6 of the regulations includes a signature, a date and a number.

When certifying please ensure you clearly identify the maintenance being completed, in accordance with (IAW) which approved document or data. Approved data may be the aircraft maintenance manual, an engineering order, AC43.13, or other document. Please list ADs individually and be clear which requirement you certify as completed. Also list any additional work carried out , for example, tyre replacement. If replacing a component, note the serial number on and off. It is very important to list the wing frequency and the MR number being issued, the expiry, the aircraft hours, and the engine and propeller hours if applicable. Your certification comprises your signature, the date and your new identification membership number, M-12345.

#### **USE YOUR NEW NUMBER**

Your new membership number recently issued replaces all previously issued GFA numbers. Please do not use your old four digit Maintenance Authority number eg

G1234 issued in previous decades. The GFA has no mechanism to trace that Maintenance Authority number. The GFA can trace your previous E or G prefixed membership number if required. The GFA's preference is to use your new M prefixed number for certification going forward.

If electing to use a loose leaf entry, please consider the logbook in years to come filled with such entries - they can grow very fat indeed. When attaching such an entry, ensure it is glued securely, and hand write in biro underneath the inserted page a brief description of the work completed and date.

#### **SECTION 2**

Section two of the logbook is titled 'Inspection, Modification and Component Records'. Section 2 contains Life Extension Inspection Records, Component Records, Life Structural component Records, Modification Records and Airworthiness Directive Records. Airworthiness Directive Records in later GFA logbooks will be divided into Recurring and non- recurring. The General instructions on page 201 states that entries in the following sections do not constitute certifications, which are carried out in Section 1. There is also an abbreviations listing. The yellow and blue pages must be correctly entered and maintained, as this aspect of recording will ensure all maintenance going forward is listed. This greatly assists the annual inspector in maintenance planning.

#### **PAGE 203**

Page 203 should reflect the next life extension inspection survey and when it is due. **GFA AD 337** lists the requirements for all sailplane and powered sailplane inspections for continued airworthiness, and is broken down into categories. Category 1 is for aircraft with structures such as wood, metal or tubular steel and fabric requiring, after an initial 20 years and each 10 years thereafter, a custom survey as deemed appropriate by the region's RTO/A. Category 2 is for FRP sailplanes that have no manufacturer's life extension eg PIK 20. Category 3 is for FRP structures that have a manufacturer's life extension programme. Category 4 is

COMPONENT RECORD Serial Number Position TSR of or Retirement (Altroroff or Installed Removed Installed Removed Component Make RELE AGE TOST NEW G.88 64328 C.G. RECEME E85 161483 NOSE NEW TOST 1/2026 FRONT NEW HARNESS SCHROTH 4 POINT NA 1/2026 REAR NEW N/A HARNESS SCHROTH 4 POINT Ridder CORD IN FISUARCE CONTRUSYSTER NEW 6YEARS

for special cases like Foka 5 with known serv problems. All life extension

> completed are entered page 203. The GFA wou expect an RO to ident which category t sailplane fits into in G AD 337. A statement the fact should be may possibly a loose leaf ent and entered on or adjace to page 203. T certification for the L Extension Inspection a narration is entered in appropriate place in Section 1.

#### **PAGE 211**

Logbook page 211 is where all 'life managed' components fitted to the sailplane are listed. There is a column for the component's name, the make, model, serial number, position, time since new (TSN) when fitted, and time due for overhaul or retirement. This page can also include the ASI, altimeter, radio, glide computer, oxygen cylinder and more. For a powered sailplane, the engine serial number, date fitted and due date for overhaul, if any, are listed. Any subassemblies like magneto's, propeller drive or cooling drive belt, starter motor, alternator and propeller, are also listed on this page.

#### **PAGE 221**



THIS IS A LOG BOOK ENTRY
GJ DG-1000S
4
inspection carried out for issue of Australian Certificate of Airworthiness.
1. GFA Form 2 Inspection carried out IAW MOSP and DG-1000 manuals.
2. Inspection carried out IAW Form 399, Survey Checklist.
3. GFA Form 300, Application for Standard Certificate of Airworthiness completed.
<ol><li>Circuit breakers installed for VHF and transponder.</li></ol>
<ol> <li>AD 277 issue 8, Action 3 complied with. Next Action 2 due at 2000 launches.</li> </ol>
<ol> <li>AD 34 issue 2, hemp core cables complied with.</li> <li>AD 512 issue 1 to be an additional to a found is a second distance of the second distan</li></ol>
AD 512 ISSUE 1, takplane mounting tound incorporated.     Front altimater texted IAM CAO 100 5 See Jones leaf onthy Bage 5
9. Transponder tested IAW CASE AD/RAD/47 and CASE 100.5 See loose leaf entry Page 7
10. New compasses (Southern Field) installed in front and rear panels. Compass swing
carried out. No error greater than 2 degrees (see loose entry Page 6). No correction
cards required.
11. EW data logger installed.
12. Borgelt B400 audio vario installed with repeater.
13. Extra weight placards installed.
14. Wing frequency 143 cpm.
15. The Astranice 0.41, 1 iduncit. 16. Maintenance Release no 13579 issued subject to issue of 0 of A
zos maintenance mercase no zoszo issued subject to issue of C of A.
installed and date removed.

Page 221 records 'life managed' structural components. The GFA would expect the harness or harnesses and serial numbers for the aircraft be listed on this page. Rudder cables may also be lifed by the manufacturer. The GFA will not argue whether a record of a component is entered on page 211 or 221, as long as it is identified and entered in the logbook with dates reflecting service or retirement for effective management and control. This page 221 has columns for identifying the component, its position, serial number, time of the component if the component is used (TSN), time (airframe) the component falls dead (TTIS), date



#### **PGAE 225**

Page 225 lists all modifications. A refinish of the sailplane should be entered here, referencing GFA AD 278 and including appropriate details, with any other modifications and the date incorporated. Entries in this section should make reference to a modification number, an EO or STC.

