

# GLIDING

## AUSTRALIA

Issue 43 August - September 2018

[www.glidingaustralia.org](http://www.glidingaustralia.org)



## ***WORLD GLIDING CHAMPIONSHIPS***

***AUSSIES AT WGC POLAND - WGC CZECH REPUBLIC  
OPERATIONS RULES QUIZ: ARE YOU READY TO FLY?  
PREPARE FOR THE SEASON: CROSS COUNTRY FLYING***





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# GLIDING

## AUSTRALIA

No. 43 August - September 2018

COVER: JOHN BUCHANAN FLYING A JS3 AT WGC HOSIN  
CZECH REPUBLIC BY JORGEN THOMSEN

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Sean Young  
Editor  
[sean@glidingaustralia.org](mailto:sean@glidingaustralia.org)

Adriene Hurst  
Deputy Editor  
[adriene@glidingaustralia.org](mailto:adriene@glidingaustralia.org)



EDITORIAL SUBMISSIONS  
We invite editorial contributions and letters.  
email [sean@glidingaustralia.org](mailto:sean@glidingaustralia.org)  
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GLIDING AUSTRALIA  
[www.glidingaustralia.org](http://www.glidingaustralia.org)  
Tel 0490 502323  
PO Box 246 Edgecliff  
NSW 2027



### GLIDING FEDERATION OF AUSTRALIA

MEMBERSHIP & CLASSIFIED ADVERTISING  
Cathy Cassar [cathy@glidingaustralia.org](mailto:cathy@glidingaustralia.org)

AIRCRAFT REGISTRATION & related  
Tanya Lorient [tanya@glidingaustralia.org](mailto:tanya@glidingaustralia.org)

AIRWORTHINESS & GFA TRAVEL  
Fiona Northey [fiona@glidingaustralia.org](mailto:fiona@glidingaustralia.org)

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Tel: 03 9359 1613 Fax: 03 9359 9865  
C4/ 1-13 The Gateway  
Broadmeadows VIC 3047

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# FROM THE PRESIDENT

## ROAD RULES

I was driving down the road the other day and saw a sign reading 'School Zone', with a 40km/hr speed limit and '8-9.30 am and 2.30-4 pm School Days' posted on it. I thought about the child that may have stayed late with some mates kicking a ball and, realising the lateness, raced out onto the road without thinking after 4pm. I also imagined an oncoming car driving at the local speed limit, 60 km/hr or more, not seeing the child - the potential consequences are there for all to see.

Was the driver wrong, driving at the speed limit allowed? Was the child wrong, running onto the road without looking as children are prone to do? Or was the sign wrong, not being flexible enough to handle the situation?

If the sign had said something like '40km/hr when children present', would the driver have been a bit more careful and perhaps looked for children as his car approached? It may or may not have saved the situation. But now consider the school excursion bus arriving back to school later than expected, full of excited children, and put the situation above into the context of a lot more children.

The existing sign with the times of the speed limit on it is what is called a prescriptive rule type of sign. The second sign that gives a speed limit to apply if children are present is an outcome based type of sign.

But it is not only signs, it's the processes we need to consider. We need to have outcome based activities, not prescriptive activities. Let's consider the road situation again.

Think about the difference between traffic lights and roundabouts. You may have noticed that roundabouts are becoming much more numerous, and wondered why. It's simple really - they are safer. But why are they safer, and what do they effect? They both do the same thing, but roundabouts require a certain skill level, traffic lights don't. Roundabouts need a level of decision making while traffic lights simply require compliance, and often compliance is flawed. Trying to beat the orange light is a common compliance situation seen on the

roads, with a familiar outcome.

Readers may wonder why I use examples of things that happen on the road, or road signs when I discuss safety in this magazine, or indeed when I make speeches or talks to people about aviation. It's simple really. We spend a lot more time on the roads than we do in the air, yet look at the rule books. How much theory do you have to review and learn before you can fly solo in a sailplane, as opposed to being able to pass a road test? I submit to our readers that it is much more dangerous on the roads. But look at the number of rules.

We are actually partially protected in the air by the fact that we have a third dimension, and the actuality that we are not flying stable flight levels. While I say this a bit tongue in cheek, it is actually true that people in cars cannot change altitude and are constrained into relatively fixed areas, making the risk if they fail and move the wrong way, horrendous, and unfortunately frequent.

## AVIATION RULES

Now consider the rules that we work with in aviation. How many rules are there? Try to count them. Can you carry them in a briefcase? Probably not. By comparison, how many rules does a car driver have to know to be able to drive a vehicle? The rule book is small and easy to read. Drivers don't have to know every rule for making roads, or know the separation rules that are used to enable the planning of roads. They simply need to know the rules they need to obey to ensure a reasonable degree of safety. Really, it's largely outcome based.

Many aviation rules are prescriptive, very few are outcome based. 'Why' is the question we should ask, and I suggest that it is because it is easier to make a rule that is prescriptive than to think out a quality outcome-based rule. Often, but not always - there are in fact many good prescriptive rules - new rules are written based on lazy thinking. It's simply too hard to identify and think out realistic and reasonable outcome-based rules or measures.



A large proportion of other aviation authorities agree with us. I attended a General Aviation summit recently (see below) and was pleasantly surprised when parts of the resolutions included the following:

1.3 The General Aviation sector, including the commercial elements of the sector, is overburdened with the complexity and cost flowing from the current Civil Aviation Act, Regulations and other aviation legislation;

1.4 The current regulatory regime is based on a prescriptive approach to rules and compliance. World best practice is based on Outcome Based regulation which Australia should implement immediately in accordance with DAS Directive 01/2015 and the Minister's CASA Statement of Expectations.

Clearly we are not alone in our worry about overregulation.

## GFA AND CLUB RULES

The GFA has historically kept its rules to a minimum and attempted to keep them reasonable in a world where more and more prescriptive rules are the norm, but I fear we have been losing the battle in the last tens of years.

We sometimes hear that a GFA rule is wrong and we should remove it, only to find that it is a club based rule put in place for something that happened many years ago. Although sometimes patently unfair to some pilots, the rule is still there because no one is willing to review and update these old rules. The reason

why not is not obvious but generally, it's simply too much work. The best people to do this type of review are volunteers, already loaded up with the workload associated with the rules that are already in place. Can the reader see the issue - we are loaded up with rules, so we can't review the rules!

The fear of unintended consequences when we change a rule is a common reason given for not reviewing old rules. This can be solidly stifled by quality peer review and ensuring that solid discussion on the topic is conducted widely.

The possibility that information may not be adequately passed to members if a rule is changed is another reason sometimes given as a reason for not making a change. To avoid that, we simply need to make our communications better, more regular and repetitive. Advertise the changes constantly and consistently to ensure the best spread of new ideas and improvements to rules.

## GENERAL AVIATION SUMMIT

I was at a summit of the General Aviation sector at Wagga recently, where the Deputy Prime Minister, Deputy Opposition Leader and a sprinkling of senators were present, as well as the key leaders of about 34 specific aviation groups. It was sad to see and hear of the demise of this sector. I was unaware of how bad a state it was in.

However, it was a chance to promote ourselves and break down some of the animosity that had been prevalent against us in previous eras, and sometimes in the recent past as well. Below is my speech. A number of people in the room spoke to me positively afterwards, some telling me they had started their aviation careers in gliding.

My intent in reproducing this speech is simply to allow you to consider what you would have said. I don't pretend it is perfect, but we need these people to understand us, and they need us to understand them. We are moving forward, while some parts of the aviation industry aren't.

"Uncontrolled and uncontrollable is what people have said about gliders in Australia since 1949. It was not true then, and it isn't now.

Coroners have stated that gliding is an inherently risky sport, and we live with that every day. As a result we seriously look to safety and how to mitigate risks and it is to those aspects that I am going to focus on now.

Regulations need to be minimal, simple and real. We all know what happens when we have too many regulations. People start to choose what are the easiest and best to adhere to. Often this migrates to the cheapest and easiest, often at the expense of safety and consistency.

Think about when you are travelling to the airport. You come to some roadworks and there is no one there, but the signs say 40 kph. You and your fellow motorists choose to travel at 60 or 70 kph. There is no obvious danger so you take the risk. The risk becomes one of financial risk of the police catching you.

But underlying this you have just made a choice, and the next choice is easier, and descends to becoming purely financial. What has happened to your understanding of the necessity of the road rules, and more importantly your adherence to them?

Then put this in the context of aviation. I am sure you can all tell me of at least one rule or regulation that you know of, that is often ignored or paid lip service to. Add those up for just the people in this room, that would be about 90 rules. Scary isn't it?

That's why we need to rethink, restructure and reconstruct the aviation laws and regulations. There are two themes that we at the Gliding Federation strongly believe need to be followed. These are that personal pilot responsibility is still the primary risk mitigation process in aviation and secondly one size does not fit all and different aviation groupings are just that - different.

In the case of gliding, we have been effectively self regulating since 1949, nearly 70 years, and although not perfect, I submit we have done a reasonable job. Our pilots are becoming more capable, our aircraft more sophisticated and our methods more consistent with other aviators than they used to be, but whatever we do, we are different. We simply love to fly without motors.

But we are not uncontrolled and uncontrollable, and we do question

new rules. I ask you to consider how you would operate a glider, flying from one point to another without a motor, using only the vagaries of the air, navigating while you are turning for 30-50% of the time, at a speed within 2% of your stall, and at a high angle of bank. All the time considering how other aviators operate and taking actions to minimize risks to them.

My point is that most pilots worry about flying without a motor, about landing in a paddock, flying within cooe of spinning off a turn, but to us these are normal operating conditions.

Because of this, regulators - indeed, other aviators - often don't understand how we best operate safely. Yet they often complain that we are uncontrolled and uncontrollable, when in reality we fly more precisely than potentially the majority of you because we have no choice. To be the best pilots we can, we must manage our energy, and it does not come through a throttle.

All that I ask is that each and every one of you, consider us, and the other sports aviation people, when you have your input here and in future rules and regulations.

I believe people who throw themselves out of planes, float serenely through the sky early in the morning, or glide from one place to another without a motor all deserve their part of the sky.

## GFA FORUM

I was really happy the other day when I saw an item on the GFA forum suggesting that the winglets on a Libelle in a photo of the F1.0 needed the rules to be changed. The answer came back saying no, the intent of the F1.0 is to allow people to upgrade their 1970s gliders to be the best they can be, with no penalty.

What a great outcome based safety statement. No new rules, upgrade your aircraft to be the best it can be with no penalty. Thank you to those people for their forward thinking. It may not work everywhere, but here it was absolutely appropriate.

## CASA PART 149

Part 149 has been signed into law and GFA will now start to seriously







work on it. Our biggest issue is making our documents that make up Part 149 workable, and not become too prescriptive.

I have indicated to CASA that GFA would like to be at the back of those becoming Part 149 organisations. I am concerned that there are some pitfalls that we need to be wary of.

### CASA FUNDING

We are still working with ASAC and our sporting and recreational friends and allies on the CASA funding situation. The current feeling is that it is an unfair and disproportionate approach. All that are engaged in this specific area, all nine organisations, contribute much more in output than the financial recompense offered, and each can justify the current funding plus more.

We are currently conducting a three phase approach to this funding issue -

Phase 1 is reviewing the CASA proposal and working to get a better outcome. This is underway.

Phase 2 has also started and we (as a group of Aviators) will be meeting the Minister and presenting our case for extra funding in the not too distant future.

Phase 3 is to prepare an economic statement, which all club Presidents were recently asked to contribute to. This statement shows that we have aircraft worth \$46 million, own something like 330 hangars that can house from two to 20 gliders and tow aircraft, own a number of airfields, and manage many others. This economic statement has many other aspects, and when it is complete we will pass it around so that clubs and regions may use it as a template for their own economic statements in more local discussions.

Finally, don't forget, the election of GFA officers will be held soon. If you would like to help, feel free to put up your hand. Specifically the roles of President, Vice President and Treasurer are elected annually and we welcome everyone and anyone who thinks they can add value to these roles.

Fly safely

**PETER CESCO, PRESIDENT**  
[president@glidingaustralia.org](mailto:president@glidingaustralia.org)

## FROM THE EO

### AW UPDATE

- Airworthiness Schedule of Experience books are now available in the GFA Shop. This is to record your maintenance experiences, as the airworthiness equivalent to the Pilot logbook.

- MOSP 3 should hopefully be approved by CASA soon and we expect to be able to re-issue Weight and Balance Authorities in the near future.

### GFA INVESTMENT POLICY

The Board has created an investment committee to review how GFA's funds are invested. The GFA has always had a very conservative approach to investment in order to protect members' money, but as a result our interest rate returns have been quite low.

The new investment committee, which includes Treasurer Dave Shorter, President Peter Cesco and LKSC Treasurer Chris Bowman have identified a number of options to improve our income while retaining a secure investment approach. This will mean that membership fees can remain lower, which benefits all members. Currently we are earning a 2.7% return. The aim is for 4% over inflation, which would achieve \$40K per year.

The policy is available on the GFA web page under documents/ Admin/Finance. It states its intent is to maximise earnings long term, balance risk and reward, no gearing, cash income and provide liquidity for projects as needed

As a consequence of this change, the Board approved a variation of the interest rate chargeable on GFA loans to clubs from RBA Cash Rate plus 2.5% to RBA Cash Rate plus 4.0%, to apply to any new loans to clubs.

### SIMULATOR UPDATE

The Project Team has been active since April. Roger Krueger is acting as project manager in Victoria.

A report will be presented at the AGM in August and a Prototype will be ready in December.



### M&D OPTIONS

With the resignation of Ian Caldwell as chair of M&D, the Board has agreed to offer projects to regions, clubs and individuals to achieve our Promotion activities. Look for offers on the Club Presidents' forum and Gliding Forum.

Currently we are seeking expressions of interest from individuals, clubs or regions willing to manage a glider promotion at the International Airshow at Avalon next March.

### SOARING TO THE FUTURE (S2F)

Do you know what this means? Members have been sent an email which invites you to respond to a short survey to check awareness.

A small number of clubs are getting good support and funding from GFA for supporting S2F activities. Is your club actively working on improving processes and member involvement and promotion to the public?

### ONLINE AEF

Clubs are welcome to use the new Online AEF process which results in a discount up to \$35 each for the introductory membership form and removes the need to purchase large quantities of the forms.

Read through the online AEF

PROCEDURE and see the forms by looking at the GFA web page under Docs/Forms - Forms - Admin Forms - AEF forms. Or follow this link

[tinyurl.com/y8z42kal](http://tinyurl.com/y8z42kal)

You'll still need to buy the on-line forms and passwords from the GFA shop but you can do this in small quantities. It is also cheaper and you get details of the customer for follow up contact as well.

### CASA

GFA is working with other aviation organisations in approaching CASA and Government to ensure continued and increased funding for the work we do on CASA's behalf. CASA has moved to

reduce funding, so a concerted effort is required. GFA President Peter Cesco is our main negotiator.

### WORLD CHAMPIONSHIPS

Congratulations to our world team that just competed in the World Gliding Championships in Poland. Australia was the 5th placed country in the championships. Also see the **WGC Czech Republic** article in this edition of our magazine.

**TERRY CUBLEY**  
**EXECUTIVE OFFICER**  
[eo@glidingaustralia.org](mailto:eo@glidingaustralia.org)

## GRAHAM BROWN AWARDED PAUL TISSANDIER DIPLOMA

Graham Brown has been awarded the prestigious Paul Tissandier Diploma by the FAI.

Graham received the award for his exceptional professionalism and devotion to the sport of gliding in Australia and overseas. In particular, he was awarded for his tireless work in promoting freedom to fly through improved technologies, systems and processes for airspace, airfields, avionics, radio and anti-collision warning devices.

He is widely respected in Australian and international regulatory and sporting aviation circles, with a pragmatic and constructive approach to improving gliding integration in airspace and adoption of improved technologies. His contributions have materially improved gliding safety, education and operational standards.

GFA President Peter Cesco congratulated Graham. "Please accept my congratulations, both personally and on behalf of the membership of the GFA. We truly appreciate your ongoing efforts on our behalf and consider international recognition absolutely appropriate," Peter said.

### PAUL TISSANDIER DIPLOMA

The Diploma, established by the FAI in 1952, is named after Paul Tissandier, Secretary General of FAI

from 1919 to 1945. It is awarded to those who have served the cause of aviation in general and sporting aviation in particular, by their work, initiative, devotion or in other ways.

### GRAHAM BROWN

- Graham is the
- GFA Airfields Airspace Avionics Officer (AAAO)
- GFA Representative NSW Regional Airspace Planning and Advisory Committee (RAPAC) since 2002
- Australian Sport Aviation Confederation member since 2007
- Member Australian Strategic Air Traffic Management Group (ASTRA)
- Member Surveillance Technology Working Group (STWG - ASTRA)
- Australian Representative FAI Expert Navigation Working Group

Graham started gliding in 1977 at Narromine. He has been an instructor at Bathurst Soaring Club (BSC) for over 20 years including five years as CFI. He has competed in many National and State Championships and is currently the Coach for BSC.

He also represents ASAC on the board of ASTRA (Australian Strategic Air Traffic Management Group) and on the STWG (Surveillance Technology Working Group) working on new surveillance technologies for aviation in Australia. He is also the Australian representative to the FAI expert navigation working group.

### NSW GLIDING - SEASON OPENING PRESENTATIONS AND AGM

**Saturday 1 September 2018**  
**Club York, 99 York Street Sydney**

The New South Wales Gliding Association (NSWGA) invites all members and interested parties to attend a series of presentations covering preparations for the gliding season ahead, followed by our AGM, drinks and dinner. Speakers include Gavin Wills, Bruce Taylor, Brad Edwards and Alan Barnes with the event MC'd by Mick Webster RTO Sports.