#### **PAGE 231**

Page 231 lists all applicable Airworthiness Directives. This includes GFA ADs and State of Origin ADs. Another term for State of Origin is National Airworthiness Authority (NAA). CASA, the FAA and EASA are all Airworthiness Authorities or NAAs Please note that under law, the RO is the person responsible for ensuring all ADs are listed and completed. The GFA cannot issue an Experimental Certificate (EC) or Certificate of Airworthiness (CoA) until all applicable ADs, including GFA and the NAA (CASA, EASA or FAA if applicable), are identified and incorporated. The GFA will continue GFA General and Specific Schedules but the RO must ensure all NAA or State of Origin ADs are identified and incorporated.

#### FIND YOUR AD'S

You will need to identify these ADs by researching on the NAA's website ensuring all type and equipment ADs covered. There will be much more to this subject in coming months. The radio fitted to your sailplane or transponder may have an AD needing compliance. The RO, not the GFA, is responsible by law to ensure that all maintenance required is carried out and by the required date. The GFA will continue to assist as necessary to guide and update the AD schedules. The GFA does not always have records of the equipment fitted in your sailplane or powered sailplane and does not have the resources to carry out this requirement and function. YOU are responsible by law if you are an aircraft Registered Operator! ADs can be

continued over page

applicable to an airframe, engine, propeller, radio, transponder or harness.

#### **SPECIAL COA**

For sailplanes operating on a Special CoA - Light Sport Aircraft or Experimental LSA, non-compliant or kit-built, all applicable general, engine, propeller, radio and equipment ADs must be listed on p.231.

Further, compliant LSA sailplanes and powered sailplanes continuing airworthiness is the responsibility of the manufacturer. The manufacturer may at times need to issue a Safety Direction (SD) to correct an unsafe condition. A Safety Direction issued by the manufacturer of a compliant LSA is to be regarded with the same importance and weight of an AD. For compliant LSA sailplanes and powered sailplanes, SDs must be listed in the logbook the same as an AD. Due to the manufacturer being responsible for the ongoing airworthiness, it is vitally important that all operators of these types ensure the manufacturer has their contact details.

#### TAC

Be aware if your sailplane operates on a Standard CoA - that CoA may be 'underpinned' by an Australian Type Acceptance Certificate (TAC) and referenced Type Certificate (TC) and Type Certificate Data Sheet (TCDS). You can find some later TACs issued by the GFA on the CASA website. Older TACs issued by the GFA are held in the GFA office. By downloading your TC and TCDS from the applicable NAA's website you can be assured it is the most current. For Super Xiamango AMT200S operators, your TAC references an FAA TC and TCDS. You are obliged to carry out all FAA-issued ADs issued for the type. On research, you may find you are not compliant with all ADs.

#### **SECTION 3**

Finally, in our logbook we have Section 3, Summary of Weight Changes. Your logbook must have one or more entries on this page, and your current weight and balance sheet should be attached. The GFA has a number of gualified Weight and Balance (W&B) authorised inspectors. Your sailplane may be due for a reweigh. Contact your region's RTO/A to discuss. An aircraft will continually get heavier as it ages, glider or Boeing 747. For those applying for a CoA or EC, the GFA will require a photocopy of each and every page in the logbook, completed as directed above. Please contact your regional RTO/A or myself (CTO) if there are any questions on logbook requirements.

## **ACCIDENTS & INCIDENTS**

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

#### NSWGA 7/06/2014 9:00 AIRCRAFT CONTROL WHEELS UP LANDING STD LIBELLE

Aerotow Hours 935 Launches 697 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. Potential causal factors include low currency in recent months, compla...

#### **VSA 9/06/2014 AIRCRAFT CONTROL** WHEELS UP LANDING CAPRONI A21S

Aerotow Hours 35,700 Launches 38,276 Glider landed with the wheel retracted. Experienced pilot was distracted by passenger during the circuit and forgot to complete the pre-landing check.

## NSWGA 28/06/2014 FORCED / PRECAUTIONARY LANDING KA7

Winch/Auto Hours 1,412 Launches 3,210 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 straightahead landing. The second pilot lowered the nose and...

#### QSA 28/06/2014 FORCED / PRECAUTIONARY LANDING GROB STD CIRRUS

Aerotow Hours 1,000 Launches 967 Pilot 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 ci...

#### SAGA 12/07/2014 11:20 MISCELLANEOUS **ASK 21**

Winch/Auto After the glider released at the top of the launch the winch throttle jammed open. The rope was fully wound in and the 'trace' shackle broke when it was pulled through the guide pulleys.

#### NSWGA 12/07/2014 RUNWAY **EVENTS RUNWAY EXCURSION** DIMONA HK 36 R - MINOR

Self Launch Hours 765 Launches 1,231 Just after becoming

airborne during a self-launch, the glider was struck by a strong crosswind gust from the right that lifted the starboard wing and tail. The pilot was unable to stabilise the glider, which slewed to the left as the port wing tip touch...

#### NSWGA 20/07/2014 RUNWAY **EVENTS RUNWAY EXCURSION** SHEIBE MOTORFALKE SF 25 C -WRITE-OFF

Self Launch Hours 40Launches 202 After touchdown in gusty and turbulent conditions, a strong crosswind gust struck the aircraft, causing it to veer to the left. The pilot attempted to correct by using full rudder and aileron but the aircraft rolled beyond the gable markers. The left win...

#### NSWGA 27/07/2014 CREW AND CABIN SAFETY INTER-CREW COMMUNICATIONS ASK21 Aerotow Hours 627 Launches 1.710

During an Instructor Training flight involving two very experienced pilots, a breakdown in flight management led to neither pilot being in control of the aircraft for a short period. During the recovery from an aerobatic manoevre while the aircraft was

#### VSA 27/07/2014 COMMUNICATIONS **OTHER ASK13**

Winch/Auto Hours 312 Launches 600 A winch launch proceeded despite a 'Stop' call being made by a person other than the launch crew, who noticed a glider had turned onto final approach to the operational runway. It appears that the 'Stop' call was not heard by the launch crew, who were fo ...