Presentations from 9.30am to 5.00pm, AGM from 5.00pm to 6.00pm then drinks and dinner from 6.00pm. Please rsvp to **Beryl Hartley**

**NSWGA Secretary** at [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com) or

**Mick Webster** at [mick260649@gmail.com](mailto:mick260649@gmail.com)

**IAN CALDWELL, NSWGA PRESIDENT**



As an Electrical Engineer, Graham worked for manufacturers and developers of avionics as a design engineer both in the US and Australia. He has experience developing Microwave Landing Systems (MLS) and DME (distance measuring equipment). He worked for Hughes Space and Communications in the US, developing satellite control systems for geostationary communications satellites.

The recipients are confirmed by the FAI Administrative Council and publicly announced, and the Diplomas are awarded at the annual FAI General Conference, which this year will take place in Egypt.



## GFA CALENDAR

Use the Contact GFA menu at [www.glidingaustralia.org](http://www.glidingaustralia.org) to send events to the GFA Secretariat for publishing online and in GA

## WOMEN IN GLIDING WEEK

**21 - 29 October 2017**  
Kingaroy Gliding Club is hosting the Women in Gliding Week. Contact Wendy Medlicott on mobile 0428 499 774 or email [wendymedlicott@optusnet.com.au](mailto:wendymedlicott@optusnet.com.au) for more details.

## WOMEN IN GLIDING WEEK WA

**6 - 10 November 2017**  
Narrogin Gliding Club is calling all ladies keen to learn more about the wonderful sport of soaring. 2017 Women's World Championships Top 5 finisher, Ailsa McMillan, will be here to offer expert coaching. If you would like to attend this annual experience, even if only for a couple of days, email Robyn on [robynbecker@y7mail.com](mailto:robynbecker@y7mail.com)

## KEEPIT FAST - LAKE KEEPIT

**11 - 18 November 2017**  
Keepit Fast is a cross country training and coaching week for competition and XC pilots wishing to improve their skills and competition results. While remaining a fun and relaxed event, this is a bit more intense than the Keepit Regatta. Proven coaches and national champions will do briefings, present topics and fly with participants. Everyone will have at least half a day in a dual-seater with a coach. Entries are limited to 15 in order of arrival. Entry fee \$180 if paid prior to 30 Sept, late entry post-30 Sept, \$230. More information and registrations at [www.keepitsoaring.com](http://www.keepitsoaring.com) or email Jacques Graells. [jg.gliding@gmail.com](mailto:jg.gliding@gmail.com)

## WAIKERIE ORANGE WEEK

**18 - 25 November 2017**  
Contact John Ridge  
[johnridge16@gmail.com](mailto:johnridge16@gmail.com)

## VINTAGE GLIDERS AUSTRALIA MELBOURNE CUP RALLY

**4 - 7 November 2017**  
Bacchus Marsh. All welcome. Contact Dave Goldsmith, 0428 450 475 or [daveandjenne@gmail.com](mailto:daveandjenne@gmail.com)

## AUSTRALIAN GLIDING MUSEUM OPEN DAY

**5 November 2017**  
AGM and barbeque lunch on Sunday at Bacchus Marsh. Members and visitors welcome. Contact Dave Goldsmith, 0428 450 475 or [daveandjenne@gmail.com](mailto:daveandjenne@gmail.com)

## AUSTRALIAN GLIDING MUSEUM FABRIC COVERING COURSE

**8 - 11 November 2017**  
wood repair course 12 to 15 November, at Bacchus Marsh. Full details from Jim Barton, 03 93094412 or 0419 562 213

## NARROMINE CUP

**18 - 25 November 2017**  
Contact Beryl Hartley email [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)

## NSW STATE CHAMPIONSHIPS

**9 - 16 December 2017**  
Temora Aerodrome  
Contact Secretary Daryl Connell  
[djpconnell@gmail.com](mailto:djpconnell@gmail.com)

## FORMULA 1.0 GLIDING

**28 December - 5 January 2018**  
Leeton Airfield, NSW  
[www.f1gp.com.au](http://www.f1gp.com.au)

## VINTAGE GLIDERS AUSTRALIA'S ANNUAL RALLY

**6 -13 January 2018**  
Bordertown Fun for all! - for information contact John "JR" Marshall on 0407 417 747 or [jma99350@bigpond.net.au](mailto:jma99350@bigpond.net.au)

## MULTICLASS NATIONALS

**8 - 19 January 2018**  
Waikerie  
Contact John Ridge  
[johnridge16@gmail.com](mailto:johnridge16@gmail.com)

## JOEYGLIDE NARROMINE

**20 - 27 January 2018**

## SAILPLANE GRAND PRIX HORSHAM

**20 - 26 January 2018**  
Contact Contest Organiser - Arnold Neiwand mob 0429 857 275 or email [nieci@aanet.com.au](mailto:nieci@aanet.com.au) or Contest Organising Chairman - Selwyn Ellis Mob 0427 824 925 or [selwyn@wllisworks.com.au](mailto:selwyn@wllisworks.com.au)

## HORSHAM WEEK COMPETITION

**3 - 10 February 2018**  
[www.horshamweek.org.au](http://www.horshamweek.org.au)

## AUSTRALIAN NATIONAL 20 METRE CHAMPIONSHIPS 2018

**Feb 11 - 18, 2018**  
Narromine Aerodrome  
For further information: Contact Beryl Hartley 0407 459 581 [www.narromineglidingclub.com.au](http://www.narromineglidingclub.com.au)

## KEEPIT REGATTA - LAKE KEEPIT

**24 February - 3 March 2018**  
All pilots are invited to the Lake Keepit Regatta for a week of fun, friendly competition and coaching. Ideal for beginner and intermediate cross country pilots that want to start competition or improve XC skills, as well as seasoned pilots who want to take it easy and share their knowledge. Daily talks and briefings by experienced coaches and seasoned competitors on topics of interest and of course we will finish Saturday evening with the traditional extravaganza dinner at the Dircks. We have 8 new cabins and lots of camping sites but make sure you register early as the cabins get booked very quickly. Bring your glider, borrow your club dual seater, or rent one of ours (limited availability). Come have fun at the gliding paradise. Entry fee only \$180 per glider and \$50 per additional passenger if paid prior to 31 Jan, late entry \$230 per glider and \$70 per additional passenger post 31 Jan.

More information and registrations at [www.keepitsoaring.com](http://www.keepitsoaring.com) or email Jacques Graells [jg.gliding@gmail.com](mailto:jg.gliding@gmail.com)

## VSA ALPINE REGATTA

**3 - 9 March 2018**  
Please contact Ian Grant, [ian.grant.gliding@gmail.com](mailto:ian.grant.gliding@gmail.com) or VSA website [www.gliding.asn.au](http://www.gliding.asn.au)

# SAGA COACHING WEEK 2019

## 6 TO 11 JANUARY 2019

This season's SAGA coaching week will again be held at the Waikerie Gliding Club. It will be the week before Joey Glide which is also being held at Waikerie starting on 12 January. Pilots interested in attending the Coaching Week need to register their interest on the Waikerie Gliding website at [www.waikerieglidingclub.com.au](http://www.waikerieglidingclub.com.au).

We are planning to cater to all levels of experience. Specific coaching will be provided for pre-solo pilots as well as early cross-country pilots, and more experienced pilots will benefit as well. A number of experienced coaches will be available as has been the case over the last few years with the very successful programs run by Peter Temple. Craig Vinall will now be taking over from Peter as the region's new Soaring Development Manager and will be running this season's event.

Each pilot will nominate their personal goal for the week and we will do our best to make sure that you achieve that goal.

The Waikerie gliding club will make their excellent facilities available with evening meals provided. Accommodation can be booked on line. Please visit



[waikerieglidingclub.com.au/Accommodation.htm](http://waikerieglidingclub.com.au/Accommodation.htm).

CRAIG VINALL

## SAGA COACHING WEEK WAIKERIE

**6 -11 January 2019**  
Pilots interested in attending the Coaching Week need to register

their interest on the Waikerie Gliding website  
[waikerieglidingclub.com.au](http://waikerieglidingclub.com.au)

For further enquiries please contact Craig Vinall on [craig.vinall@madderns.com.au](mailto:craig.vinall@madderns.com.au) or on mobile **0416 236 662**



## WOMEN IN GLIDING WA

### Narrogin Gliding Club 3 - 9 November 2018

Calling all ladies keen to up-skill their level of gliding. Instructors will help you gain your A, B, or C, silver C or gold C. Or just polish up your technique. Coaches will be there to get you to your next level in gliding

Jenny Thompson, instructor and tug pilot will be there to offer instruction and advise.

Friendship, food & fun and good accommodation.

Come and attend this annual experience, (if only for a few days)

Contact Jenny Shearer  
[jsh53303@bigpond.net.au](mailto:jsh53303@bigpond.net.au) mob **0417 934 052**





## WOMEN IN GLIDING WEEK TEMORA



### SAVE THE DATE 8-16TH DECEMBER

When I sat down to write this article for Women in Gliding Week 2018, I found myself looking back over photos and reminiscing about past WIG events. I have been fortunate to have attended almost every year since they started nearly 15 years ago. What attracts me is the camaraderie and great times, the fabulous friendships that I've made and being witness to so many inspiring achievements.

This year the event is being held at Temora, which is quite appropriate, as coincidentally it has been 10 years since we last had a WIG week at this well-known gliding mecca. The Temora WIG Week in 2008 has special memories for me, the support and motivation I received encouraged me to achieve my goal of completing

my first 300km flight. This year I'll be preparing for my next challenge, 750km. What do you want to want to achieve?

We were originally meant to have the event at West Wyalong, 70km north of Temora, but unfortunately the local council decided to start charging exorbitant fees for the use of their airfield, so it didn't take much to convince us to change the location. For a small country town, Temora has a host of activities for the non-aviator. The Temora Aviation Museum is an amazing flying museum that will inspire you even if you don't like to get airborne, especially if you are lucky enough to be in Temora on a flying weekend. There is also the Temora Rural Museum, as well as top quality sporting and recreational facilities like Lake Centenary, including the jet boat track), Nixon Park, or golfing and bowls for the more conventional types.

If art is your thing Temora has an art gallery or, if you feel like a country drive, the Weethalle Silo Art is only an hour and a half away. Finally, I'd be remiss if I didn't mention the coffee scene as there are many choices in town for a take-away latte or a lingering brunch. For a snap shot of things to do

in the area a great website is <http://www.temora.com.au/Visit-Temora.aspx>

If you have any questions about WIG week my email is [ozglidergal@hotmail.com](mailto:ozglidergal@hotmail.com) alternatively click on the link below to the expression of interest page, enter your phone number and I will give you a call. Participants can also register for WIG week 2018 by clicking on the link. We understand that everyone has a busy life so you can come for one or two days or for the full week - we'd just love to see there.

[surveymonkey.com/r/LYN35D8](https://surveymonkey.com/r/LYN35D8)

### ACCOMMODATION

I have had a lot of interest in WIG week and registrations are already coming in so I would recommend you book your accommodation early if you would like to stay on the airfield.

The SkyLodge Accommodation Temora have given us a discounted rate, a savings of about \$150 for the week. They have also agreed to hold the rooms for a few weeks - first in best dressed. Speak with Di and mention WIG Week.

PH: 0408 495 915.

8 x Queen Rooms

4 x family rooms (2 sets of bunk beds with a double bed on the bottom with a single on top and the other bunk is a set of single beds)

The Temora Airfield Tourist Cabins are council owned and unfortunately are not able to hold the cabins or give a discount but the prices are quite reasonable. Call Trevor during office hours to book.

PH: 0418 780 251

2 x Self-contained cabins (max. 5 people) \$110 for 2 people

2 x Bunk cabins (max. 7 people) \$60 for the first person and \$15 for every additional person

. LEONIE FURZE

## MIGHTY MONARO WAVE

### BUNYAN WAVE CAMP

15- 23 September 2018

We hold an annual Wave Camp each year and with many great wave days in recent weeks, including a Diamond Height day on Sat 4 August, we are hopeful of good conditions for this year's event.

Each year, pilots from around Australia gather for the famous Wave Camp. Bunyan Airfield is 15km from Cooma in the lee of the Snowy Mountains.

Canberra Gliding Club has excellent location specific resources material on the subject of Wave Flying

published on their website [www.canberragliding.org](http://www.canberragliding.org)

The most important document from our perspective is the briefing material written by Dave Pietsch titled 'WaveGuide - Welcome to Bunyan and the Mighty Monaro Wave'. The basic theory of wave flying is covered very well in publications written by Helmut Reichmann and more recently by Bernard Eckey, and others.

Local knowledge is essential. We require everyone who has not flown from Bunyan to receive a local safety briefing which will include a site check flight. Most are keen to take coaching flights in wave prior to taking it on solo. Overall the GFA safety culture is very good.

Pilots also need to be able to interpret weather forecasts, not only to know when to fly but, just as important, when not to fly.

Use of the [bunyanwavecamp@iinet.net.au](mailto:bunyanwavecamp@iinet.net.au) address for your correspondence will forward messages to Scott Anderson, Stuart Ferguson and myself, ensuring that we are all in the loop.

DAVID MCILROY

CLUB CAPTAIN, CANBERRA GC



ABOVE: Flying in wave above Bunyan looking west across Mt Kosciuszko, under cloud.

Wave conditions can be experienced at Bunyan year round, although it is more common in the colder months. This picture shows one of dangers of flying in cold, moist air, with ice accretion on the leading edge of the wing. It is vital to stay clear of cloud, as even a small amount of mist or wispy cloud can cause icing or canopy fogging.



There are many excellent club resources available for those who wish to experience the exhilaration of flying in, around and above the mountains. Research. Plan. Know the weather. Know the sailplane. And don't take risks.

## BADGE DECLARATION

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

**BADGE CLAIMS** ALL BADGE FLIGHTS WITH THE EXCEPTION OF HEIGHT CLAIMS MUST BE PREDECLARED AND OVERSEEN BY AN OFFICIAL OBSERVER PRIOR TO THE COMMENCEMENT OF FLIGHT. ALL BADGE FLIGHTS MUST BE FLOWN SOLO (NO PASSENGER, NO SAFETY PILOT). ALL BADGE FLIGHTS CLAIMS MUST BE SUPPORTED BY AN IGC FILE FROM THE FLIGHT.

## MINOR WOOD REPAIR COURSE

The Australian Gliding Museum will be conducting a Minor Wood Repair course from 7 to 10 November and a Fabric Covering course from 11 to 14 November 2018 at Bacchus Marsh Airfield. Cost for each course is \$400 and all materials and lunches are provided. Clubhouse accommodation is available. To secure a place please contact **Jim Barton on 0419 562 213** or **Dave Goldsmith on 0428 450 475**.





## S2F

### GFA MEMBERSHIP

The implementation of our Salesforce database has enabled us to better track our membership data and trends over time.

As Chair of Soaring to the Future (S2F) this is of great interest to me and I thought it may also be of interest to members.

These charts show some analysis of data collected since October 2015.

How big are GFA clubs? As of 30 June 2018, the pie chart below shows how many clubs we have with various sizes of membership. For example, 27 clubs have 1 to 20 members.

As you can see we have a lot of small clubs, 27 with less than 20 members, and a mix of medium clubs.

It is easy to imagine that all clubs are the same as yours, but it is clear that the sizes of clubs vary a good deal across Australia. It pays to keep an open mind and remember that the gliding

experience will also vary considerably from one club to another. In other words, not all clubs run a Search and Rescue (SAR) register, not all clubs have a daily briefing and some clubs don't have a roster for instructing.

It is a really good experience to make the effort to visit other clubs to see what they are doing.

### MEMBERSHIP FIGURES

It would be nice to think that the August peak was due to the launch of S2F at the AGM. Does anyone have any other theories?

Currently sitting at around 15% of total, student membership is a growing membership category. The French have successfully implemented a system of training Junior instructors and then paying them to run one week courses for members. This has the benefit of allowing members to train more efficiently. In our 2015 and 2017 member surveys, we identified lack of training as a barrier to member retention. We will work with our trial S2F clubs to find a similar system that will work in Australia.

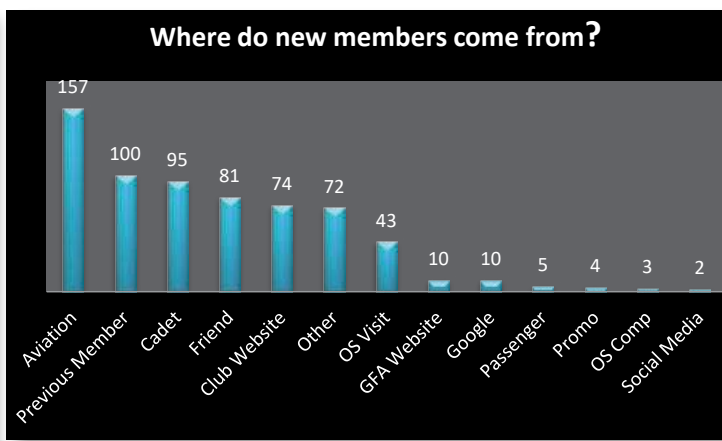
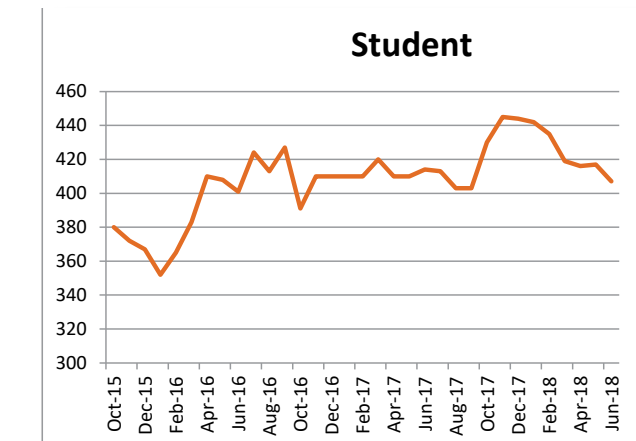
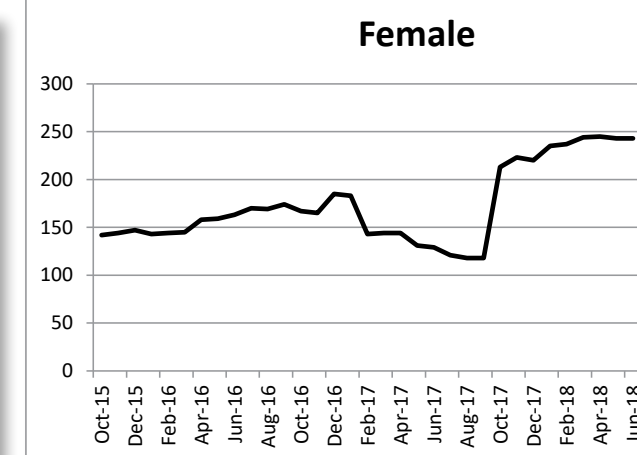
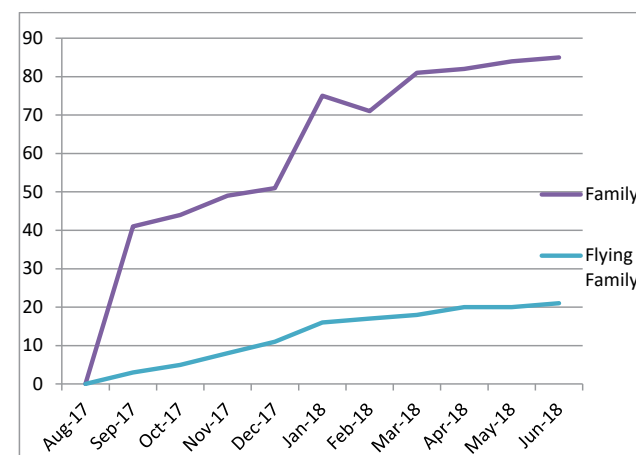
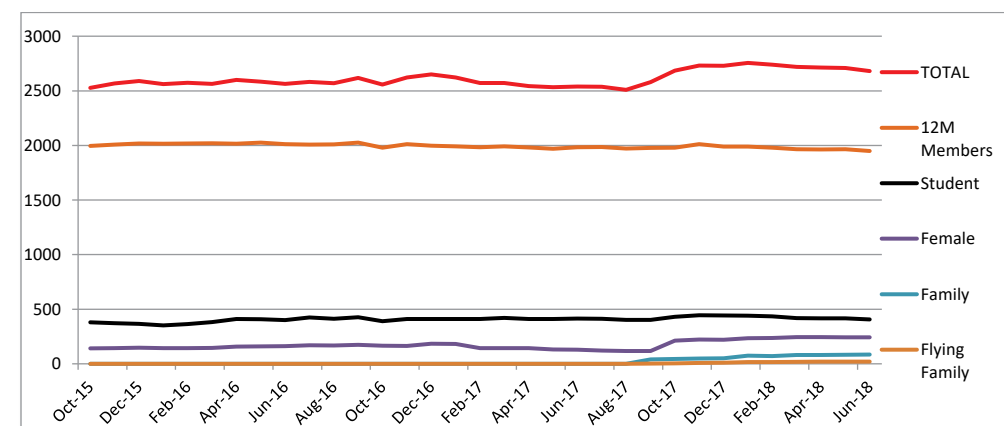
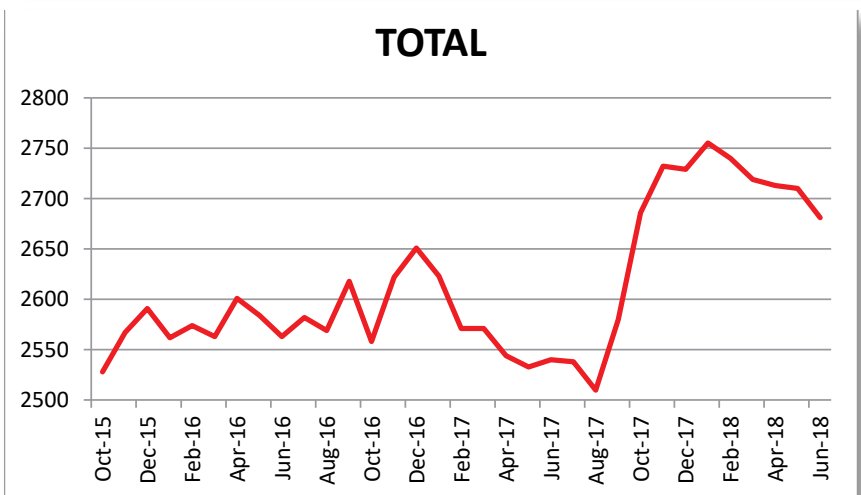
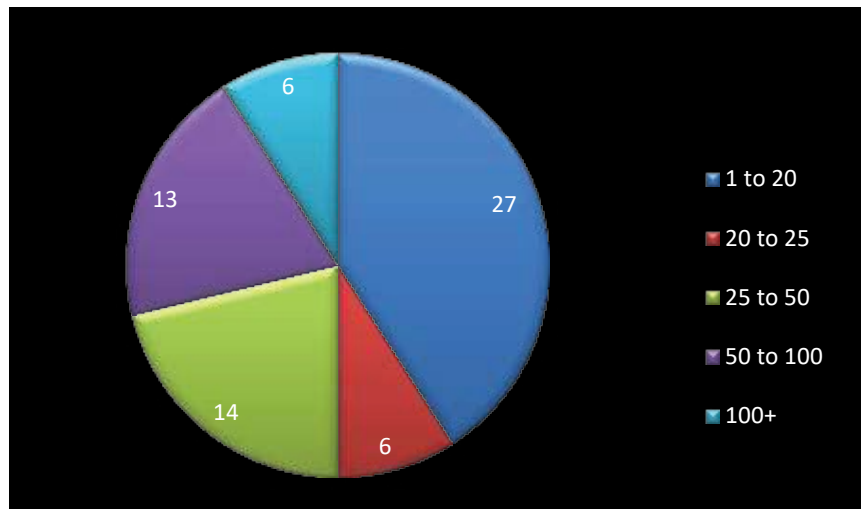
Previously sitting at 6%, female participation has increased to 10% with the introduction of the Family and Flying Family membership category. We are working with our S2F trial clubs to introduce one day a year - every year - to promote this category of membership. The French have done this very successfully and achieved a 1% Female membership growth over the past 6 years to grow their female membership from 6% to 12%.

As you can see from these charts and figures, we have successfully halted the membership decline and achieved a slight increase in membership since our low point in 2014.

Where do new members come from? 12 month data to 31 May 2018 is shown opposite. The value of this data, which has only been available for the last two years, is to allow us to more efficiently target promotion and membership efforts.

Note the large number of previous members and members from other branches of aviation, yet only five AEF conversions.

MANDY TEMPLE  
CHAIR S2F



## SAFETY MANAGEMENT NEWS

Since the last edition of Gliding Australia, we have held three GFA safety seminars. These events were held at Jandakot in WA, Warwick in Qld and Murray Bridge in SA. While each seminar has attracted increasing numbers overall, they are the same people who have turned up to the previous seminars, which is disappointing. We know there are CFIs, Club Presidents and Club Safety Officers who have never attended a seminar. One of the regular seminar feedback comments I receive is, "This was valuable. We need more members attending" or similar. Your 'Club Safety Culture' is driven by your key members. It's part of your club's overall personality. During the seminar, we ask what your expectations from your club and the GFA are. We ask, "Are you comfortable with your club's safety culture?" We also talk about individual members' responsibilities within that culture and ask if you are meeting expectations. These seminars are for all members, not just the ones that are part of the landscape.

We have one more seminar in this series at Bacchus Marsh on 1 September. I'd like to see every club president, CFI and Club Safety Officer attend from clubs within 200km, and some juniors, too. You can all make a difference.

Seminar feedback covers a wide range of areas. Two of the regular ones have suggested putting the PowerPoint on the GFA website, and recording the seminars posting the sessions online.

We try to avoid 'death by PowerPoint', which is not always possible, I know. Most of the presentations, including the ones that have statistical data in them, are designed to stimulate discussion - they are not just for reading. If you are interested in reading statistics, some are already available online. If the ones you are interested in are not available, I am sure that both Chris and Dennis can provide you with what you are looking for. As far as recording the sessions, we want members to feel free to express opinions and ideas in a Chatham

House Rules and Just Culture environment, something that cannot be achieved if the members knew that their comments would be online for the world to see.

This does not mean that we will not explore ways of providing online resources. We will. My plan is that it will be well planned and coordinated. A good example of doing it well are the recently released Daily Inspector training videos. To assist in this process, I'd like to hear from any member who could provide professional level advice and assistance in this area.

Finally, on a more practical note as we start to thaw out and prepare for the cross country season, don't forget to prepare your trailer. I'm aware that there are many trailering incidents and accidents every season that are not reported in our Safety Reporting system involving tyres, wheel bearings and internal trailer fittings, don't be one of them.

STUART FERGUSON  
NATIONAL SAFETY MANAGER



## GFA SIMULATOR PROGRESS UPDATE

The development of a simulator suitable for general club member use is progressing at a reasonable pace. Thank you to Justin Couch for his initial input to create interest in acquiring simulators, setting the basic parameters required and then gathering together the talented people needed to build one. There were others involved in the initial think-tank and Justin got the ball rolling.

The one thing Justin overlooked was the time he would have available to guide the project and, to his credit, he realised this and told me he would have to step back and look after the many other demands on his time. Thank you Justin. Peter Cesco told me the Simulator Project was mine to oversee before the AGM even ended last year when I was elected Vice President. I wasn't sure what to expect but I soon found out.

The base brief for the simulator is a design that can be reproduced as many times as needed and provide training simulation to all pilots, from the first day ab-initio pilot to GPC and beyond. Initially, a prototype to be located at Bacchus Marsh will be built, hopefully with few bugs. This would then be trialled and any obvious bugs or improvements noted for future builds. The concept is that once the prototype is operating to satisfaction, one will be produced for each region. Availability may be extended to individual clubs that want to buy one, but that will be planned in the future.

Ian Kerton has had a career as a professional simulator designer and builder and his design expertise has been invaluable. As Justin outlined in a previous article, Ian has designed a steel frame to form the 2-seat cockpit. This will allow easy access to all linkages, micro switches, instruments, bell cranks and push rods. Ian's skills have been stretched by designing the front adjustable rudder pedals and especially the trim system. The trim might appear simple but getting it to perform exactly as an aircraft performs in flight is anything but simple.



All the controls then connect to a control panel located behind the rear pilot that will be easily accessible at all times. Ian's design allows for fine-tuning and adjusting to be done to different pilots' requirements. To give a sense of realism, the outer fuselage will be a removable Twin Astir fuselage, including canopy frames with the cockpit interior adapted to fit.

This will result in a realistic looking and performing simulator that can be serviced as required, which is not easily done when a modified actual aircraft fuselage is used. Chris Trewern will make the fuselage skins and cockpit interiors. The initial thought was to have the unit permanently mounted, however, Ian's frame design does allow for small castor wheels to be fitted if needed to allow some movement. This will allow for movement if the available area at a location is limited. It will not be regarded as a mobile unit as it will be too large and delicate.

Alby James has years of experience building electronic control circuit systems. We are indeed very fortunate to have two people with the necessary skills to be involved at the initial design of this project for the future. Alby is also sourcing the software application that will be so important in the correct, reliable operation of the simulator. At this time no decision has been made as each application has different functionality, some good, some not-so-good. Alby is going through the constantly changing versions to choose the best available.

Earlier this year Roger Krueger joined the team as the project manager. His input and co-ordination has been invaluable, as I am based in Brisbane, making it very difficult for me to have much visual or hands-on input.

I said earlier, the concept GFA decided on is to have a simulator capable of providing training for all levels of pilot experience. Just as our aircraft are not toys, it will not be used as a toy for entertainment. A 2-seat cockpit using three 55in or larger screens so as to be as physically realistic as possible will be used. We are still deciding whether to use TV or projector screens.

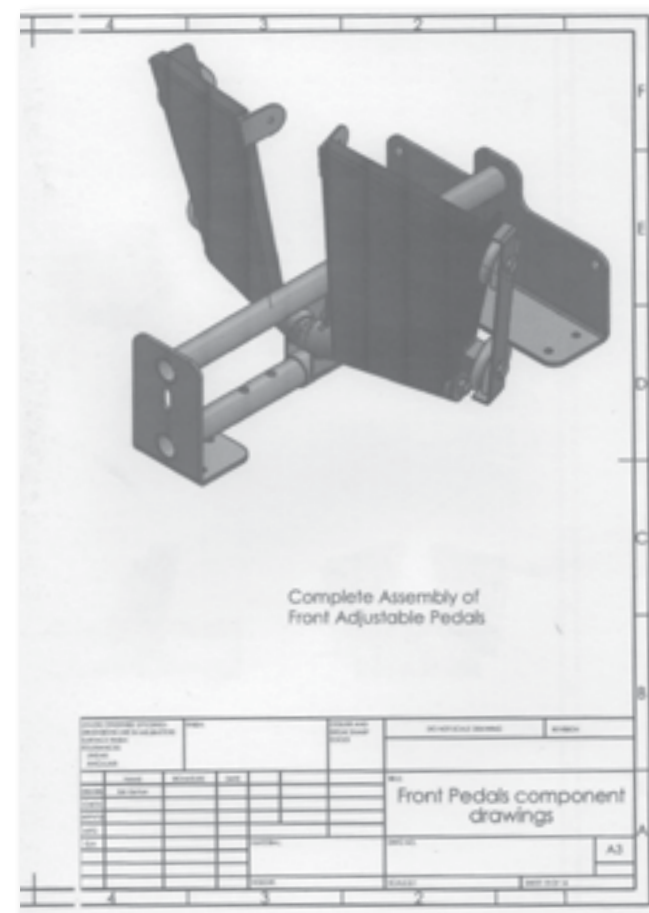
The 2-seat cockpit is necessary to provide a realistic training scenario. The instructor in the back seat can see and feel all the reactions by the student in the front seat and if necessary can stop the vision, rewind and go through the sequence again. The instructor can go over the whole brief, demonstrate, hand over, correct, demonstrate, hand over sequence as many times as needed all without leaving the cockpit.

Potentially, training scenarios can be developed for all aspects of soaring - first day ab-initio, early solo, advanced, use of flaps, cross country introduction, pre-flying of tasks and most of the requirements for the GPC. I should emphasise that the simulator will not in any way replace actual flying. It will be used to demonstrate, replicate, re-inforce actions that will then be actioned in a flying glider. The possibilities are endless, all without being affected by weather and at lower costs.

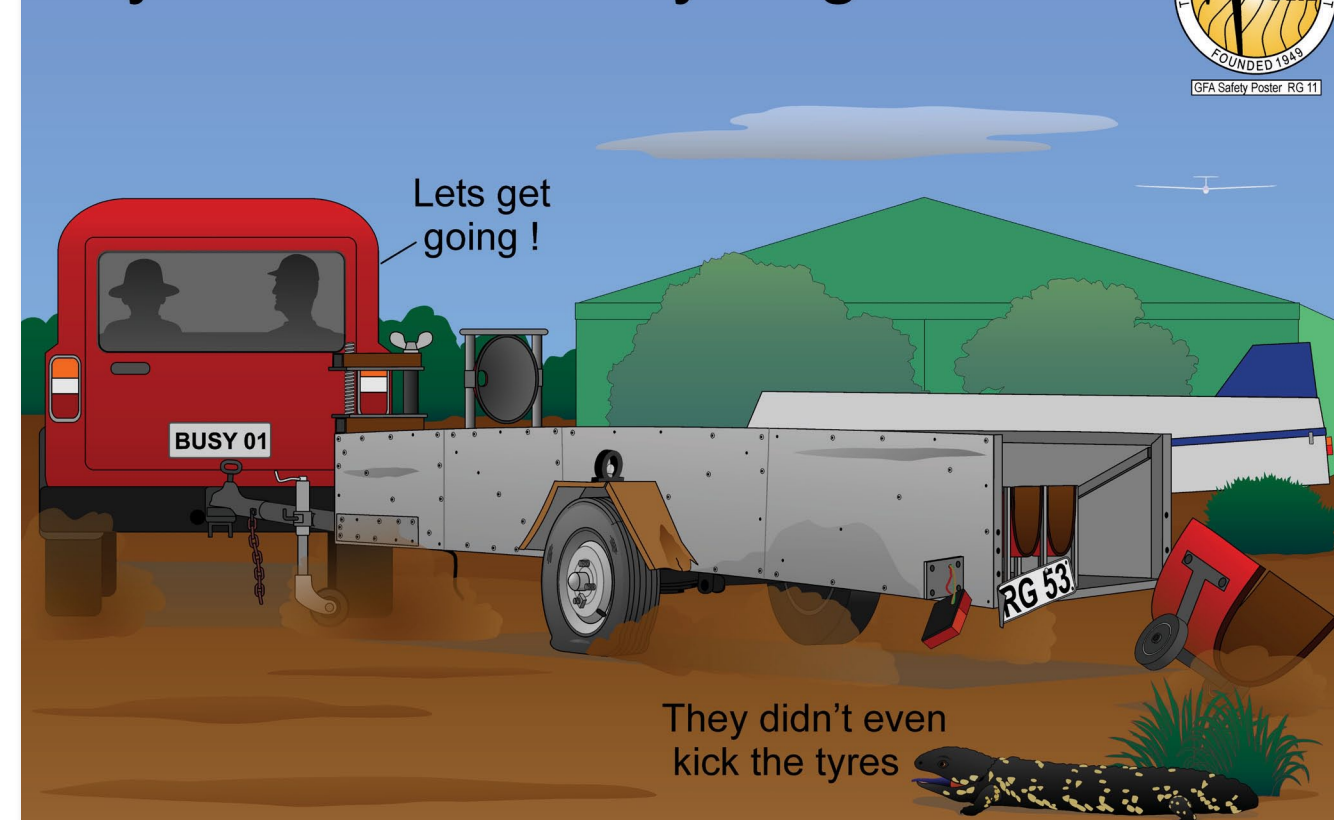
There is a syllabus requirement for it to be used as a training aid and one will be developed to formalise this. The syllabus has to be aligned with the current training Instructors Manual to ensure all training is uniform at all levels. An additional benefit that was unseen in the original concept is that the simulator will allow instructors in the new category of Ground Instructor to instruct as they previously did as a flying instructor. The importance of having a standard model that can be re-built many times and will always give the same results for the pilots is vital to ensure consistency in training and instructing. The work being done by Ian, Alby and Roger should give us the base to have a number of excellent training simulators accessible to the majority of members across the country.