#### VSA 27/07/2014 **AIRCRAFT CONTROL** WHEELS UP LANDING LS3A -MINOR

Winch/AutoHours 500 Launches 760 The pilot did not complete a pre-launch check and left the undercarriage down during the flight. A pre-landing check was completed that led to the pilot retracting the underacarrige and landing with the wheel up. While an underacrriage warning buzzer wa...

#### QSA 1/08/2014 AIRCRAFT CONTROL WHEELS UP LANDING BLANIK L13A1

Winch/Auto Hours 48 Launches 191

The latest incident and accident reports. The complete list can be seen at www.glidingaustralia.org/ operations-1 (Documents/Forms menu)

Glider landed with the wheel retracted. NOTE: The Blanik has semi-retractable landing gear. Pilot did not configure the aircraft for landing or complete a prelanding check.

#### QSA 2/08/2014 **BLANIK L13 A1**

During the Daily Inspection it was found that the Blanik's wheel was in the retracted position. (Note: the Blanik wheel only partly retracts.) The reason for the wheel being retracted is unknown but it is thought the aircraft may have been landed with the ...

#### SAGA 3/08/2014 AIRFRAME LANDING GEAR/INDICATION LS4 Aerotow Hours 25 Launches 30

Undercarriage collapsed during landing on rough ground. Casual factor was out of specification gas strut that failed to maintain overcentre lock.

#### VSA 3/08/2014 FORCED / PRECAUTIONARY LANDING ASTIR CS 77

Winch/Auto Hours 1,800 Launches 777 The pilot of the incident flight was low on downwind, originally intending to turn onto an early base leg and land long as the operational runway was occupied by three gliders that had just landed. Just prior to him turning onto base leg, the pilot observ...

#### VSA 3/08/2014 AIRFRAME DOORS/ **DG-1000S** CANOPIES

Aerotow Hours 15 Launches 40 A two-seat aircraft being flown solo was linedup ready for take-off when the duty instructor opened the rear canopy to use the aircraft radio in order to alert others of a potential runway conflict. The Duty instructor did not adequately close the canop...

#### VSA 3/08/2014 AIRCRAFT SEPARATION NEAR COLLISION **DUO DISCUS / PUCHACZ**

Aerotow Hours 1,385 Launches

2.166 Approaching the top of a winch launch the Puchacz Instructor noticed a Duo Discus to his right and heading into his path. The instructor immediately released from the cable and took avoiding action as the Duo Discus passed within 50 metres laterally and ... GA

## **AIRWORTHINESS** DIRECTIVE

AD No.: 2014-0190 29 August 2014

#### ASW 22 sailplanes

Flight Controls - Elevator Control System – Inspection / Modification Manufacturer Alexander Schleicher GmbH & Co. ASW 22, ASW 22 B and ASW 22 BL sailplanes, all manufacturer serial numbers.

An occurrence of flutter, involving elevator control and horizontal stabilizer, was reported on a ASW 22 sailplane which had exceeded 7,000 flight hours (FH).

The subsequent investigation determined that an aging phenomenon of affected control circuit structural elements led to a reduction of control stiffness. As a result, coupling of the reduced natural frequency of the affected control circuit with the horizontal stabilizer frequency generated a flutter nhenomenon

This condition if not detected and corrected, could lead to horizontal stabilizer and/or elevator flutter, possibly resulting in reduced control of the sailplane.

To address this potential, unsafe condition, Schleicher issued Technical Note (TN) 17 ASW 22 to provide inspection instructions and developed a modification, 'Modification to increase the control stiffness of the ASW22 elevator control system'.

For the reasons described above, this AD requires a one-time inspection and modification of the elevator control system.

Effective Date: 12 September 2014 **Required Action(s) and Compliance** Time(s):

Required as indicated, unless accomplished previously:

(1) For sailplanes which, on the effective date of this AD, have accumulated less than 3 000 FH: before exceeding 3,000 FH since first flight of the sailplane, inspect the stiffness of the elevator control system in accordance with the instructions of Schleicher TN 17 ∆SW/ 22

(2) If, during the inspection as required by paragraph (1) of this AD, a stiffness of

the elevator control system equal to or more than 27 % is detected (i.e. stiffness reduction detected), before next flight, modify the elevator control system in accordance with the instructions of Schleicher 'Modification to increase the control stiffness of the ASW22 elevator control system'.

SAFFTY

(3) Before exceeding 6,000 FH since first flight of the sailplane, unless accomplished as required by paragraph (2) of this AD, modify the elevator control system in accordance with the instructions of Schleicher 'Modification to increase the control stiffness of the ASW22 elevator control system'.

(4) For sailplanes which, on the effective date of this AD, have accumulated or exceeded 6,000 FH since first flight of the sailplane, within 12 months after the effective date of this AD, modify the elevator control system in accordance with the instructions of Schleicher 'Modification to increase the control stiffness of the ASW22 elevator control system'.

#### Ref. Publications: Schleicher TN 17 ASW 22 dated 27 February 2014.

Schleicher 'Modification to increase the control stiffness of the ASW22 elevator control system', dated 02 December 2013.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks: 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 21 July 2014 as PAD 14-117 for consultation until 18 August 2014. The Comment Response Document can be found at http://ad.easa. europa.eu

3. Enguiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu

4. For any guestion concerning the technical content of the requirements in this AD, please contact: Alexander Schleicher GmbH & Co. Segelflugzeugbau, Germany

Telephone: +49 (0) 06658 89-0 Fax: +49(0)0665889-40

E-mail: info@alexander-schleicher.de

# The 'Dangerous Recreational Activity' of Flying - Campbell v Hay [2014] NSWCA 129

In May this year I was invited to present to the 33rd Annual Conference of the Aviation Law Association of Australia & New Zealand on the subject of 'Managing Sports Aviation in Today's Environment'. During the course of the conference I was approached by a number of Lawyers wanting to alert me to the recent decision in the matter of 'Campbell v Hay', where recreational flying was confirmed to be a dangerous pursuit. The significance of this decision is that pilots and operators of recreational aircraft are protected from liability because flying is a dangerous recreational activity and because pilot error and mechanical defects are obvious risks. While some lawyers think this is bad law, in my view it reinforces a sensible approach to the interpretation of obvious risks.