To date the Simulator Project has not cost the GFA anything as it is being built with seed funding provided by an anonymous donor via the Australian Sports Foundation. It is anticipated that the donated funding should fund the prototype close to 100%. Ian's design work is at the stage where Alby is starting to construct the cockpit frame. A lot of the smaller components such as the rudder pedals, bell cranks, control linkages will be made by engineering workshops under the supervision of Alby, Roger and Ian. As is usual when developing something by refining previous models, the first stage has to go into design. We are entering stage two, the build, so watch this space for news on more progress.

LINDSAY MITCHELL, VICE PRESIDENT  
vp@glidingaustralia.org



## Is your trailer ready to go?





# AUSSIE TEAM PERFORMS AT WGC OSTROW



## TERRY CUBLEY - TEAM CAPTAIN

We had five pilots in our team at Ostrow - Allan Barnes and Jim Crowhurst in Club Class, Matthew Scutter and Ray Stewart in Standard Class, and Adam Woolley in 15m Class.

The GFA membership gave a small subsidy of \$4,300 each to three of the pilots. Total cost for each pilot was in the order of \$15,000 to \$25,000.



Day 5 of the competition was our best ever day as an Australian team with all pilots in the top 6 for their class - 1, 3, 3, 4 and 6.

Individual results were good as well. Adam claimed 8th place, Jim came in at number 11 and Allan was number 16. Matthew and Ray each landed out in the rain on one day, which dropped them 10 and 15 places respectively, but they still managed to get back up to 20th and 31st places. With the high standard at World Comps, one day can result in a significant drop.

Ostrow was Ray's and Jim's first World Comp and they both did an excellent job, completely unphased by the situation. The fact that the team socialised well was a great advantage, since they had lots of opportunity for sight-seeing during the rainy days, dined together most nights and flew very well together. In an environment that encouraged participation, the communication between pilots across classes really helped all of them to place higher than they would have done alone.

The ultimate measure is that the Australian team placed 5th - ahead of the British and French, making Ostrow the best performance ever from an Australian team at a World Championship.

It shows great effort and commitment from our team members. Well done! We also had a good team on the ground. Jenny Thompson monitored the weather so we could keep the team informed, while various crew members monitored the tracking and spotted the best tracks.

Overall it was a successful event. The pilots have provided reports on the key points they identified.

## JIM CROWHURST CLUB CLASS

I had been selected a couple of times to represent Australia but had always turned down the opportunity, mainly because my children were so young. The cost element had also been a major hurdle, as was the site where the championships were to be held. I am not familiar with mountain flying and I also don't like landing in lakes! This time was different. My kids were a little older and the fact that the site was Ostrow in Poland made the concept more appealing, as the site is in flatland Europe and costs would be lower than in other countries.

Getting there, however, still had its challenges. Given my British background, I still have a lot of gliding friends in England and had always planned to fly a British glider in a Worlds, so things would be easier from that perspective. However, to fly a British glider, or any European registered glider, in Europe, you need an EASA licence. Getting that was going to be hard and would take too long to explain here. It's worth an article in itself!

I flew to the UK with my family in June to start my journey. We had a couple of weeks in England in glorious weather, sightseeing and preparing the glider lent to me by a friend at my old club in the UK. The ASW19 I flew was a good choice. With the new IGC handicaps, it was now handicapped the same as a STD Cirrus. In the strong streeting conditions of Poland, it would have an advantage.

As it turned out, streeting was a major feature of the competition, but the higher handicapped gliders were having a ball! I knew how much better the ASW 20 would have been in these conditions because I own one, but the 19 was still a good choice. The days of the dominance of the Libelle and Cirrus are gone. The Club Class Worlds is in a new chapter with the new compressed handicaps, and gliders like the LS4, SZD55, ASW20 and other early flapped gliders on the list will now be the gliders of choice.

The flying in Poland was mainly under streeting cumulus, with 5,000ft cloudbase and some days with overdevelopment, but the overdevelopment was slow to appear in comparison to Australia and was therefore easier to manage. I had one mediocre day, which dropped me out of the top 10 mid-way through the competition. My best day was the day I almost made it home - 4th equal for the day and only 40 points away from the Day winner.

Overall, I was happy with my performance. I team flew in Club Class with Allan Barnes, which was a good experience. We didn't tightly pair fly, like the French and German teams did here. We did fly a couple of days together as a pair but we had a general understanding that we would try to start together and fly together but not if it meant either one of us slowing down to stay with the other. This was what we termed a loose pair arrangement. All the time, if one of us were ahead, we would let the other know where we were, what climbs we were getting, what track we took and which gaggle we were in.

Most teams here did not tight pair fly. I am now of the opinion that tight pair flying may be beneficial but more importantly, being in a gaggle of other gliders is the fastest way to travel with the least risk. The possibility of



collision is there but if the gaggle is competent and well behaved, the risk is low.

Overall, Ostrow Worlds was a great experience. The Aussie team camaraderie at the completion was outstanding and was the highlight for me. We all worked well together and looked out for one another.

JIM CROWHURST

continued over page

LEFT TOP: Jim Crowhurst landing the ASW 19b he flew at the WGC.

LEFT: Team Captain Terry Cubley.

TOP: Jim ready to launch.

ABOVE: Adam Laws, Jim's crew.





### ALLAN BARNES CLUB CLASS

I came to this event mentally prepared for the possibility that we might fly only five or six of the 14 days. I think that helped me stay focused when we had day after day of rain. It's so easy to lose that focus when your priority changes from flying to decisions like which movie, which castle or which market square we should visit today.

When we did fly, Jim and I settled into a very productive partnership, flying mostly together and sharing decision making and tactics. This was especially pleasing as we had had so little chance to practice together before leaving Australia. The event was also characterised by the very high quality of airmanship nearly all pilots in our class showed. With up to 40 pilots in a gaggle, it was very pleasing that the aggression seen in previous events was much less obvious this year. Quite often, just one or two aggressive pilots seem to cause their style to rub off on the others.

One day in particular was memorable - the 5th competition day when Jim and I landed in the same field just a couple of kilometres short of the finish, after over 5 hours in the air. For me, the final hour gained me only



10km and was spent almost totally below 1,000ft, with 80% of the hour spent thermalling alone or with others, and only 20% gliding. That hour gained me 30 points!

### HANDICAPS

Apart from the introduction of Designated Starts, one of the main changes at this year's competition was the modification of Club Class handicaps. Club Class is the only class that is handicapped at the Worlds, and handicaps have been largely static for many years. This year the IGC decided to encourage the phasing out of older Club Class gliders by improving the handicaps of the higher performing gliders. Historically, the gliders of choice at Club Class have been at the lower end of the spectrum - the Libelle, Std Cirrus, Hornet, DG100, ASW19 and LS1. Flying an ASW20 or SZD-55 had been uncompetitive.

This year the handicaps have changed significantly. The ASW20 and Discus have dropped 2 1/2 points from 1.08 to 1.055, and the SZD-55 has dropped a huge 4 points



from 1.06 to 1.02. For pilots flying a Hornet, LS1 or Libelle, IGC has applied a double-whammy with these older gliders seeing their handicaps increase by 1 percent. The poor ASW15 pilot suffers the most, with the handicap increasing 1.5 points. An ASW15 is now considered to be only 2.5% lower in performance than an SZD-55, where it used to be considered 8% lower.

The outcome of these changes has been striking. Higher performance gliders have begun to clean up in the points tables. As I write, with two possible flying days left, the ASW20s, SZD55s, LS4s and HPH304s occupy all but two of the top ten places.

The impact on lower performing Club Class gliders has been exacerbated by the use of racing tasks only, which means that lower performance gliders need to start earlier and finish later to complete the task, thus flying in slightly weaker parts of the day. So far there have been no AATs, and on one day, it was only the high performance gliders that could finish at all, with a last into-wind leg downing all others.

It's too early to know whether the IGC will backtrack on these changes, but in any case, the playing field is clearly not level. However, in Australia at least, I don't believe that there are plans to follow the IGC's lead.

ALLAN BARNES

### RAY STEWART STANDARD CLASS

Europe has consistently produced most of the world's best glider pilots. Even when outside Europe, they seem to adapt quickly and perform well. I set a goal to fly a major comp in Europe in 2018 or 2019, to learn from the Europeans on their home turf. Luckily, an unfunded spot on the WGC team for Ostrow provided just that opportunity, with the added benefit having team mates to fly with.

The logistics of flying in Europe are significant. Licenses, glider hire, vehicle (with towbar), insurance etc - all need



to be arranged. Each of these items has abundant detail, too much to get into here. Suffice it to say, the process is well established, and within the Australian community, we have plenty of experience and many contacts who can assist anyone planning to fly in Europe. Again, I was very grateful for the help received from the GFA and team mates. Within two months everything had been booked and all the paperwork was in place.

I lucked out in hiring a beautiful Discus 2a from a Finnish mate of Adam Woolley's. There was only one small problem... I had never actually flown one. In Australia, the

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ABOVE: The fleet launching.

RIGHT TOP: Matthew's glider after outlanding.

RIGHT BELOW: Matthew ready to launch.

Discus 2 has a reputation for requiring some practice. However this is overstated, as the glider handles beautifully and goes like a rocket in the cruise. It requires a delicate touch initially in the climb, but goes around as if on rails once established in the turn.

I was paired with Matt Scutter, who is Australia's highest ranked pilot and someone who knows Europe and the Discus 2 very well. This was always going to be a challenge but Matt proved to be a terrific help in our pair flying. It was impressive to witness the sheer capacity he had to consider strategy, while also wringing the best out of the glider. We had incredible weather during the practice period, 9,000ft with some climbs exceeding 10kts! The first two days of the comp were also strong. Traditionally, big strong days have been a weak point in my flying. I made two errors on Days 1 and 2, which lead to being on my own, low down in the blue. The cause of the mistakes was immediately apparent in both cases, the European conditions having clearly demonstrated something that I hadn't learned properly in six years of flying Aussie comps. The lessons were quickly learned and applied, so that the back end of the comp was a different affair.

#### AMONG THE LESSONS I LEARNED

Follow the cloud in Europe, even for large deviations. The blue can be treacherous, while the cloud can indicate incredible streets of energy.

Pay attention to the sun. The ground and upper air heating effect is far more significant in Europe than we are used to.

If you see a World Champion do something strange, like flying away from a turnpoint within 2km of it, there might

be a good reason to do the same – for example, the thundershower that downed 10 Standard Class gliders on Day 3. However, if the same World Champion outlands 23km into a low blue task the very next day, don't do that...

Stay with the gaggle, especially when conditions are tricky. However, when you know the gaggle has made an error, you need to make the break. This works best shortly before final glide.

The back end of the comp saw a 3rd and a 4th place for me, each under completely different circumstances and weather conditions. Hopefully, this was an indication that something had been learned from the earlier days that hadn't gone so well. In particular, Day 5 was memorable. The five Aussies were placed 1st, 3rd, 3rd, 4th and 6th across the classes. This was on a slow day with significant overdevelopment and huge gaggles – something we are not good at, right? Matt and I finished on exactly equal times - to the second - yet only actually flew together for the last 60 to 80km. The weather information from Aussie base, Adam in 15m and the Club Class guys proved invaluable in making the break from the gaggle, in which the pilots mistakenly deviated North into poor conditions. Our team, on the other hand, stayed South and ultimately connected a 6kt climb onto final glide, demonstrating terrific teamwork when it really counted.

Day 7 was also memorable for our teamwork. Matt made a brilliant call to leave early due to cirrus moving in. His decision was confirmed by Jenny, reviewing satellite images at Aussie base. Unfortunately, I lost Matt and Mak Ichikawa after 150km, but managed to still keep ahead of the gaggle, on my own in blue conditions, for the next 280km. I didn't go to Europe to learn blue weather flying,



but it was still a very satisfying outcome.

I had a terrific time, learned a huge amount and can't wait for the next opportunity to fly on another continent.

RAY STEWART

#### MATTHEW SCUTTER STANDARD CLASS

And that's a wrap - the Standard Class worlds are over, and we went out with a bang. Weather looked great with cu over the field at 1,500m plus at 10am. I think most people overlooked the incoming cirrus, which was only marginally visible on the visible satellite bands but clearer on the infrared bands. Thick haze in the air prevented seeing it coming on the horizon as well.

The forecast indicated it would affect the western edge of the task for later starts, so I wanted to get away as early as possible. Mak and Ray started with me as the gate opened, trying to make it look as much like a fake start as possible - not quite at cloudbase, wandering around the line - and no one followed.

It turned out to be the right call. We were only minimally impacted by the reduced convection and had a solid speed about 10kph faster than the gaggle starting 40 minutes later. This earned me 999 points for the day and lifted Mak from 5th to 2nd overall. Ray was not far behind in 4th for the day. Overall, my placing was poor due to the outlanding on Day 3 with a poorly managed equipment failure, but generally I think I was flying well and the glider was performing well.

I often joke at the end of a competition that I feel like I'm now ready to start the competition, which isn't so







funny now that I'm on the way to do just that! I'm driving to Hosin, CZ today for the 20m Worlds starting this week.

#### DESIGNATED STARTS

The new Designated Starts system has caused much controversy at the Worlds.

For those unfamiliar with the system, the basic idea is that the start gate opens as per normal, but your start time will be rounded backwards to the nearest interval period - typically ten minutes. If the start gate opens at 1300, and you start at 1315, you're scored as though you started at 1310. Same if you start at 1310 or 1319. If you start at 1321, you're scored at 1320.

The philosophy behind this system is that it prevents endless start games. We play start games because we all want to start two minutes behind everyone else and catch them on the first glide. So we wait until 4pm on a 500km task for someone to break and then the whole gaggle goes and everyone eventually outlands at the end of the day. It's not only highly irritating, but quite unfair for the sucker that actually does lead out and take a risk. As the Designated Start system removes this two-minute advantage, it makes for much more sensible start times.

The system was trialled at the Worlds here, but the response was resoundingly negative. We had Grand Prix starts almost every time they were used because it removed the incentive to do anything other than start at the most sensible time of the day. As a result, everyone started at the same start window.

There were complaints to safety officers about the subsequent gaggles, shouting matches at briefing and eventually the organizers relented and promised not to use them again. Immediately after, we had a weak blue day and we reverted to the normal start games. Instead of gagging our way around a 300km task at 2pm, we gagged on the start line until 4pm, then gagged around

the task anyway, except for a third of the class that outlanded after the day died.

I hope pilots will take a more considered view of the alternatives in future. Designated Starts aren't perfect, but they're better than start games and I'm not convinced they're less safe. An alternative but substantially more complex proposal is a system involving the event marker on your logger - every logger has a way to mark an event at any time.

Pressing the event marker permits you to make a start in 5 minutes' time for a small window, and then not again for some time. No other pilots will know when you press your event marker, so if they see you start they will be unable to follow until 5 minutes later - when it's too late. This sounds ideal to me, if only we can convince the IGC to give it a go.

MATTHEW SCUTTER



OPPOSITE TOP: Allan Barnes launching.

LEFT: Dylan Lampard

TOP: The Australian team (L-R): Matthew Scutter, Allan Barnes, Adam Woolley, Jim Crowhurst and Ray Stewart.

ABOVE: Adam with South African Attie Jonker. Adam received an FAI Diploma for achieving 8th Position in 15M Class.

### 35TH FAI WGC STANDARD, 15M, CLUB OSTRÓW POLAND

8 - 21 JULY 2018

#### STANDARD

1	2SI	SJAAK SELEN	NL	DISCUS 2A	6,309
2	KS	MAKOTO ICHIKAWA	JAP	LS-8	6,288
3	Y	MATEUSZ SIODŁOCZEK	POL	DISCUS 2A	6,235
20	A1	MATTHEW SCUTTER	AUS	DISCUS 2A	5,784
31	AJ	RAY STEWART	AUS	DISCUS 2A	5,22

#### 15 METRE

1	PC	SEBASTIAN KAWA	POL	ASG 29	6,047
2	RP	ŁUKASZ GRABOWSKI	POL	DIANA 2	5,961
3	FM	CHRISTOPHE RUCH	FR	JS 3	5,837
8	3V	ADAM WOOLLEY	AUS	VENTUS 3T	5,671

#### CLUB

1	KW	RASMUS ØRSKOV	DK	ASW-20	5,736
2	A8	TOMASZ RUBAJ	CZ	SZD-55	5,723
3	SN	JAROSLAV TOMANA	CZ	CIRRUS STD	5,709
11	PG	JAMES CROWHURST	AUS	ASW 19B	5,435
15	UX	ALLAN BARNES	AUS	LS-1F	5,343

#### TEAM CUP

1	Poland	937.17
2	Sweden	888.77
3	Germany	881.71
4	Czech Republic	880.71
5	Australia	861.46

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As GA goes to press, the World Gliding Championships at Hosin in Czech Republic (Czechia) has just finished. After 12 competition days with much good flying weather, WGC concluded with Allan Barnes and Matthew Scutter finishing in 4th place just 21 points behind the bronze medal winning team from Finland in 20m Class. Allan and Matt won two days of the competition and were in medal contention throughout the contest. As Team Captain Terry Cubley said, "You only get two day wins due to a lot of talent."

In 18m Class, John Buchanan had one day win in his JS3. Adam Woolley also won a day flying a Ventus 3.

In Open Class, Scott Percival missed two flying days, which put him out of contention. However he still flew ten race days, completing an excellent performance from the Australian gliding team.

Here are excerpts of some of the comments and observations the team made during the Championships.

#### ALLAN BARNES 20 METRE CLASS - ARCUS

We arrived in time for the second practice day of the Hosin Worlds and got ready for the 20m Class task, a 615km racing task that took us down the mountains on the third leg. After preparation and rigging, we were too late for the grid and started the task late.