The following article is a summary of the case written by Allison Radcliffe, Senior Associate at HWL Ebsworth Lawyers that is reproduced with permission. While this case deals with the provisions of the NSW Civil Liability Act 2002 (CLA), all states have enacted legislation codifying the position with respect to obvious risk. However, unlike the other states, Victoria and South Australia do not provide for an absolute defence to liability where the obvious risk arises from a dangerous recreational activity. With regard to the territories, they have not enacted any provisions relating to obvious risk or dangerous recreational activity and continue to rely on the common law.

#### **NO EQUIVALENT IN VICTORIA**

In Victoria, there is no equivalent of Section 5L of the CLA. That is, there is no statutory bar to a claim in negligence if it is established that the activity involves an obvious risk, but the statutory provisions in Part X of the Wrongs Act (1958) seek to codify some of the common law as it relates to claims in negligence, including the awareness of the risk. For example, sections 53-55 require a court to assume the claimant had knowledge of an obvious risk, if a defence of voluntary assumption of risk is pleaded, reversing the onus of proof on this issue. Obvious risk is similarly defined as in the NSW legislation. A claimant cannot recover if the injury arises from the materialisation of an inherent risk of an activity. An inherent risk is defined to be something that cannot be avoided by the exercise of reasonable care.

#### **OBVIOUS RISK**

The NSW Court of Appeal has dismissed an appeal against the decision of the District Court in which the pilot of a light recreational aircraft, although found negligent, was found not to be liable for injuries sustained by his trainee pilot as a result of the "materialisation of an obvious risk of a dangerous recreational activity". Although upholding the effect of the lower court's judgment, the Court of Appeal went a step further in overturning the primary judge's findings of negligence.

The pilot, Mr Hay, performed a forced landing on 15 May 2007 in which Mr Campbell suffered injuries after the aircraft experienced two instances of engine vibrations before complete engine failure. Mr Campbell had undertaken two previous flights with Mr Hay, an introductory flight on 2 April and his first flying lesson on 29 April. Mr Hay was an experienced pilot and flying instructor with over 8,000 hours flying time and a former chief flying instructor appointed by the Civil Aviation Safety Authority (CASA).

Negligence was not alleged in respect of the forced landing but of Mr Hay's failure to fly the aircraft towards an appropriate

landing strip immediately after the second set of vibrations and in continuing to fly to the originating port, Katoomba.

Experts for both parties gave evidence as to the appropriate response of a professional pilot to the two instances of engine vibrations.

The experts agreed that it was not necessary for Mr Hay to divert or abort the flight after the first set of vibrations but to remain within reach of a landing area and remain alert to the possibilities. There was general consensus among the experts that after the commencement of the second set of vibrations Mr Hay should have had a landing spot in reach at all times. Relevantly, the vibrations lasted just two minutes before complete engine failure.

The Court at first instance concluded that Mr Hav failed to exercise reasonable care in two respects. First, he did not ensure that the aircraft was flown towards an appropriate landing strip immediately after the second set of vibrations started. Second, he continued to fly towards Katoomba, relying on some sense of innate luck.

Notwithstanding these findings of negligence, the Court found that Mr Hay was not liable on the basis of section 5L of the Civil Liability Act 2002 (NSW). S5L provides:

A person (the defendant) is not liable in negligence for harm suffered by another person (the plaintiff) as a result of the materialisation of an obvious risk of a dangerous recreational activity engaged in by the plaintiff.

This section applies whether or not the plaintiff was aware of the risk.

#### **COMMON SENSE**

Approaching the guestion with "logic, common sense and a general understanding of matters in the public domain", the primary judge concluded that the risk of harm associated with light aircraft flying was significant and obvious so as to bring it within the ambit of section 5L and was a "dangerous recreational activity".

Mr Campbell appealed the primary judge's conclusion that the activity constituted a "dangerous recreational activity" and Mr Hay filed a notice of contention in respect of the findings of negligence although did not seek a discharge or variation of any part of that decision in his favour.

The Court of Appeal effectively dispensed with Mr Campbell's appeal by finding in favour of Mr Hay on the issue of negligence. Having regard to the expert evidence, the Court of Appeal concluded that there was no evidence capable of giving rise to the primary judge's conclusion that Mr Hay was negligent by not diverting toward a suitable landing strip immediately after the

second set of vibrations started. Furthermore, neither Mr Hav's evidence nor that of the experts supported the conclusion that he had relied on some mistaken sense of luck or fate.

Notwithstanding this conclusion, the Court went on to provide detailed reasons in respect of the defence of 'dangerous recreational activity'. The Court rejected Mr Campbell's contention that the risk of harm was lessened by the presence of a highly experienced and competent pilot and although several paragraphs were given over to a discussion of the statistical evidence of aircraft incidents led by Mr Hay, the limited weight given to them by the primary judge did not result in a misstatement of the relevant test as expressed in Falvo v Australian Oztag Sport Association and Fallas v Mourlas. The Court summarised the relevant test as expressed by the primary judge that "if the harm is potentially catastrophic, then a very low level of risk may be regarded as significant whereas if the potential harm is not serious at all, then the risk may not be considered significant until it reaches a much higher level."

Mr Campbell also contended that the harm he suffered materialised not as a result of the engine failure or forced landing but the "irrational and/or negligent behaviour of Mr Hay"

# AIRWORTHINESS

We have an ongoing plan to update you or provide ongoing training via these articles. There will be more soon on the changes in MOSP Part 3. CTO Dennis Stacey's article on glider logbooks in this issue stresses the importance of filling in your logbook carefully, as it records what has happened to your glider and so helps you and subsequent owners check in future. Bad logbooks have caused me more work in the past than the actual maintenance itself. Furthermore, if a buyer checks your logbook and decides it is poorly updated, he could well expect a substantial price reduction or decide not to buy it.