We decided to skip the first TP and just do a 500km out and return. It was a varied and somewhat intimidating area in places, with lots of small undulating fields and some mountains. Base was over 7,000ft but in the mountains that still felt low, with long glides out to landable areas. A nice run of convergence helped us on the mountain leg. We never got really low, but wouldn't have liked to do the same task in weaker conditions.

We had few bugs to iron out - Matthew has an annoying white hat [see images], the bugwipers didn't work, the cockpit had wind noise and the seat needs some padding - but otherwise it was a pretty good day. It was my first task flying through three separate countries - Czechia, Germany and Austria.

On Day 1 of the Worlds, the waiting game in 20m Class was awful. We had a delayed launch, finally getting off the ground with a window open time of 14:58. In the end, we started our 300km task at 3.30pm. The first leg went well as we caught up several of those that left just before us. The second leg we ran with Sebastian and the Brits, but still had bugwiper problems and the winch hook tape

came loose and began a 3-hour bassoon solo.

At the third turn we deviated right over a ridge, and were not rewarded. Kawa went left and we had to deviate back to join under him and the Brits. A weaker climb meant that we really never quite recovered, coming home at 119kph, 5 minutes before 6pm and not good enough for day medals - about 100 points behind the lead. The day was devalued, as the task duration less than 3 hours.

On Day 2, a 350km task was set with an even longer one as a B task. The weather was highly unstable by the time we launched under a sky entirely covered with stratus that had blown off the tops of the towering cu. Everywhere, it was dark grey and rainy. We climbed within about 0.5 to 1kt after testing the motor, and it took us much more than the regular 30 minutes to get into position at the start gate. Then there was the obligatory half hour when everybody tried to leave last.

Eventually we saw Kawa sneak off and followed - as did the rest of the field. We had a fairly good run, and by the second to last turn we had left behind everybody but Kawa, who took a 9kt climb to 9,500ft, took the turn and headed back to it 80° off track. We missed his return track and headed off 45° off track, missing the better street to the north that the later gliders took.

Just before the final turn, we found ourselves back in the middle of the pack, turning in 3kt. Very frustrating. That was the last cloud of the day, and we had a very long slow final glide to get home from 33:1.

On Day 7, the 20m task was a 3:30 AAT, but this was shortened to 3:00 after launch was delayed. Even so, we spent almost 1:30 playing the Kawa game before starting. Everybody knows that if you leave before Kawa, he will run you down. So you have to leave with him and try to stay with him, then just maybe make a different decision in the last third of the flight to do better. A few left as soon as the gate opened, and today it worked for some of them. But we played the long-term game, staying safe with the main gaggle.

Storms were widespread when we went through the line just before 3pm. It was unsoarable within 20km of the line so we had a long glide in, and a very long glide out before picking anything up. We ran further than I expected into the first area, which was very overdeveloped and stormy, then followed a storm front along the second leg for quite a way.

At one point, 12 Arcuses and three ASG32s pulled into a climb with a Blanik, which kept up with us in climb. Obviously getting irritated by this stage, Kawa refused to lead out even when the lift petered out to 1kt. After 5km there was another climb, and the Blanik joined us again!

We comfortably kept up with the gaggle, but eventually, when Kawa turned left in the second area and we saw a better looking line straight ahead, we kept going. It worked pretty well but we needed to go deeper than expected to find a working cu. Because the final leg was so long - 173km without a time-soak - our plan was to turn the 2nd area when we needed 150kph to get home on time. But because we had to go deeper, when we turned we actually needed 170kph. No risk of coming in early!

On the last leg, we could see intense, solid overcast ahead. The rain radar showed heavy bands of rain and we were unlikely to make it. At this stage we were both starting to think that the engine might come into play, but Terry called us a climb 5km ahead that got us 2kt onto final glide. We came 5th for the day, but were down a place overall to 5th.

We felt that whoever won this comp would be a deserving winner. Day 10 was a 3:00:00 AAT task. We had a CAPE over 2,000 and it had stormed up pretty much



OPPOSITE: The Australian team for Open, 20m and 18m Classes.

ABOVE: Scott Percival flew a Quintus in Open Class.

BELOW: John Buchanan landing his JS3.

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everywhere by the time the start gate opened. Matthew and I went through the gate a couple of minutes after it opened. We had a great run along the shelf of the first cumulus, then crossed to the second and had a similar run - 240kph at cloudbase without losing height. At this stage we had a task speed of 190kph and had not yet turned. Then Kawa went past us like a scolded troll.

The next leg offered two possibilities - either straight through the light rain on about a 50km glide to the next possible climb, or a 60° deviation around a raincloud. We took the deviation and kicked off another cumulus outflow.

The 4th leg again crossed directly through the jump-zone, but we found a couple of good climbs to base, and then a long curved glide in the rain around the jump-zone, just 150-200m outside the airspace. Kawa then departed stage right - massively off-track. We continued left, took a weak climb and then had to deviate 10km, 80° off track to climb back to base.

I was showing 500ft over glide on a McCready zero, with 70km to run. We still needed 44:1 but set off grimly, with no other option. Ever so gently the glide improved, until we could push on speed and cross the finish line to the sight of an almost empty airfield. We got a day win with less bad luck than some others, still in 4th place overall but now pleasingly close to 3rd. Three days left to fly, but one day looks exceedingly dodgy.

We were handed a racing task of 387km on Day 11. Pre-start, the cloudbase rose to just over FL95, our maximum allowed, so everyone was thermalling in the very best thermal, 500ft below base, at high speed to avoid going higher. Some were using brakes. We had a great start, just a few minutes after most, and quickly caught them up, so we were feeling very positive and confident.

We had a couple of long glides and strong climbs, and then flew with the main gaggle for a while. On the long leg heading west, we took a deviation with Kawa that turned out to be worse than the straight route, so quite a few gliders got ahead again. The downwind turnpoint was our downfall. We missed a key climb going in, and had to take it low, then struggled in weak lift to avoid outlanding. Eventually it came good but nothing was going higher than about 6,500ft and the climbs were very broken in the wind. We eventually dumped most of our water.

We didn't know it at the time, but this was our final glide. 34:1 into a headwind, it shouldn't have worked, but we coaxed all we could out of the scraps that we found and ended up getting in OK. After scores were in, we had gained about 20 points on 3rd place. As the next day looked like is a washout, Saturday would be all or nothing!

ALLAN BARNES



#### ADAM WOOLLEY 18 METRE CLASS - VENTUS 3T

Thank you for the day win, John Buchanan. Without your help it wouldn't have happened. Thank you also to my team captain, Terry Cubley, for providing forever helpful and encouraging words. I got lucky on the start when I couldn't get to altitude. John was in wave couldn't pass up his good opportunity - especially since, at the time, 45 competitors thought it was going to be a distance day as the showers rolled in at the start line.

I started after the main gaggle, but not by choice. What I did notice though was when I was finally climbing up for the start, on the other side it was all sunny and pumping conditions - so that initial thought went out of my mind. I didn't get greedy though and set off straight away once at base.

John helped immensely by calling every climb. I literally found every thermal on my own and took a different path to everyone for 80% of

the flight, which was very satisfying.

In short, I was able to look at the clouds closely, without anyone near me I was able to feel my way into the climbs and core quicker. John's calls from up ahead told me that I was picking/catching up in every climb and the flarm told me in the glide!

ADAM WOOLLEY



ABOVE: John Buchanan launching in his JS3 18m.

LEFT: John and Adam Woolley on the flight line.

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#### BARNES & SCUTTER 4TH PLACE AT HOSIN WORLDS

It was Day 12, final day of the Hosin Worlds, and we had 32 points to make up on the Finns Sorri and Lehto, to achieve 3rd place overall. A three hour AAT was set, but eventually after several delays, and much to our dismay, it was reduced to two and a half hours. Our dismay was caused by the reality that a 2.5 hour task can never be worth more than about 870 points, with speed points reduced accordingly, so the 32 points would be much more of a challenge. Nevertheless we calculated that we needed to fly a total of 6km further and finish at the same

time as the Finns in order to overtake them and secure 3rd place overall.

Pre-start, we tried to find shear-wave but could not get more than a couple of hundred feet above base. Eventually the Finns left, and we waited a couple of minutes before heading through the line. On the second leg we overtook them, but on the 3rd they started catching us again. On the 4th leg they drew level. The climbs were getting weaker as we headed back East, and we missed three climbs and got pretty low. The Finns were in a thermal with us and turned for home. We lingered and sniffed for a few more turns and then followed them. But they had found a 6kt climb and were onto final glide three minutes ahead of us.

The results showed we had come 2nd for the day, behind the Germans who were out of contention, and we had made up 11 points on the Finns, but it was not enough, so we have to be content with 4th place, just out of a medal place.

In total at this competition, we have racked up 12 competition days and a total of 70 hours in the air together - a record for me, and Hosin is now probably the place I have done more gliding in Europe than anywhere else!

The competition was brilliantly run, the Aussie team under Terry Cubley worked really well together, and it was a pleasure flying with Matthew - his strategic discipline is outstanding and I learned a lot. But most of all I have to thank the generous members at Lake Keepit, and



elsewhere around Australia, without whose generosity we would never have been able to attend. Thank you all so much. It's been a wonderful experience and we are truly grateful. I'll be back at Keepit in early September and hope to bring some European rain back with me!

ALLAN BARNES

#### DAY WIN

It was a great day for 20m class today. CAPE was off the charts and although we originally expected the showers to be mild, by launch time it was clear they would start early and there would be many of them. We started as the gate opened and most of the fleet followed in hot pursuit.

Out the gate we flew over 100km at 100kts, jumping from storm to storm at cloudbase. Sebastian Kawa started just behind but somehow managed to catch and outrun us about 80km in. We were planning to keep going along the line of storms, but we saw a number of gliders going away from the storm line, and not wanting to be alone for a tricky jump ahead we went with them. We'd thought everyone would follow us anyway so it wouldn't matter if it didn't work as fast as the storms. Unfortunately, the gaggle behind just plowed along the storm line and overtook by an unassailable margin. Surprised to discover Kawa was one of the gliders who'd gone off track we eventually hobbled around with him for the next few turnpoints hopping from scattered storm-cu to storm-cu and avoiding heavy showers.

Heading back to Hosin, it looked unsoarable in the last sector, and the only way to make any more distance was to head a long way off track into a very murky rainy storm line. All the gliders that had passed us were forced down this path because on an AAT task, if you're fast you have

to fly further. Being slow, we had the luxury of turning for home at this point and shot a 42:1 required glide from the last cloud back to Hosin effortlessly. The Arcus just goes and goes and goes. The gliders that had pushed well ahead of us plowed into the dark storms in the distance, got low and got home much later, giving us a day win for free. Kawa opted to deviate 90° for a very long way for one more climb, perhaps safer than our 42:1 glide, but I guess speed doesn't matter much when you're leading by 300 points.

MATTHEW SCUTTER



MAIN PHOTO: Allan Barnes and Matthew Scutter landing at Hosin.

LOWER LEFT: Allan and Matthew receiving their certificate for one of their two day wins at Hosin.

BELOW: Ready to launch, smiling all the way.

### 35TH FAI WGC OPEN, 18M, 20M HOSIN, CZECH REPUBLIC 28 JULY - 11 AUGUST 2018

#### OPEN

1 EB	MICHAEL SOMMER	GER	EB 29 R	10,662
2 WB	FELIPE LEVIN	GER	EB 29 DR	10,571
3 EX	PETR TICHY	CZ	EB 29R	10,301
31 V	SCOTT PERCIVAL	AUS	QUINTUS	4,843

#### 18 METRE

1 WO	WOLFGANG JANOWITSCH	AUST	VENTUS 3T	10,236
2 I	MARIO KIESSLING	GER	VENTUS 3T	10,097
3 FM	JEAN-DENIS BARROIS	FR	JS 3	9,915
12 BB	JOHN BUCHANAN	AUS	JS 3	9,440
21 HC	ADAM WOOLLEY	AUS	VENTUS 3T	9,076

#### 20 METRE

1 MD	MATKOWSKI & KAWA	POL	ASG 32 MI	10,600
2 66	JONES & COPPIN	GB	ARCUS T	10,335
3 AM	SORRI & LEHTO	FIN	ARCUS M	10,211
4 V8	BARNES & SCUTTER	AUS	ARCUS T	10,190

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## OLD GLIDERS NEVER DIE, THEY JUST CHANGE COLOUR



I note from the Issue 42 Magazine photos that it seems that our old BG12a from the 1960s, now HJ, might still be alive and well. The nose shape and clear view window seem to be the same and even the colour design is similar. It just has to be the same aircraft. If so, there is a story behind this glider.

The glider was originally built meticulously from plans by Vic Kasak with a partner whose name I have forgotten, and flown at Camden. I remember from Vic's stories that obtaining the canopy was a major problem, and I think that it had to be specially blown for the purpose, which required the fuselage to be adapted to its shape. In the BG's original form the canopy was very bulbous, as can be seen in the photograph.

The original partnership broke up and the BG was put up for sale. An interested buyer was found, who was briefed and winch launched for a trial flight. However this pilot had never flown with 90° flaps before and came unstuck in the landing, when he flew the BG nose first at speed straight into the ground without flare, rebounded to some 50ft, shedding fragments of the nose section on the way up,

then wallowed back down totally without control, to arrive safely back on the ground. The potential buyer was uninjured and, in the fuss, disappeared never to be seen again.

This left Vic with the fuselage forward of the wing and the canopy all shattered, with the control system dangling among the remains. At this point, late in 1964, Vic approached me, John Kemety and Harold Randall to form a syndicate to rebuild and fly it afterwards. The rebuild to the original plans took place in George Detto's hangar, where all of us worked together under George's Teutonic directions. Here I learned the art of wooden aircraft construction.

When the fuselage was finished, the rest of the aircraft was stripped back to the plywood surface, mostly covered in doped fabric as I recall, and turned over to me in late 1965 to apply the finish. Of course, I was a paint chemist with the support and facilities of a private company specialising in industrial coatings available to me. So, the latest aircraft technology was subverted to producing the best that could be achieved for the BG.

The derigged components were transported to my house nearby and stored in our lounge room and the neighbour's garage. We had to slide the wing tips into our house through the front windows. The pieces were ferried back and forth to the workplace on weekends and, using the spray gun outside the laboratory with the pressure hose running through the open windows, work was commenced - with the finishing work done in the neighbour's garage.

The fuselage was reinforced with a lightweight glass cloth glued in intimate contact with the plywood using a special polyester I had designed for this purpose. The material weighed no more than the doped fabric normally used, but gave it far more strength. This and the wings were then finished with the traditional flexible lacquers of the time, and sanded and polished to a mirror surface.

In those days, comps often required the crew and trailer to follow the gaggles after the start,

trying to pick out their aircraft with binoculars to see if it was still airborne, and to retrieve it for a relight if not. Identification was a problem here and for the start line, especially if it happened to be a Boomerang or a Super Arrow as most everyone one else had the same make of aircraft. To get around this, I used dark green banding on the wings with a central gold reflective paint. It provided a flashing surface in sunlight while thermalling, and worked well in practise. Of course, the fuselage had to have some matching GT stripes as well.

Finally, one day it was all assembled down at Camden, lifting that massive centre section on to the fuselage, and everyone admired the result. The CG was measured as acceptable and it was first flown in October 1965. In December, all four of us went to share it at the Nationals at Waikerie, of which I have a digitised record from the old 8mm films.

I still remember the event and also Malcolm Jinks, who was the National Champion then. The rest of the pundits looked down upon the BG as a 'lead sled' and beneath their concerns. Harry Schneider's fabric production aircraft was the ultimate, while home-built aircraft were the pits. However, in weak thermals the BG went up with everything

else, and I have film taken as I flew side-by-side straight past Boomerangs and Super Arrows at 80kts with ease, just leaving them behind without any relative loss of height.

I was a GA and tug pilot at the time, having only flown gliders for just over a year, and this was my first comps. I remember having a rather bibulous day at some wineries on a rest day, and then having to fly on the following day. Going around and around in thermals was a bit disorientating, and at one stage I wondered why gliders were passing me heading in the wrong direction, until I worked out that I was reading the compass 180° out of true.

Another day I actually got 4th, and reckoned that I must be a good glider pilot. I now realise that the smooth wing profile of the plywood surfaces compared to the corrugated fabric wings of the rest, and the high wing loading, was a halfway house to a ballasted composite aircraft. The good score was due solely to the aircraft and not my skills. This BG12a with its accurate wing profile with smooth and polished surfaces was really very advanced and actually the top level sailplane of its day.

So, after all this time, if I am right, it seems that the old girl is still flying. May she continue to do so!

BARRY WRENFORD

## What do you have in your Outlanding Kit?

The Australian climate is not forgiving to the unprepared. If you fly cross country you will outland, - it is only a matter of time. When it does happen, what you have with you can make all the difference between a quick and relatively comfortable retrieve and one that may not be.

Here is what I have in my bag that I carry all the time. What do you have in yours? It would be good to share experience. Of course, outside of this I have an array of food and most importantly water that is stored in pockets in my glider. My most important extra is my SPOT which is on my parachute straps, just in case I have to get out. That is a discussion for another time.

I use a bag that has a soft cover so I can squeeze it in to the right places, safe in the glider. It is a lunchbox that I picked up in one of the chain stores. There are a few pockets around the outside that make it easy to store:

- Sunscreen
- Bug repellent
- Mobile phone
- Inside the bag I have the following:
  - Solar charger for my Nokia and my iPhone.
  - A 5Ah capacity charge battery that I can charge from the solar cell and use to power other things.
  - A rain poncho that is big enough to be a blanket as well.
  - A fly net to put over my head to stop the bugs eating me in the field or, worse, in the cockpit overnight.
  - A mirror for signaling.
  - A marine strobe light for attracting attention when it gets dark or during the day.
  - My trusty orange light back pack that can be seen more easily and also if I need to move away from the glider it makes it easier to carry my stuff.