#### RADIOS

We have been in discussion with the Ops and Airspace departments about radios. We are all aware of Alerted See and Avoid, and the stats show that many midairs or at least close shaves have been due to poor radios. Obviously, many operational issues may make them substandard, such as not holding the mic to your lips, not listening or turning the volume down - so make sure you listen and use it.

#### WHAT CAN AND SHOULD YOU DO FROM A **MAINTENANCE PERSPECTIVE**

• Check the radio for transmit and receive at each Daily Inspection. If poor, get it fixed at least note the problem in the Minor Defects. If it does not work, consider the risks and consider grounding it or using a handheld until fixed.

• Make sure your battery will last the day. It will help to reduce chat ,as transmit will draw much more power than listening. But if a glider battery fails, report it or get it checked and replaced if it is loosing capacity. They don't last many years and gelcells last even less if you charge them while hot, that is, over 20°C. Look after them and replace as required.

#### **OPERATIONS**

If you have any questions or feedback please contact me at

CHRISTOPHER THORPE **Executive Manager**, **Operations** emo@glidingaustralia.org

in response to the engine vibrations. It was concluded that there was insufficient evidence to support this conclusion. Mr Hay had, at best, two minutes from the onset of the second set of vibrations until complete engine



failure and it would have been obvious to a person in Mr Campbell's position that he would be reliant on Mr Hay to land the aircraft safely and there was a risk he could not do so. The appeal was dismissed with costs.

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

 Clubs should consider having a battery tester to show capacity. But this is a hard value to measure so don't get hoodwinked by dodgy meters. The best practise is to use it and keep track of it when it deteriorates.

 Consider a solar panel on your glider - it will make a battery last much longer.

• Don't consider Lithium batteries - search the internet for pictures of exploding batteries and consider if you would like one behind your back! Or make sure it is legal so your insurance will pay out. If Boeing cannot fix the problem, what hope has anyone else? If you insist on using one, get an engineer to approve it - if he will!

• A poor radio must not be allowed out of Form 2 inspection. Fix it. It may be easy, like a poor wire connection, or very hard, such as settings, mic, antenna or circuitry.

Take your radio seriously. They do help situational awareness, but make sure it works every day and all day. For me, the solution is the Daily Inspection and being aware of your battery deteriorating. Test the radio system every flying day - then fix it! GOOD FLYING.

GA



NOT HAVING ADEQUATE INSURANCES CAN PUT YOUR CLUB IN PERIL IT WILL COST YOU LESS THAN \$700 PER YEAR TO JOIN THE GFA'S POLICY YOU PROBABLY WON'T BE MAKING A CLAIM BUT WILL SLEEP BETTER.

CONTACT THE GFA'S SECRETARIAT FOR FURTHER DETAILS

Secretary@glidingaustralia.org



## WHERE DO THERMALS **ORIGINATE?** BY JAMES COOPER

I have seen many articles designed to assist pilots in recognising thermal sources. Unfortunately, the vast majority appear to have one fundamental flaw in their concepts regarding exactly where a thermal leaves the ground, generally explaining with pictures and drawings of the thermal lifting off the front of trees and bushes. The reality is, in fact, the reverse.



The first place I learned about thermal sources was in Wallington's book 'Meteorology for Glider Pilots'. Wallington was a both a glider pilot and meteorologist. The book, though many years old, is still a great read and has probably assisted me in many successful flights.

Let me put in one point that is critical to the explanation. It is referring to flying in the Australian landscape where the bush is usually guite open, not the lush, thick forest that you may encounter in the European regions, although you will find out late in the article that this may not even be the case.

#### THE BASICS

The sun heats the ground. The ground heats the air that comes into contact with it by conduction. The air being warmed will rise. Great - we have some rising air, but this is of little use if it is not in the volumes required to lift the weight of a sailplane. We need BIG volumes of air. The heat from an oxy-acetylene burner may be hot enough to cut through steel, but it won't lift a alider.

So we need to get VOLUMES of hot air rising. First let's see what stops us getting volumes of hot air. Generally, if there is any wind, turbulence will occur close to the ground, stirring the air and assisting the warm air to rise but, again, not enough to lift a glider, just millions of little bubbles. The other issue is that if large areas of air want to rise, on a bland area, then it tends to stick to the ground, a little like trying to separate two sheets of glass. What we need is to store the air, let it heat up in volumes and then release it. This magic location is on the lee of bush.

So let's see why this location is so good. The sun heats the ground, and is able to penetrate through the bush because Australian bush is open. The wind does not strip the hot air from the ground, because the bush shelters it. So the hot air begins to get stored up in the bush. It drifts through the bush with the light wind, which moves it until it reaches an opening or adjacent paddocks. Now we have a thick layer of hot air exiting the bush that, unlike the sheets of glass, is unable to stick to the ground. Instead, it rises in volumes and is able to support the soaring glider.

The diagram has an arrow showing the direction of the wind. The red area is where I would expect to find the thermal exiting the bush. However, the experienced pilot may tread with a little care, as we can see that there is some cloud cover over the source that may prevent it working for a short time.

The nice thing about the thermal sources described is that they tend to stream rather than pulse.

When I was a little boy I lived in the middle of Sherwood Forest. The Sheriff was my next door neighbour! Digressing. Although the house was surrounded by trees we had an area about 100 yards square that was cut and grassed. By now you should be thinking this is an ideal thermal source. I had a little man with a parachute that I threw into the air with the aim of letting him float down. Well he did not he was lifted up from a few feet above the ground never to be seen again. An opening in bush is a perfect thermal sourse.

Finally, many people say that at height it is not possible to link with a thermal source on the ground. I strongly disagree. To maximise your energy gained in a flight you should be going to the stepping stones of visible thermal sources, irrespective of height. The more you pass through from the point of leaving the last thermal, the more energy you will pick up for free, and the greater possibility of finding an acceptable climb.

For more details together with diagrams and even a little animation, go to my web page www.jamescooper.com.au, go to Gliding and Articles, and you will find a host of information. GA



# DOCUMENTS **& FORMS**

Do you need a document or form from the GFA? Our website has just had a facelift and now you can find documents relating to Airworthiness, Operations, Sports and Administration, plus Badge & Record forms etc under the menu item -**Documents/Forms** 

There is also the AD Register and AD Schedules, CASA links and more.

The system is easy to use. Just visit the website and use the top menu bar or go straight to

www.glidingaustralia.org/forms

## WIG RESEARCH FINDINGS

Why are there so few female glider pilots? Spend any day at Mt Beauty Gliding Club or any gliding club around Australia, or even around the world, and you will notice that it is a pretty maledominated place.

Mt Beauty is lucky in that there are at least a few female glider pilots, notably young flyers Laura Sullivan, Brooke Anderson, Heather Mull and, occasion, Kitty Vigo. But it's proving hard to attract new female trainees. Why is this so?

An interesting piece of research was conducted by American researcher Dr Penny Rafferty Hamilton in 2010. She interviewed 157 female American glider pilots, found that there were 10 significant barriers that prevented women (i) contemplating learning to fly aliders. (ii) completing their training, and (iii) continuing to fly.

#### **BARRIERS INCLUDE**

• The high cost of learning to fly aliders

 Poor or difficult communication hetween female students and instructors. This was summarized as the 'Mars and Venus' issue

 Lack of continuity of training, whereby any single instructor may force women to effectively start again with new instructors



Even with the best mobile phone coverage, we may not be able to get a connection when we outland. As we say in gliding, what we need is height.

When my mobile phone had a plug on the side, I could put an aerial extension into the phone. This would be strapped to a fibreglass tent pole that could be folded up into the back of the glider. This gave me an aerial that was perhaps six meters in the air. The problem now is

 Lack of female mentors • Lack of confidence in their ability

glider too early in the training process • Lack of experience and poor knowledge of the mechanical aspects of how gliders work.

• Poor map-reading and orienteering skills

• Gliding clubs perceived as not being interested in female students • Little wide-spread community

knowledge or recognition of successful female glider pilots.

• Lack of emotional support from friends and family who often perceived gliding as too dangerous for girls.

Perhaps not surprisingly, the most frequently cited strategy for helping to increase the number of female glider pilots was injection of money in the form of scholarships or cheap loans to help women defray the cost of training. MBGC certainly makes its contribution through the subsidised Juniors Program. But what about some help for the older female student?

One suggestion for creating more female-friendly environments is the creation of a female mentor data base. Australia achieves this through the development of the Women in Gliding (WIG) program which organises an



and a fear of flying, especially stalling the

that phones don't have that aerial plug anymore, so some sideways thinking was required to get my height back.

The solution is to get a Bluetooth ear piece. Strap the phone to the fibreglass pole. Ring the number that you wish to contact to come and retrieve you and use the ear piece for the conversation. while the mobile phone is six metres in the air, hopefully getting reception.

JAMES COOPER

### FROM MT BEAUTY ALPINE FLYER

annual women's training week and through the WIG website. I have attended several WIG training weeks but, perhaps unfortunately, the majority of instructors are still male.

It is also interesting to note that the WIG training week held at Lake Keepit last January included a session on creating more female-friendly gliding environments.

Rafferty Hamilton's research findings also encouraged male trainers to recognize and understand that women have different learning styles and strengths to men. Instead of the onesize-fits-all flight training syllabus, the sequence of instruction needs to be flexible to recognize this difference in learning styles. One style is not better than the other, they are just different. The research also pointed to the importance of encouraging women in a positive way to learn about map reading and inviting them to participate in completing daily inspections and annual Form 2s. The research findings also emphasized the importance of making gliding clubs female-friendly and recognizing that because there are so few female glider pilots, every achievement is important and should be celebrated.

### **GFA CLUB LIST**

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

sean@glidingaustralia.org

#### **716 FLIGHT GLIDING CLUB**

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

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

www.2wg.aafc.org.au

#### **ADELAIDE SOARING CLUB**

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

www.adelaidesoaring.on.net

#### ADELAIDE UNIVERSITY GLIDING CLUB

Operations from Stonefield with Barossa Valley Gliding Club. Winch launching weekends and public Holidays year round. Facilities include, Clubhouse, bunkhouse, tailate shower, Kitchon PPO area and 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 oi Baiakiava on the whitwarta Road. Iel 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 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. beaufortoc.org.au Tel 03 9497 2048

#### BENDIGO GLIDING CLUB

Borough Rd, Raywood. Own airfield. Operates weekends and public holidays. Hangars, workshop and club house with cooking and ablution facilities. Aerotow with Eurofox tow plane. Club fleet a PW6 two seat trainer and a Junior. Approx 20 private gliders. Tel 03 5436 1518 or 0459 485 281. www.bendigogliding.org.au

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

#### **BOONAH GLIDING CLUB**

is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email infomail@

boonahgliding.com.au for any queries 7 days a week. If you wish to speak to someone about bookings, call our mobile 0407 770 213. www.boonahgliding.com.au

#### BORDERTOWN-KEITH GLIDING CLUB

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

#### BUNDABERG GLIDING INC

Elliott Gliding field, Childers Hwy

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

#### **BYRON GLIDING CLUB INC.**

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 Operations are 4 days a week, self launch only. The club owns 1 Jabiru Falke and there are 4 private motorgliders - Falke 2000, 2 Dimonas and Grob 109A (some available for hire). Facilities include: Clubhouse with kitchen and bathroom, 2 hangars, with only basic camping on grounds. www.byrongliding.com