BY DAVE BOULTER



- A small first aid kit - with compression bandages in case of snake bite
- Water proof matches
- A torch
- Orienteering compass - doesn't need batteries!
- A handheld GPS so I know exactly where I am
- A 'leatherman' like tool
- Some pens
- Some food bars
- Not shown are Tetra Pack juice boxes, as many as I can fit in

Luckily or unluckily I have had to use this stuff from time to time and when you have a couple of hours to wait in a field, the pens and a notepad are a great way of recording what you have forgotten.

So that is my outlanding kit. What's in yours?



## THE 46TH VINTAGE GLIDER CLUB INTERNATIONAL RALLY



WORDS AND PHOTOS BY PETER RAPHAEL

The 46th Vintage Glider Club International Rally 2018, was held in Stendal, Germany. The town's airfield is a former Soviet military installation left behind after re-unification. Still in evidence are two large hangars and earth revetments around the airfield, while a Mig 21 stands guard at the gate.

Some 82 vintage gliders attended with many types flying that have never been seen in Australia. A

Motorfalke and a 100hp Ikarus C42 provided aerotow launches, though the 4-cable winch proved to be more popular with the vintage types. While the extraordinarily hot European summer has been a curse for the farmers, it has been a blessing for the rally, with temperatures above 30°C and climbs to 3,000m on several days. More than 470 winch launches and over 190 aerotows were achieved in the first nine days. In all, 20 nations

were represented by the 207 participants that registered.

Particularly noticeable was the quality and care taken in the presentation of the gliders. Great pride is taken in these aircraft by their owners, whether a reproduction or an historic restoration. Especially appealing is the use of clear finishes on the fabric covered aircraft, which highlights their delicate and detailed structure.

The rally is a place where you can see two Minimoa flying together, or a gaggle



ABOVE: The EL-2-M 'Gray Wolf' after launch. The historical origin of this type EL-2-M was a Šedý Vlk ('gray wolf' in Czech) in the 1930s for classification. But, when you look at this aircraft's year of construction, it is not an historic Šedý Vlk: After eleven years of construction and nearly 4,500 working hours by the Czech Jiri Lenik, this replica had its maiden flight only last year. LEFT: Gliders lined up for launch.



BELOW: The Nord 2000 was manufactured in France post WW2. It is a version of the famous German DFS Olympia Meise. The 'Olympia' was built specifically for Olympic competition after gliding was introduced as an Olympic sport at Berlin 1936. It is widely seen as the first modern glider with excellent performance, easy handling and maintenance and could be launched by winch or aerotow. All these attributes made it ideal for club operations. Owner: Firmin Henrard

of 10 or more colourful, unique gliders circling over the field and be able to hear the delighted shouts from many of the open cockpits.

For any vintage glider fan, attending a VGC rally at least once in your life is a must.

The next rally will be held at Tibenham Airfield, England from 27 July to 3 August 2019.

TOP LEFT: Slingsby Falcon 1, owner Richard Moyse.

LEFT: The flight line at Stendal, Germany, which is west of Berlin on the way to Hanover.







ABOVE: Rhönsperber  
Owner: David Adams

LEFT : Grunau Baby IIb  
Owner: Christian Langenau

BELOW: The hangar at Stendal .  
Over 80 years old, only two of six  
still exist. These are now under  
heritage protection. They were built  
in 1934/5 to the design of Hugo  
Junkers, an aircraft engineer. After  
their construction, the halls were  
used by the German Wehrmacht for  
the training of paratroopers.



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## THE SIX Ps OR HOW TO FLY CROSS COUNTRY

BY DAVID JANSEN

As the spring and summer soaring season approaches, it is time to dig out your old flying books and re-read the basics of cross country soaring. It is easier for your body to remember the mechanics of flying. You can regain your flying confidence quickly after a winter break. But it is your mind, memory and decision making processes that need the most work to get back up to your previous level. Here are two important recaps to get your brain in gear.

### MY TWO MANTRAS

- Always be aware of the big picture
- Be willing to take a small loss OR more than likely you'll have to take a big one.

### THE SIX Ps PRIOR PRECISION PLANNING PREVENTS POOR PERFORMANCE

If you are planning to go flying, how far ahead do you look? In my case the planning for special endeavours is weeks or months or even years in the preparation.

To give you an example, after completing a 1,000km FAI triangle out of Kingaroy a few years back I now believe it is possible to complete a 1,250km triangle as well. My preparation for this began by visiting the BOM web site and extracting copies of the synoptic charts from the days when others have completed big flights in Eastern Australia.

These charts are now displayed on the hangar wall in front of my glider so I can see them every day, and typically they show a large high pressure system located in the Tasman Sea directing a slack northerly stream over the eastern part of the continent. So now I have an idea of the type of meteorological situation that I might need to be looking for.

Next I prepared the tasks. Kingaroy, by location, does not lend itself to the 'start on leg' option available for flights above 300km according to the sporting code, so these are two turn point tasks with a start and finish line. One travels northwest to Emerald and the other southwest into northern NSW. Both have a leg along the western road to Charleville, which is relatively populated and has a few airfields on the way. These tasks can be flown in either direction depending on the day.

There is some pretty interesting country between Emerald and the second turn point. Flying south or north over the Camarvon State Forest presents a few challenges in opportunities to land safely. This leg should be flown during the best part of the day with cloud base around 10,000ft, however I have scoured the area on Google Earth and also sourced other data on Australia County Airstrips. I've prepared a database of possible landing opportunities and these, as well as the tasks, are already loaded into the glider's database, ready for a simple declaration and fly.

I've worked out my tow heights and start/finish heights and have these written on the task sheets, which are also printed and hung on the hangar wall. I've wired the glider with a 2.1A USB output so I can carry a phone or iPad with the OzRunways maps and communications data for Brisbane in case I need to find help on a VHF frequency. It also helps that the solar panels can keep everything fully charged or can re-charge items if I'm on the ground in a remote location.

I've stocked the hangar cupboard with small bottles of water that can be located in the limited cockpit space to supplement the camelback behind the seat and there are



ready to go snacks in sealed containers (to keep the mice out!) that can be loaded into the glider on the morning of departure.

This type of flying is all about how much can I pre-prepare so that I can minimise my workload in the minimal time I have to get ready to launch on the day, and thus reduce the chance of error or omission.

This sort of planning can be applied to even the smallest of goals from your 50km C certificate flight right up to your first 1,000km flight, if that is your ambition.

### DAY TO DAY FLYING

In terms of your day to day flying, it's more about scanning the whole sky all the time and seeing what is likely to affect the future of the flight. These are things like, is that cirrus just a small band that's temporarily going to reduce the heating or is it likely to thicken and cut off the heating altogether?

Another might be, is there going to be lift in that blue hole ahead and where can I get high before flying out into it? Invariably if you leave the high climb to the last cumulus you'll find that it doesn't work, leaving you with no option but to backtrack or head out low into the blue. Always try and stay ahead of the game and anticipate whether you can traverse a dead area at high speed, or need to slow it back to 75kts and extend the glide right now!

### STAY IN THE UPPER PART OF THE LIFT BAND

The second mantra is a little simpler in its execution. I always try and stay in the upper part of the lift band. To do this I will often take a 5kt climb on a 10kt day.

Let's say the day is going to 11,000ft with 10kt climbs available. Typically I would endeavour to stay above 8,000ft on a day like this. However, in order to do so, I have to accept that I will not be able to push on looking for the big climb every time.

If I do not accept that 5kt climb passing 7,000ft, then more often than not I'll be taking 4kts at 3,000ft or even less lower down. I only need to take the 5kt climb until I'm relatively happy that I can move onto the bigger climb further down the road, so it might only be a 1,000ft climb before I leave. What I am trying to avoid is the 3kt climb from 2,000ft back to 7,000ft.

### STAY HIGH, STAY CONNECTED AND KEEP MOVING

Slow down if you have to in order to get to the next climb, as the lift strength you use is more critical than your inter-thermal speed.

## OUTLANDING, NOT OUT-CRASHING

BY GARRY SPEIGHT

When any pilot flies down through 2,000ft above, the chance of outlanding must increase, because there will be few thermals left within range, or perhaps none!

A pilot who has not already thoroughly planned how best to make a safe landing by this stage is in danger. Under the pressure of each new, unnoticed hazard, the pilot's errors grow like an avalanche. Often, the result is a crash.

Competent pilots prepare for outlandings in good time, and act in a calm, methodical way that makes crashing very unlikely.

### MAKING OUTLANDINGS SAFE USE STANDARD PROCEDURES

One can imagine landing situations that have very different risks of a crash.

Generally, however, a pilot who is soaring cross-country can keep the risk of crashing on outlanding very small, well below 1%, by following the standard procedures that are in the GFA training syllabus. Each cross-country pilot will have been checked out as competent in these procedures. However, they must be practiced frequently and seriously to ensure that they will help when they are needed. That is really up to the pilot.

#### PROCEDURE (1): SELECT A SAFE FIELD

During a soaring cross-country flight, you must have a safe place to land at all times. So long as you are above 2,000ft above ground, it is safe enough to simply keep aerodromes, airstrips and cropping country, not cotton, within range. When you are below 2,000ft above ground, things get serious! You must not fail to notice when that happens. You must then identify at least one safe landing place before you get much lower.

Scan fields that are one or 2km from you, near enough to see details, but not hidden under the glider. Given the choice, look at fields ahead on track, so as not to have wasted time if you can continue. A suitable field must meet all the safety requirements, WSSSSS - Wind, Size, Surface, Slope, Stock and Surroundings. Get this procedure completed by 1,500 or 1,600ft above ground if you can.

#### PROCEDURE (2): PLAN THE CIRCUIT FOR LANDING

As soon as you have decided on a safe landing place, plan the circuit that you will do, just as you would at your home airfield. If circuits to the left or to the right are equally suitable, you can leave that undecided. Identify, and keep in mind, the position of each circuit joining area. You may need them. Get this procedure over by 1,500ft above ground.

#### PROCEDURE (3): FLY A STANDARD CIRCUIT

Arrive at the chosen circuit joining area at the height that you usually do. A height of 800ft above ground is safe, though competition pilots in current practice may be safe a little lower. Prepare the glider for landing using the standard pre-landing check, FUST. Fly a normal GFA circuit, ignoring any signs of lift. Attempting to thermal away after joining the circuit is very unwise - thermals below circuit-joining height are treacherous.

### CATCHING THERMALS BELOW 2,000FT ABOVE GROUND

The three procedures above are essential, and must be given top priority. That does not mean that you can't thermal.

If, by chance, you meet strong, workable lift while doing Procedure (1) or Procedure (2), take it! It will soon lift you back above 2,000ft, and you can move on.

Once you have completed Procedure (1) and Procedure (2) by 1,500 feet, thereby shedding a load of worry, you now have 700ft left to look for a thermal before getting down to circuit height. Sinking at 140ft per minute, you have five minutes to spare. At 50kts, you can explore nearly 8km, or 4.17 nautical miles.

Use your height wisely. Plan a systematic search pattern through likely thermal sources. This pattern should end at a chosen circuit joining area.

Your thermal search can have four possible outcomes:

(1) No lift at all. You must enter the circuit for a landing.

(2) One or more very weak thermals, each drifting away. At some point you must give up while still able to enter the circuit. (3) As in No (2), but finally you find a good thermal and climb away. (4) A first thermal that is good. You climb away.

### MENTAL DISCIPLINE DISCIPLINE IS VITAL

It takes mental discipline to learn, practice and adhere to these outlanding procedures. But, in any case, mental discipline is essential for success in cross-country soaring. Safe outlanding is just one of many skills to be perfected.

#### CIRCUIT DISCIPLINE

Instructors require students to show discipline in planning and flying circuits before letting them go solo. I believe that it is GFA dogma to treat each circuit as a practice for a cross-country outlanding. However, few instructors or students take this as seriously as they should. I find that some students do their pre-landing FUST check well before entering the circuit. When facing an outlanding, putting the wheel down when you still hope to thermal is almost bound to result in the wheel being down when it should be up, and vice versa.

I practice and teach that the pre-landing FUST check marks a decision point. It signals the end of soaring flight, and I will not soar after I have done the check. Because I have this rule, I never do the FUST check any earlier than is necessary for a safe circuit.

Circuit discipline remains vital as a pilot progresses. As a pilot advances to higher performance gliders, s/he should practice doing circuits at heights and angles that are appropriate to a glider of that performance, both at the home field and in outlandings.

#### DISCIPLINE IN FIELD SELECTION

The main point is to be alert, and not miss things that indicate that you are less than 2,000ft above a landing place. As the first graph shows, you are at risk if you leave outlanding planning until you are lower.

Getting this low happens quite frequently during cross country flights. That gives priceless opportunities to practice the field selection procedure.

Practice it as a drill!

Usually, there is no-one watching you to see how prudent or careless you are. I realise that I have an advantage there. As I have so often had to demonstrate this procedure to trainees, I have had to keep current in my procedures. That is how it must be for others too.



# OPERATIONS

## 2018 NATIONAL OPERATIONS PANEL MEETING

The annual GFA Operations Panel meeting was held in Melbourne over the weekend 26 - 27 May 2018. The panel also met with representatives of the Sports and Safety Committees, and the Airworthiness Department. A summary of the points discussed at the meeting follows:

- The Operations and Sports Departments are currently reviewing the pilot training syllabus to include those elements beyond the GPC (Glider Pilot Certificate) that cater for advanced cross-country, aerobatics and competition flying.

- The Instructor's Handbook is expanding to incorporate the post GPC training elements listed above, and will be renamed the GFA Training Manual. This manual will become the primary reference for all instructors and coaches.

- The Training Manual will define the Competency Elements and Performance Standards for each element of the GPC syllabus and beyond. It will also incorporate key messages and lesson planning, with the emphasis on progressing students through the syllabus in a more structured and consistent manner. It is anticipated that the draft copy will be available for instructor peer review before the end of this year. AAFC documents will be developed consistent with our GFA GPC and Training Manual.

- Future pilot training will place more emphasis on ground schooling, with online learning and examinations. Simulators will also be added to the mix as these come on board.

- In keeping with the GFA's theme to 'Standardise and Modernise', the A, B & C certificate regime will be updated. Shortly, all students will work through the respective Q&As online to ensure consistency of learning. It is envisaged that students will be able to complete a quiz to test their knowledge prior to undertaking the exam. Once each student has met the flying requirements of the Certificate, his or her Instructor will be able to complete an online form certifying this.

- GFA and RA-Aus are working on the following projects:

Encourage collaboration between GFA and RAA CFIs at mixed operations at aerodromes.

Collaborate on training competencies and allow recognition of prior learning for pilots moving between disciplines.

Develop a formal mechanism whereby GFA Instructors can provide spin awareness and prevention training to RAA Instructors and endorse their logbooks. This type of training will become mandatory for all RAA Instructors.

Develop a mechanism to allow both RAA and GFA pilots to operate motorgliders registered under either organisation, and for GFA to provide training to RAA members holding GFA membership to operate engine-off. Note: such pilots will need to hold membership of both organisations.

- It was proposed that upon completion of a pilot's training syllabus, the student's GPTR will be scanned and

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



held on file as a permanent record of their training.

- The uptake of the GPC by new students is high. The panel would like CFIs to encourage those members who are qualified but who have not yet claimed their GPC to now do so, as the GPC is now the minimum requirement for independent operations. The GPC is issued free and only needs CFI sign-off.

- A complaint was heard alleging at least two clubs are putting roadblocks in the way of younger members progressing to AEI and above. The operations panel does not condone such action and expects Clubs to be encouraging young members to become instructors. We need new talent and greater emphasis on developing our successors.

- There are some clubs that make it very difficult for members to fly private passengers or become truly independent operators, and this is having negative impact on the sport. A core tenet of gliding operations is the individual pilot's responsibility to operate in a safe and responsible manner. The GFA and Club based system provides the foundation for this and CFIs are expected to reward acceptable skills and behaviours by allowing individuals to take responsibility for their own operations. Given the current GPC training syllabus is now compliant with ICAO Annex 1, it is considered that any pilot who has completed the GPC syllabus should be automatically granted certain privileges. It is therefore proposed to align the GPC privileges with that of the Private Pilot Licence as follows:

1. Private passenger carrying privileges will automatically be attached to the award of the 'C' Certificate; and

2. The two levels of Independent Operator will cease, and Independent Operations privileges equivalent to the current Level 2 I/O will be automatically granted by the issue of a GPC.

- There was discussion on our pilot culture, where many pilots do not keep abreast of changes to our rules and regulations. It was noted that, despite the various mechanisms used to disseminate information such as emails, bulletins, the GFA member's forum and magazine articles, there remains a high level of ignorance in the field. The panel is considering introducing an online examination on rules and regulations as part of the Annual Flight Review or Instructor Refresher regime.

The panel will also consider introducing a Biennial Flight Review system based around the pilot's level of currency. High currency pilots might be eligible for longer intervals between Flight Reviews.

- A review of the low-level loss of control accidents disclosed lowering the undercarriage on final approach has led to two deaths and at least one serious accident in the past three years. Instructors need to make

themselves familiar with the guidance in OSB 01/14 - 'Circuit and Landing advice' (<https://tinyurl.com/ybpfqgk2>) and train pilots to lower the undercarriage when the decision has been made to break-off the flight. The drag penalty of a lowered undercarriage is small compared to the risk of injury or death and is not normally an acceptable reason for keeping the gear retracted. If a pilot is so low to be concerned about the drag penalty, then they should probably be conducting a modified circuit.

- The panel will be working on putting together some contemporary guidance on first single-seat conversions and converting pilots to high performance sailplanes.