CABOOLTURE GLIDING CLUB 45 km's North of Brisbane on Bruce Hwy PO Box 920, Caboolture, Qld 4510 Tel 0418713903 Flying: Fridays, weekends, Public Holidays. Aerotow with Piper Pawnee (SPA) Licensed

aerodrome, bar - canteen

www.glidingcaboolture.org.au

#### CANBERRA GLIDING CLUB

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

airfield. www.canberragliding.org Wave flying centre for NSW

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

#### **CENTRAL QUEENSLAND GLIDING CLUB**

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

#### CORANGAMITE SOARING CLUB

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

#### **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, Clubouse Bunkhouse, caravan park Cluhouse, 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 dinning. Office, Members kitchen and commercial Kitchen Toilets and briefing rooms with storage. Members Caravan Park with Ablution block and domitory accommodation. Weekends from April-Sept, 7 day a week operations at other times. GFA approved workshop. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space, Large private hangar complex. www.glidingclub.org.au

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

**GLIDING TASMANIA (The Soaring Club of** Tasmania) is situated half way between Launceston and Hobart on the Midland highway (4km east of Woodbury). 28 members. Operations every Sunday and Saturdays by arrangement. Club owns ASK13, Club Libelle, Pawnee Tug.

MotorFalke also available for dual flying Private fleet includes Nimbus and Grob 103M. Ph. 0419992264

#### www.soaringtasmania.org.au

#### **GOULBURN VALLEY SOARINGN**

Lot 2, Tidboald Road Wahring, Located at: -36.41S 145.14E. Winch operations -30.415 145.14E. Winch operations Saturdays and Sundays by appointment. 4 club aircraft and 2 private. Clubhouse, Shower and toilets. Caravan Park, Private units, Hangars. 13 members. Private owned strip.

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

**GRAMPIANS SOARING CLUB** 

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

www.grampianssoaringclub.com

#### **GYMPIE GLIDING CLUB**

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

#### HORSHAM FLYING CLUB

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

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

#### KINGAROY SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, Ask 21,2 Discus CS and Astir CS77. 30 Private gliders, Facilities include Club House with licenced bar, Bunk House accommodation for 35 in single and family rooms. New Club Hangar to be completed by late 2013. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163

### www.kingarovsoaring.com.au

LAKE KEEPIT SOARING CLUB The Club lies within Lake Keepit State Park off the Oxley Highway between

Gunnedah and Tamworth, Elev 1120ft AMSL. Tel: 02 6769 7514. Operates 365 days a year. Aerotow every day, winch every second Saturday. 9 Club Gliders including 4 two seaters, 40 private

gliders. Facilities include Flight Centre; Clubhouse: kitchen/BBO: double. single. twinshare accommodation; camp sites; workshop; hangarage. .

www.keepitsoaring.com

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

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

#### **MELBOURNE GLIDING CLUB (VMFG)**

Bacchus Marsh Airfield 8 km's south of town on the Geelong Road. Operations weekends, Public Holidays and Fridays. Tel 0402 281928. 115 members, aerotow operations. Two tugs and 7 gliders in the fleet with 4 two seaters and a two seat motorglider. 34 private gliders.

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

#### MILLICENT GLIDING CLUB

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

#### MORAWA GLIDING CLUB

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

MOUNT BEAUTY GLIDING CLUB Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch launching with a two seater and single seat fleet. 30 members with a range of private gliders and motoraliders. Tel 0417 565 514, www. mtbeautv.com/gliding

#### MOURA GLIDING CLUB

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

#### MURRAY BRIDGE GLIDING CLUB

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

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

#### MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel 02 6033 5036. Seasonal professional operation, aerotow or self

launch. www.australian-soaring-corowa.com Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

#### NARROGIN GLIDING CLUB

Located 8 km's west of Narrogin Township WA on Clayton Road This is about 200km's Sth East of Perth. The club features a powered Caravan Park, Ablution Block, kitchen, workshop, Licenced Bar, clean accommodation, Sealed Runways. The club fleet comprises three two seaters and three single seat A/C with Pawnee Tug. The club operates weekends and public Holidays and conducts 5/6 day beginner courses. The club conducts annual wave camps at the Stirlings, Fly-ins to local farms and Cross country courses. Contacts at Tel 08 9881 1795 or 0407088314,

#### www.narroginglidingclub.org.au

#### NARROMINE GLIDING CLUB

The club owns and operates Twin Astir, Duo Discus, LS4, Libelle, Discus B. Tugs: owned C-180.14 private owned gliders. Facilities include club house with licenced bar and kitchen. Private owned tourist park on site with En-suite rooms, airconditioning, kitchen, recreation room, laundry, Walking distance from town. The club operates full time November to April and Fri, Sat, Sun, Mon for the rest of the year. The club welcomes all visitors.

www.narromineglidingclub.com.au

#### NSW AUSTRALIAN AIR FORCE CADETS

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

#### NORTHERN AUSTRALIAN GLIDING CLUB

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

#### NORTH QUEENSLAND SOARING CENTRE

Corinda Avenue, Columbia, Charters Towers, Tel 0428 797 735, Operations by winch Sundays and public Holidays by arrangement. 5 Private gliders. www.

#### nqsoaring.org.au

#### RAAF WILLIAMTOWN GLIDING CLUB

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

workshop, 14 members, Operations weekends by appointment.

#### **RENMARK GC - RIVERLAND SPORT AVIATION** Renmark airfield. Turn off 6km on

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

operations.

#### SCOUT GLIDING CLUB

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

#### SOUTHERN RIVERINA GLIDING CLUB

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

#### SOUTHERN CROSS GLIDING CLUB

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

### 0425 281 450 or airfield on 0402 055 093

www.gliding.com.au

## SOUTHERN TABLELANDS GLIDING CLUB Lockesyleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left

onto Carrick Rd, 8km, over railway on right). Tel 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. www.stgc. org.au The club has 2 two seaters and a single.

#### SOUTH GIPPSLAND GLIDING CLUB

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

#### SOUTHWEST SLOPE SOARING P/L

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

#### SPORTAVIATION - TOCUMWAL

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel 0427 534 122. 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen,

Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses. www. sportaviation.com.au

#### SUNRAYSIA GLIDING CLUB

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

#### SYDNEY GLIDING INC.

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

#### **SOAR NARROMINE P/L**

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

#### SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

#### **TEMORA GLIDING CLUB**

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

#### WARWICK GLIDING CLUB

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

#### WAIKERIE GLIDING CLUB

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

#### WHYALLA GLIDING CLUB

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

## **CLASSIFIED** ADVERTISING

www.glidingaustralia.org Please send classified advertisements with payment to: GFA C4/ 1-13 The Gateway Broadmeadows

VIC 3047. Tel: 03 9359 1613 Email: cathy@glidingaustralia.org

Your ad will be placed on the GFA website for a period of 1 month and published in the next edition of Gliding Australia. For the current advertising charges, please go to www.glidingaustralia.org and click Classifieds.

## **GLIDERS FOR SALE** SINGLE SEAT

### Nimbus 3 VH-MMD

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



Hornet VH-GAE good condition, 3716 hours. Ilec SB-8 plus analog vario, Swiss FLARM (makes IGC files for badge flights), radio, clamshell trailer, choice of two parachutes, rigging and tow-out gear. \$15,000 the whole setup. David 0417 890 215 or renglide@riverland.net.au



Mini Nimbus B VH-UIW. Refinished in PU. 2.250 hours Becker radio. Winglets.Oxygen. One man Rig Aluminium Trailer \$33.000.00 or nearest offer aekreti@bigpond. net.au PH 03 9743 7605 Mobile: 0419 993 960



#### Jantar Std 2 VH-IZT

FULL SHARE or HALF SHARE. Excellent condition, 2175hrs, form 2 until November 2014. basic Borgelt instruments, recently overhauled Microair radio, chute and excellent metal clad registered trailer. In brand new concrete floor hangar at LKSC, note hangar not in share. Price \$18.000 full



### share or \$9,000 half share, reasonable offers considered. Bruce Paulsen 0425 268 769 Std. L.ibelle VH-GZF.

Excellent condition. 2500 hours. 2 Pack finish. Trailer reg'd. M Nav, Dittel 720. Wing covers, tow out gear. Thinback chute, Asking\$17,000, Contact Elvon 0427 464 105.

Astir CS Very good condition. Borgelt & winter instruments, Current form 2, licensed trailer, 6900hrs, Call 0400 159 259 Price \$10.000 fixed

#### TWO SEAT

Fernando Salazar wishes to sell his CAPRONI CALIF A-21S urgently due to ill health. The Caproni is a high performance two seat side-by-side sailplane with a 20.38 metre span and a best glide of 43:1. Around 150 of this





version were built, and at one time they concurrently held 4 world records. A delight to fly, VH-GIN comes with an enclosed fibreglass trailer. Price for the package is only \$22,000 ono. Located at Bendigo Gliding Club. Please contact Dave Goldsmith on 5428 3358, or daveandjenne@gmail.com

#### **Twin Astir VH-IKV**

The glider has flown 3800 hours and has the basic instruments, a Micro Air radio with boom mics in both seats. Good condition for its age and an open trailer is included. Serial No3030. Asking \$45,000 The glider has been modified by relocating the main wheel further aft and fixing it. The wheel

> brake is extremely effective with all mods covered by an engineering order by Mike Burns. Empty weight is 428 kg Max take off weight is 650 kg. Min front seat passenger is 68.5 kg. Max fuse load/pilots is 220kg Call Joe Luciani 0428 399 001 or Jon Gooding 0412 091 487 (Ballarat Gliding Club)

#### **MOTOR GLIDERS -POWERED AIRCRAFT - TUG**

Discus bM self launcher delivered new in 1995 is for sale. It is in pristine condition;



880 airframe hours, 48 engine hours, factory winglets, polyurethane upper surfaces, all-over dust covers, nil damage history. Comes with good

continued over page

Australian built trailer which tows well, rigs well and is weather proof. Tow out gear. Sundry spares. Current CofA. Panel contains all flying instruments, Winter vario, Zander 840 vario and Nexus 7 running XCSoar, Flarm. Priced at \$85,000. Paul Mander 0417 447 974. paul@mander.net.au

Alpin DM2 two seat motor glider, 50hp Rotax 503, short T/O and good climb.All paper work up to date, sold with new form 2. Very low hrs, good condition. 32-1 solo, 28-1 at MTOW. \$39,900.00 NSW PH 0418 253 466



Atlas 15 m SLG (TST 10m) single seat Rotax 337 well-equipped VH-GIO 40:1 (manufacturer's figure) for sale with t-hangar at Camden and trailer, tow-out gear etc \$55,000 or can separate hangar and glider . I can help with motor-glider gualification. Richard at rcpincus@gmail.com or 0408 525618



Grob G109 VH-GUD, TT AF 1624. TT Eng & Prop 283, \$65k, Excellent proven Motor Glider may be used for Soaring in Wave, Thermals and the Morning Glory or for Training and Touring. Undercarriage faring's available, New Canopy, Transponder fitted, two speed prop and 90kt cruise, Contact Rob M 0412 055 888 robcoll@adam.com.au or Noel H 08 8522 1423 M 0402 219 708 roediger@internode.on.net



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Janus enclosed trailer 2000 hours rowe gel coat, Phone: 0428 133 243

Thin back parachute 5 years old but worn only a few times. Just repacked by Parachutes Australia. Has sheepskin backing. \$1800. Delivery by arrangement. Contact 0466 549



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**Folding Wings 3 Blade Propeller** Rotax 912 ULS Engine **Tricycle or Tail Dragger** Stall 36Kts Cruise up to 110Kts **Oversize tyre options available** Stunning performance for Glider Towing and a docile, safe Trainer **Exceptional Short Take-off and Landing Chrome Moly Fuselage Frame (all sealed)** 

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If you want to learn to fly gliders, get cross-country training, fly badge flights, work towards a GPC, or be part of the best gliding club in the country, come to Lake Keepit.

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