## GLIDING RELATED ACCIDENT PROCEDURES

The first people to arrive at an aircraft accident site can significantly help minimise injury and loss of life, reduce property loss through damage and fire, and prevent loss of clues and evidence as to the factors that contributed to the accident. Often the first trained personnel to arrive at an aircraft accident site are the emergency services personnel (Police, fire brigades and ambulance). A 'Gliding Related Accident Procedures' document was produced in August 2016, which provides guidance to gliding club members dealing with an aircraft accident at their gliding site as first responders. It should be read in conjunction with the Club's Risk Management Plan and Emergency Response Plan. The guidance in this document should help members undertake essential actions as safely as possible. The Document can be downloaded from the GFA Documents library at this link: <https://tinyurl.com/y7etjfm9>

## BASIC GLIDING KNOWLEDGE

A new version of the BGK was introduced in late 2016 and, like many first editions, a few errors were identified. Late last year the Regional Operations Panels were tasked to review the document and provide details of amendments required. Feedback has now been collated and the author is currently updating the document. It is anticipated that the revised edition will be available to members by December 2018.

It is noted that some Club instructors have reverted to using the 2014 edition of BGK while the current version is updated. Please note that the 2014 version is no longer supported, and some information therein is out of date.

## CARBON MONOXIDE

Over the past eight years we have received several reports of fumes in the cockpit of tugs and motor gliders.

GFA recommends that tow planes and powered sailplanes be equipped with suitable carbon monoxide detectors. Stick-on detectors are relatively cheap and can be purchased from aviation equipment and accessory shops.

## RADIO ISSUES

Some communications breakdowns are due to the 'human in the loop' at both transmission and reception ends. More than a few pilots lack confidence in using radio in higher traffic density environments - brain freezes when microphone is activated. Some communication breakdowns are due to simultaneous over-transmissions and interference. Many clubs and glider owners have ongoing challenges with radio system unreliability. Some have had incidents with radio communication elements as contributing factors.

It is useful to take a total systems view. The radio system comprises the battery with associated regulators, cabling, connectors and switchgear; the PTT Press To Talk switch; the microphone and associated cabling, connectors and mountings; the speaker and associated cabling, connectors and mountings; the radio including transmitter and receiver, controls, switches and display; and the antenna with its cabling and connectors. Each element of the system has its vulnerabilities and fault modes, some firm, some intermittent, some gradual degradation, some abrupt total failure.

For example, battery failure or voltage drops are often characterised by gradual degradation then garbling or incorrect modulation of transmissions. Crimp type connectors may often exhibit intermittent failure modes, depending on wire position and vibration. Soldered connections are usually preferred in gliders, but large solder globs or dry joints can cause difficult symptoms. Very thin wires may have higher voltage drops or overheat. Electret microphones may lose sensitivity before total failure, become harder to hear transmissions until one day they drop out abruptly. Antenna connections can be damaged or disconnected by big-footed impacts and interference, while the radio electronics may continue to operate but with no transmitted or received signals.

Clubs and pilots are encouraged to regularly check radio system performance, during the day's operation, and not just at DI in the first few seconds of system operation or prior to first launch. Prompt attention to defects affecting the total radio system is also recommended, rather than living with the problem or intermittent failure. Further dialogue on radio systems reliability issues will be welcomed.

GA



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## INDEPENDENT OPERATIONS Q&A

Test your knowledge of flying rules and regulations for glider pilots, instructors and operators with this challenging quiz. Complete answers with references are provided to help you pick up information you may have been missing.

***I am a solo pilot and own a powered sailplane. Can I fly my sailplane whenever I want?***

It is a GFA requirement that all operations, except those conducted by pilots holding an Independent Operator authorisation, shall be directly supervised by a Level 2 Instructor [Ops Regs 4.1.1]. Level 1 Independent Operations is granted with the issue of a Glider Pilot Certificate. Therefore, unless you hold a GPC you may not fly any type of sailplane in command, whether you own it or otherwise, without a Level 2 Instructor supervising.

***I don't have a GPC but there is a Level 1 Instructor around. Can I fly under his supervision?***

No. A level 1 Instructor is not authorised to supervise Club operations or the operations of other pilots [MOSP2, 11.2.1.2].

...but the Level 1 Instructor is teaching students. How can this be?

Level 1 Instructors may be authorised by their CFI to undertake in-flight instructing duties within the privileges and limitations of the Level 1 Instructor rating without the direct supervision of a Level 2, or higher rated Instructor [MOSP2, 11.2.1.2]. However, such authorisation excludes the supervision of Club Operations or the operations of other pilots.

***I don't have a GPC and the only Level 2 Instructor on site is engaged in the workshop. Can I get his authorisation to fly?***

Yes, providing he is prepared to supervise your operations. If he is unable to divert his attention away from the workshop, then it is unlikely he can adequately supervise you and you will not be able to fly solo.

***I hold a GPC. Can I fly independent of the club's operations?***

Yes, if your GPC is endorsed for Level 2 Independent Operations. If Level 2 Independent operations are not endorsed on your GPC, you can only exercise Level 1 Independent Operator privileges, which only allows the holder to exercise the privilege where there is no Level 2 Instructor on duty [MOSP2, 13.1.1]. When at a site which has a Level 2 Instructor on duty, Level 1 Independent Operator privileges do not apply and the Duty Instructor's jurisdiction will prevail.

***I have a Level 2 Independent Operator endorsement on my GPC. Can I fly independent of the club's operations?***

Yes. Unlike the Level 1 Independent Operator authority where club responsibility of independent operations is of primary importance, holders of Level 2 Independent Operator authority are solely responsible for all aspects of their operations when operating

independently [MOSP2, 13.2]. Notwithstanding, it is expected that the normal courtesies will apply when operating in conjunction with other operators, either at the pilot's own club base or as a visitor to other sites.

### POWERED SAILPLANES

***I hold a Private Pilot License and have just purchased a powered sailplane. Can I fly it under my CASA license?***

No. To fly under the exemptions in CAO 95.4, pilots must be: trained and familiar with glider operations to solo standard; assessed to the syllabus at Appendix 4 of the GFA Operational Regulations; and issued with a powered sailplane endorsement to their GPC.

***I fly a RAAus registered powered sailplane on my RAAus Pilot Certificate. Can I fly a GFA registered powered sailplane under this certificate?***

No. To fly under the exemptions in CAO 95.4, pilots must be: trained and familiar with glider operations to solo standard; assessed to the syllabus at Appendix 4 of the GFA Operational Regulations; and issued with a powered sailplane endorsement to their GPC.

***I have a self-launching powered sailplane endorsement and want to fly cross country under power. Do I need to be endorsed to do this?***

Yes. Pilots must be suitably trained and endorsed to fly cross country in powered sailplanes 'engine on' [MOSP2, 20.2].

***I have a Powered Sailplane Endorsement - Cross-country/Touring. Can I fly in controlled airspace 'engine on'?***

Not without appropriate endorsement. Pilots must be trained and endorsed in order to operate powered sailplanes engine-on in controlled airspace [MOSP2, 20.3].

***I have a power-assisted sailplane. Do I need a Powered Sailplane Endorsement?***

No. Operations of power-assisted sailplanes as described in MOSP2, 20.8 do not require Powered Sailplane Endorsement.

### MUTUAL FLYING

***What is a mutual flight?***

A mutual flight involves two pilots who are qualified on type, flying together for mutual practice. One designated pilot may log time in command and the other pilot may log time as co-pilot (P2) [MOSP2, 8.1.5].

***My friend and I have just gone solo. Can we fly mutual?***

Pilots must hold a 'B' Certificate to carry out mutual flying and may only fly with a pilot of similar or higher qualifications. Pilots who do not hold a GPC may only operate under the direct supervision of the Duty Instructor [MOSP2, 10.2.2].

***I don't have an Independent Operator authorisation but my friend does. Can I fly with him without a Level 2 Instructor supervising?***

No. Your mutual flying must be authorised by and carried out under the direct supervision of the Duty Instructor [MOSP2, 10.2.2].

***My friend and I are both Independent Operators. Can we fly together without being supervised by a Level 2 Instructor?***

Yes, but only within the limitations of your authorisation. The holder of a GPC that is not endorsed for Level 2 Independent Operations may only exercise independent operator privileges when there is no Level 2 Instructor on duty. In addition, only one of you can act as command pilot so this will need to be determined before the flight [MOSP2, 13.1].

***You mention the pilot in command must be determined before flight. Can't we share the command pilot duties?***

No. Civil Aviation Regulations (CAR 224) require that for each flight the operator shall designate one pilot to act as pilot in command.

***Must the pilot in command fly the take-off and landing?***

No. The pilot in command must ensure that one pilot is at the controls of an aircraft from the time at which aircraft movement commences or, in the case of a self-launching sailplane, from when the engine is started prior to a flight until the termination of a flight (CAR 225) [MOSP2, 8.1.2].

***I am an experienced pilot but I have a medical condition that prevents me from flying in command. Can I fly mutual?***

Yes, providing your condition is such that it does not present an unacceptable risk. You will need to discuss this with your CFI [MOSP2, 10.1.1].

***As a pilot with a medical condition, am I limited to flying mutual only with an Instructor?***

No, you can fly mutual even if the other pilot is not a qualified GFA Instructor but the second pilot must be qualified for mutual flying with Pilot in Command responsibility [MOSP2, 10.1.1].

***If I am flying mutual with a medical condition that prevents me from flying in command, can I take control?***

Yes, but the glider must at all times be operated within the limitations of the "pilot in command" qualifications and authorisations [MOSP2, 10.1.1].

## AIRWORTHINESS NOTICES

The GFA AN (Airworthiness Notice) system is a well thought out and useful system. But it has slipped out of use and out of the notice of most inspectors. GFA is starting to update the ANs – they are useful now but will become more used and useful.

The system is intended to:

Provide useful advice to glider maintainers and owners. It may be general or specific type glider advice.

In the past they were permanent but we may move general maintenance ANs into BSE. BSE has been updated and published, so please use it as our general how-to-do maintenance document. It is good and always was. We are about to publish the latest version of BSE Engines.

The ANs are now listed on the AD schedules. Don't ignore them – have a look and if you see things that need to be fixed, please drop an email to [returns@glidingaustralia.org](mailto:returns@glidingaustralia.org). They are all published on the GFA website.

The most useful aspect is that each glider type should have a specific GFA AN. This AN is the place we put all useful info for a glider type, such as maintenance tips, guides and engineering orders or other approved data for repairs and modifications. So have a look – maybe there is an approved mod for your project already. We update them when a new subject arises.

Note that ANs are not approval in themselves for modifications, but they refer to approval documents that you can apply.

Also look at the manufacturers' service bulletins (SBs or TNs or TMs [German]). These are also good advice that often provide approved solutions. They are not mandatory but useful. We will not list these in ANs to save GFA the work of updating, but they are available on the web.

All this is part of our self-help system. Research and solve issues or learn and improve your glider.

Note that the GFA now publish Airworthiness Alerts (AWA) as well as ANs. AWA do not replace the AN system – AWA are a quick and simple notice by email to the Registered Operator to notify you of some urgent issue or to ask you to do an inspection or report back on your glider. Compliance is not mandatory but highly advisable.

Defect reports, or Service Difficulty Reports (SDR) are an essential part of our system of feedback. Please report any SDR that may be useful to another operator. Even noting that a nut falls off or was forgotten is useful because it provides a prompt to GFA to train more on this subject. Stupid little things will be used but not blown out of proportion. It is to help others, not blame. Please report all SDRs – they will develop our system and we will provide feedback to the manufacturer if useful. It is not hard to do online once you have done it before, or just send in a paper or email report. Going online saves GFA effort and prompts you - go to 'My Soar Rpts' on the GFA website and complete a 'New A/W Service Difficulty Report'.

The above is defined in the MOSP 3 but I wanted to bring it to your attention again as I find most people have forgotten the usefulness of ANs.

ROB GFA DCAD



ROB HANBURY  
Airworthiness  
Deputy Chair 1  
[dcad1@glidingaustralia.org](mailto:dcad1@glidingaustralia.org)



## accidents & incidents

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

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

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



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

Date From: 01/02/2018  
Date to: 31/03/2018

Damage	VSA	NSWGA	WAGA	GQ	SAGA	Total
Nil	8	6	2	4	5	25
Minor	1	5	1		1	8
Substantial	2					2
<b>Total</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>35</b>

Injury	VSA	NSWGA	WAGA	GQ	SAGA	Total
Nil	11	11	3	4	6	35
<b>Total</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>35</b>

Phases	VSA	NSWGA	WAGA	GQ	SAGA	Total
In-Flight	3	4			1	8
Landing	3	3	1	2		9
Ground Ops	1	1	1		1	4
Launch	3	2	1	2		8
Outlanding	1	1				2
					1	1

Type of Flight	VSA	NSWGA	WAGA	GQ	SAGA	Total
Cross-Country	3	2	1			6
Training/Coast	3	1	1	2	1	8
Competition	4	3			3	10
On Ground			1			1
Local	1	4		2	1	8
Ground Ops		1			1	2
<b>Total</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>35</b>

Level 1	WAGA	VSA	SAGA	SWG	GQ	Total
				1		1
Airspace		4	4	3	1	12
Consequential Events				1	1	2
Environment				1		1
Operational	2	6	1	5	1	15
Technical	1	1		1	1	4
<b>Total</b>	<b>3</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>4</b>	<b>35</b>

### 7-FEB-2018 VSA OPERATIONAL PIPER PA-25-235 CALLAIR AIR

Two tow planes nearly collided during competition towing operations. At about 1500ft AGL the pilot of the Piper Pawnee that was towing a glider sighted a Callair heading towards the combination from the right and heading towards the circuit. The pilot of the Callair then sighted the towing combination and banked to the left to

avoid collision. The Competition Safety Officer and tow pilots later met and developed a towing pattern that minimised the risk of conflict for the remainder of the contest.

### 7-FEB-2018 VSA OPERATIONAL ASW 28-18 DG-300 ELAN

At the end of a competition flight, the pilot of a DG-200 gave a radio call advising they were landing long on the main runway. The pilot of an ASW 28-18 glider finishing slightly behind gave a call advising they were landing long on the grass to the right of the runway. On late final, and just as the pilot of the ASW 28-18 commenced the landing flare, the pilot of the DG200 taxied off the runway across the path of the landing ASW28-18. The pilot of the ASW28-18 was able to use braking to land short of the other glider without further incident. It is noted that all pilots competing in the competition had been briefed on how to conduct landings, which included the instructions in MOSP2 at paragraph 8.1.8, which states: "Sailplanes should make a straight approach and landing run parallel to the runway and must not taxi clear of the runway unless operationally required and only if no other aircraft can land alongside in the direction of taxi." The incident was brought to the attention of the Competition Safety Officer, who referred to it during a runway safety briefing to all competing pilots the following morning.

### 10-FEB-2018 WAGA TECHNICAL DG-400

The pilot of a Zodiac was conducting circuits onto the opDuring the pre-flight inspection, and while checking the controls for freedom of movement, the pilot noticed that movement of the control column was restricted when the flaps were put in landing configuration. Investigation revealed that a fuel line had entered the control actuator area when the engine was down. The fuel line had been recently replaced with a thicker and longer tubing. The offending fuel line was then secured to the bulkhead to keep it clear of the control circuit. The safety of the fuel line will be checked at each Daily Inspection and prior to flight.

### 11-FEB-2018 VSA AIRCRAFT SEPARATION DG-1000S

The glider joined downwind for the operational runway at 900 ft AGL. As the glider reached the midfield downwind position, the second pilot alerted the pilot flying to a powered aircraft closing on the glider from starboard at less than 500m separation.

The powered aircraft passed about 150ft higher than the glider on an easterly heading towards Melbourne. A review of Flight Radar 24 revealed the aircraft to be a Cirrus SR22 at 1100 feet AGL, travelling at 160 knots. The incident was reported to the ATSB and an ATSB investigator contacted the owner of the aircraft. The owner acknowledged that it was most probably them that flashed through the YBSS circuit at the time. The pilot was flying their brand-new Cirrus and was relying solely on TCAS to alert them of other traffic. The Cirrus pilot never saw the glider and admitted that appropriate radio broadcasts on the CTAF were not made. The pilot stated they were trying to fly hemispherical flight levels, i.e. with an easterly component, the VFR cruising altitudes are 1500 and 3500 feet when below 5000 feet. The ATSB investigator counselled the pilot on the dangers of flying through the circuit of an aerodrome and the importance of radio alerted see-and-avoid. The pilot was also reminded that not all aircraft are transponder equipped in Class G airspace.

### 3-MAR-2018 NSWGA POWERPLANT/PROPULSION JS1 C 18/21

Under investigation. During the course of a cross-country flight the pilot elected to start the jet sustainer to self-retrieve. The engine started normally and the pilot tracked for the home airfield. The engine then failed catastrophically at a height of 830ft AGL and a safe outlanding was conducted.

### 3-MAR-2018 VSA AIRCRAFT CONTROL DG-300 ELAN

While returning from a 300km cross country flight, and when about 17kms from the home airfield, the pilot landed in a paddock with the undercarriage retracted. Although the pilot was unhurt, the aircraft suffered substantial damage to the fuselage due to small rocks. The flight trace showed the pilot joined a downwind leg for a low and tight circuit into the paddock at about 500ft AGL. Despite going mentally through the prelanding check, the pilot did not physically check the position of the undercarriage lever. The pilot stated: "I identified the wheel lever early on but decided to leave the wheel up ...to keep performance up a bit longer. When I did my (pre-landing) checks I identified the wheel lever again but thought I had lowered it already." The pilot's failure to extend the undercarriage was consequent of a high workload following a late decision to select a suitable landing area due to task fixation. It was also noted that despite the pilot's aim to finish the task at the minimum height for a safe circuit, investigation revealed the pilot had been using a 'O' McReady setting and had not properly set up their navigation device or added a margin for circuit (arrival) height. Review of the flight log also revealed the navigation device had been indicating the glider was close to a final glide for some time, and that the pilot passed through weak

lift and did not avail themselves the opportunity to take advantage of the tailwind home.

### 3-MAR-2018 NSWGA AIRCRAFT SEPARATION LS 3-A - DUO DISCUS T

Under investigation. Two gliders on a cross-country task nearly collided head-on near the turnpoint. One glider was heading in as the other was heading out. The pilot heading into the turnpoint observed the other aircraft and took avoiding action. The other pilot, who had turned and was heading into the sun, was alerted to the impending collision by the Flarm and also took avoiding action. The aircraft passed within 30 metres of each other at a similar altitude.



### 4-MAR-2018 NSWGA FLIGHT PREPARATION/NAVIGATION MOSQUITO

The pilot failed to maintain flight in VMC and flew near and through cloud in contravention of the Visual Flight Rules. The incident was identified via the pilot's posts to social media. The pilot was counselled by their CFI.

### 10-MAR-2018 SAGA AIRSPACE INFRINGEMENT DISCUS B

The pilot was participating in the State Championships. While thermalling in vicinity of the aerodrome awaiting the start, the pilot inadvertently drifted 180 metres into controlled airspace. The pilot was using an 'Oudie' flight computer to assist maintain separation from the airspace and believes at the critical time the display had been inadvertently changed to a dialogue box. NOTE: When flying near airspace boundaries pilots must ensure they use sensible tolerances to airspace. AIP ENR 1.1, paragraph 19.12 states: "For aircraft operating in close proximity to an airspace boundary where there is a risk of an airspace infringement, the pilot in command should consider obtaining a clearance to enter the airspace or altering track to remain well clear." Pilots should always navigate using CASA approved data and charts. Airspace files provided by competition organisers or downloadable from the internet are unapproved and should not be relied upon.

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## 11-MAR-2018 NSWGA WILDLIFE DG-808 C

During the cruise on a cross country flight, and at a height of about 6500ft, the pilot saw a flock of



around 25 large birds ahead that were identified as Black Kites, a medium-sized raptor. The birds began to scatter but one impacted the port wing about mid-span, making a loud noise and startling the pilot. The pilot made broadcast warning other glider pilots to the hazard, and then conducted a handling check. The aircraft appeared to be undamaged, so the pilot elected to continue flying the task. A post-flight inspection revealed minor cracking of the gelcoat on the port wing leading edge at point of impact. The Black Kite is found in a variety of

habitats, from timbered watercourses to open plains, and is often observed in and around outback towns. Although it is more normally seen in small groups, the Black Kite may form huge flocks of many thousands of birds, especially during grasshopper plagues. No other Australian bird of prey is seen in such large flocks.

## 12-MAR-2018 VSA AIRSPACE INFRINGEMENT ASK-21MI

The pilot flew into Class 'D' controlled airspace without a clearance. The pilot stated that they had made a radio call to ATC requesting a clearance to enter but had not received a response. The pilot was issued with a counselling letter by their CFI. Pilots who enter a controlled airspace (excluding Class E) without the proper requirements such as an ATC clearance and a transponder (unless exempted), commit an airspace violation. Each infringement represents the potential for a 'single catastrophic event' which, at its worst, carries with it the significant risk of loss of life. Pilots should never enter airspace without a clearance where required and should apply navigational tolerances to avoid infringing airspace. Pilots should always navigate using CASA approved data and charts. Airspace files provided by competition organisers or downloadable from the internet are unapproved and should not be relied upon.

# GFA APPROVED MAINTENANCE



AEROSWIFT COMPOSITES	BALLARAT	JOE LUCIANI	0428 399 001	comcom2@bigpond.net.au
AUSTRALIAN AIRCRAFT KITS	TAREE	OLE HARTMANN	0429 165 498	aircraftkits@bigpond.com
AVIATION COMPOSITE ENGI	TOCUMWAL	PETER CORKERY	0439 842 255	corkerys@bigpond.com.au
AVTEC AVIATION	BOONAH	ROGER BOND	0409 763 164	avtecaviation@bigpond.com
CAMDEN SAILPLANES	CAMDEN	MIKE DUGAN	0418 681 145	camdensailplanes@bigpond.com
COMPLETE AVIATION MAINT	JANDAKOT	SIMON DAVIE	0423 275 570	mchadwick@casair.com.au
GVC WORKSHOP	BENALLA	GRAHAM GREED	0428 848 486	gcvworkshop@benalla.net.au
HOLMES HOLDINGS	BRISBANE	PETER HOLMES	07 5464 1506	holmbros@gmail.com
HUNTER AERO TRIM	TIGHES HILL	SANDY HUNTER	0407 073 202	sandy@hunteraerotrim.com.au
JONKER SAILPLANES	SOUTH AFRICA	MARISKA NORTJE	+27 82 879 8977	mariska.nortje@js1.co.za
KEEPIT GLIDER TECH	LAKE KEEPIT	GRANT NELSON	0417 843 444	keepitglider@outlook.com
MADDOG COMPOSITES	IPSWICH	ANDREW MADDOCKS	0439 535 630	andrew@maddogcomposites.com.au
MORGY'S GLIDER WORKS P	WAIKERIE	MARK MORGAN	0427 860 992	morgans@sctelco.net.au
NORTH EAST AVIATION	LACEBY	DIANNE	0408 440 172	neaviation@optusnet.com.au
SL COMPOSITES	TEMORA	SCOTT LENNON	0438 773 717	scottl@internode.on.net
T & J SAILPLANES	TEMORA	TOM GILBERT	0427 557 079	tnjgilbert@internode.on.net
ULTIMATE AERO P/L	BOONAH	NIGEL ARNOT	0437 767 800	nigel@ultimateaero.com.au

## Test Instruments

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

## GFA CLUB LIST

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

sean@glidingaustralia.org

### 716 FLIGHT GLIDING CLUB

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

### 2 WING AAF

Operations from Warwick airfield shared with Southern Down GC. E. Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. 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](http://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](http://www.adelaidesoaring.on.net)

### ADELAIDE UNIVERSITY GLIDING CLUB

Operations from Stonefield with Barossa Valley Gliding Club. Winch launching weekends and public Holidays year round. Facilities include, Clubhouse, bunkhouse, toilets, showers, Kitchen, BBQ area and entertainment. The club owns 5 gliders including 2 x two seaters, 4 private gliders. Tel 0412 870 963. [www.augc.on.net](http://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 and school holidays or by arrangement. Aerotow and self launch. 2 private two seater motor gliders. Clubhouse, Bunkhouse and briefing room. Tel 08 8522 1877.

### ALICE SPRINGS GLIDING CLUB

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

### AV8 FLIGHT TRAINING AV8 FLIGHT TRAINING

SOUTH AUSTRALIA 0429 803 705 [AV8.net.au](http://AV8.net.au)

### BALAKLAVA GLIDING CLUB

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

### BALLARAT GLIDING CLUB

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

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

### BAROSSA VALLEY GLIDING CLUB

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

### BATHURST SOARING CLUB

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

### BEAUFORT GLIDING CLUB

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

### BENDIGO GLIDING CLUB

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

### BEVERLEY SOARING SOCIETY

Beverley Airfield 4 Bremner Rd Beverley WA 6385 - The closest gliding club to Perth. Flying Friday, Sat & Sunday Air Experience Flights on line booking [www.beverley-soaring.org.au/aef.php](http://www.beverley-soaring.org.au/aef.php) Flight Bookings or questions 0407 385 361, [bevsoar@beverley-soaring.org.au](mailto:bevsoar@beverley-soaring.org.au) or Facebook Club Landline (08) 9646 0320, Operations mobile 0427 126 700, Airfield 126.7 Club facilities:- briefing Room, Kitchen, Ablutions, BBQ, 3 bunkrooms, Glider Maintenance workshop, Aerotow two Pawnees - 2xDG 1000s, PUTCHECZ and ASK 21 plus 3 Singles and large fleet of private gliders [beverley-soaring.org.au](http://beverley-soaring.org.au)

### BOONAH GLIDING CLUB

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

Operations take place on weekend & public holidays. Boonah Airport, Degen Rd, Boonah QLD 4310 [Boonahgliding.com.au](http://Boonahgliding.com.au) 0407 770 213 [info@boonahgliding.com.au](mailto:info@boonahgliding.com.au)

### BORDERTOWN-KEITH GLIDING CLUB

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

### 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](http://www.gliding.inbundy.com.au)

### BYRON GLIDING CLUB INC.

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

### CENTRAL COAST SOARING CLUB

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

### CENTRAL QUEENSLAND GLIDING CLUB

Lot2, Gliding Club Rd, Dixalea. 90 km SSW of Rockhampton Tel 0488 781821. Winch operations Weekends and weekdays by arrangement. Club fleet: Grob 103 Twin II, Is28B2, Astir CS and Std Libelle. 5 private gliders, Hangarage Clubhouse, bunks, lounge-

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briefing room, kitchen, showers, 12V solar power, 240V gen set  
Club owns airfield 06/24, 1700m, grass/gravel [www.cqgliding.org.au](http://www.cqgliding.org.au)

#### CORANGAMITE SOARING CLUB

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

#### DARLING DOWNS SOARING CLUB

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn 5 down Mason Rd), Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. There are 26 private gliders. Facilities include: Bar, Kitchen, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. [www.ddsc.org.au](http://www.ddsc.org.au)

#### GEELONG GLIDING CLUB EST. 1929

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

#### GLIDING CLUB OF VICTORIA

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

#### GOULBURN VALLEY SOARINGN

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

#### GRAFTON GLIDING CLUB

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

#### GRAMPIANS SOARING CLUB

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

#### HORSHAM FLYING CLUB

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

#### HUNTER VALLEY GLIDING CLUB

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

#### KINGARROY SOARING CLUB

Situated at Kingaroy Airfield, Club Gliders include Duo Discus X, Ask 21,2 Discus CS and Astir CS77. 30 Private gliders, Facilities include Club House with licenced bar, Bunk House

accommodation for 35 in single and family rooms. New Club hangar was opened in February 2014. Operations every weekend, First Thursday of the month 4 day weekend and two after 3 day weekend i.e. Friday, Saturday and Sunday. Come and visit one of the friendliest clubs around. Club House 61 7 4162 2191 Launch Point 0438 179 163 [www.kingaroysoaring.com.au](http://www.kingaroysoaring.com.au)

#### LAKE KEEPIT SOARING CLUB

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

#### LATROBE VALLEY GLIDING CLUB

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

#### LEETON AVIATORS CLUB

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

#### MELBOURNE GLIDING CLUB (VMFG)

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

#### MELBOURNE MOTORGLIDING CLUB

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

#### MILLICENT GLIDING CLUB

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

#### MORAWA GLIDING CLUB

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

#### MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch launching with a two seater and single seat fleet. 30 members

ith a range of private gliders and otorgliders. Tel 0418 591 351

[www.mtbeauty.com/gliding](http://www.mtbeauty.com/gliding)

#### MOURA GLIDING CLUB

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

#### MURRAY BRIDGE GLIDING CLUB

Operates motorgliders (4no. G109) on the night aircraft aerodrome at 484 Reedy Creek Rd., Pallamana (YMBD) north of Murray Bridge township. Flying arranged 1 days, including out landing training. Phone 0411 354 361

[www.murraybridgegc.com](http://www.murraybridgegc.com) MBGCinc@gmail.com

#### MURRAY VALLEY SOARING CLUB

Edlands Road Corowa 3km's west of town. Tel 02 6033 5036. Seasonal professional operation, aerotow or self launch. [www.australian-soaring-corowa.com](http://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.

#### NARRONGIN GLIDING CLUB

Located 8 kms West of Narrogin township on Clayton Road. About 200 kms south East of Perth. The Club has a powered Caravan Park, ablution blocks, lean accommodation with a bunkhouse us two family rooms, a kitchen/dining ubhouse, licenced bar, briefing room, orkshop, main plus tee hangars. Sealed runways. The fleet comprises four modern two seaters and two single seaters plus two Pawnee 235 Tugs. The Club operates every weekend plus holidays and inducts ab intio (beginner) and cross country courses and also the training of AFC. Contacts 08 9881 1795 or 0407 38 314.

[www.narroglinglidingclub.org.au](http://www.narroglinglidingclub.org.au)

#### NARROMINE GLIDING CLUB

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

[www.narromineglidingclub.com.au](http://www.narromineglidingclub.com.au)

#### NEW AUSTRALIAN AIR FORCE CADETS

Flight Commander (Pres) - FLTLT(AAFC) Bob Sheehan 0429 485 514  
Chief Flying Instructor - SQNLDR(AAFC) Il 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

atchelow adjacent to the township. Tel 3 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](http://www.nqsoaring.org.au)

#### RAAF RICHMOND GLIDING CLUB

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

[www.richmondgliding.com](http://www.richmondgliding.com)

#### RAAF WILLIAMTOWN GLIDING CLUB

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

#### SCOUT GLIDING CLUB

Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Tel 0418 815 618. [www.airactivities.sa.scouts.com.au](http://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](http://www.srgc.com.au).

#### SOUTHERN CROSS GLIDING CLUB

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

[www.gliding.com.au](http://www.gliding.com.au)

#### SOUTHERN TABLELANDS GLIDING CLUB

Lockesleigh Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Tel 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. [www.stgc.org.au](http://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](http://www.sportaviation.com.au)

#### SUNRAYSIA GLIDING CLUB

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

[www.sunraysiaglidingclub.org](http://www.sunraysiaglidingclub.org)

#### SYDNEY GLIDING INC.

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

#### SOAR NARROMINE P/L

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

[www.soarnarromine.com.au](http://www.soarnarromine.com.au)

#### SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

#### TEMORA GLIDING CLUB

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

#### WARWICK GLIDING CLUB

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

#### WHYALLA GLIDING CLUB

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



## CLASSIFIED ADVERTISING

[glidingaustralia.org](http://glidingaustralia.org)

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

### SINGLE SEAT

**VH-UKB ASW24E** Self launcher excellent condition poly finish. Full instrumentation, tow out gear, alloy Cobra trailer with new poly finish New prop with old prop as spare, 21 hrs on motor. 1780 hrs on airframe. \$85,000. Contact: **Hank 0427 427 448**



### VH-UKP STD JANTAR2

Great Condition - Approx 2300hrs - Tow Out Gear, Trailer, Reprofiled Wings. For more info [sailplanes.co/sailplanes/single-seat-sailplanes/standard-jantar-2\\_217](http://sailplanes.co/sailplanes/single-seat-sailplanes/standard-jantar-2_217) \$16,000 **Neil 0435 210 321 neiky@optusnet.com.au**



### VH - KYL LS6-B

Recent refurbishment and Form2, ASI, ALT, Cambridge LNav and Vario, Winter Vario, Dittel radio, Flarm. New mylars, main wheel bearings, tyre and tube, new Gadringer seat harness. Trailer and tow out gear, trailer rewired. TTIS 4683 \$55,000 neg. **Contact Gary 0408 243348 or Grant 0417 843 444**

### VH-GDS ASW20F

Total hours less than 600! ASI, Alt, new S100 vario, Borgelt vario, Flarm, XCom radio. PA Parachute. Thompson trailer with all tow out gear. \$50K ono. **Contact Paul Wiggins 0422 138 891 or libelle@internode.on.ne**



### VH-GOS -JANTAR 2B (SZD 42-2)

Open class 20.5 M. Polyurethane paint (original). L/D 49:1. 1760 hours/750 launches. One man rig trailer. Current Form 2. 2011 Parachutes Australia chute. X-COM radio, Oudie II, flarm, Colibri logger and Borgelt stuff. Very good condition. Great performance at \$24,000. Based at Benalla. **Contact Peter 0418 327 629 sarpet@bigpond.com.**



### TWO SEAT

#### VH-GSI ASH25MI

Two sear self launcher. 60 HP rotary fuel injected engine 70 hrs. Same syndicate since new; always hangared. Imported new 1998 'ex-mould' re-profiled a year later and finished in polyurethane. 26m wingspan with winglets. One-man ground handling and rigging gear. Instruments



include CNav and X-com radio with rear seat repeaters. Two chutes; trailer and T-hangar sold separately. 2735 hours. Contact Ian at [ianbarra777@gmail.com](mailto:ianbarra777@gmail.com)

### PUCHACZ VH-XQD

Purchased new by BSS, it's now for sale due to a fleet upgrade. An excellent aircraft for training and spins. Includes basic instruments, radio, flarm and open trailer. 6388 hours, a current F2, no major repairs. Life extension to 12,000 hours required at 6750 hours. Can be performed by major repairer. Manufacturer's charges for life extension certification and parts are available. \$35,000 Contact **Greg Beecroft 0437 377 744**



### MOTOR GLIDERS AND TUGS

#### VH-NUF TAURUS 503

5 year Taurus M powered by an air cooled two stroke two cylinder 50 hp Rotax 503 engine. Two seat side by side spacious self-launching glider. Only 125 Total hours and only 30 Engine hours. Comes with Pipistrel 5 year extended Warranty. Fitted with every possible extra including a Galaxy Ballistic parachute and a full set of instruments including an LX9000 with ProStick control. Even has an E22 Tost nose release. Beautifully finished with acrylic paint and a very high build quality. Spacious cockpit with leather seats and trim and maximum cockpit load is a generous 190 kg. Large blue tinted canopy with excellent visibility. Includes a dedicated Cobra trailer for long distance travel. Price \$ AU 165,000 negotiable. Contact **Grant Rookes on 0407 998 959 or email [grantliz@sekoor.co](mailto:grantliz@sekoor.co)**



#### VH-KVB. HK36R SUPER DIMONA

Excellent condition, always hangared, never damaged, TT 801hrs, Eng 633hrs, MT constant speed prop, long range fuel tank, elec. hangar trolley, located Warwick, Qld.\$95,000 Negotiable. Contact **Bill 0427 221 041 or email [danderoo836@gmail.com](mailto:danderoo836@gmail.com)**



#### VH-XQK, DG500M

two seat, self launching motor glider, 60HP Rotax 535C. Has been syndicate owned since being imported new in 1992. Being sold with a recent Form 2 inspection. Always hangared. reduced to \$95,000 ONO. For more details contact **Bob Ph 02 6332 9235 or email: [bobjmcd@gmail.com](mailto:bobjmcd@gmail.com)**



#### VH-GFF, Nimbus 3T 25.5m

Total hours 2900. Engine hours 40. Tilt-up panel mod and full instrument panel rewire completed by Maddog Composites. Panel configured for Lxnav V7 + Oudie IGC + Flarm and Dittel Radio fitted. Cockpit fitted with Mountain High Oxygen system and bug wipers also available. Fully set up for competition or distance flying.



Pfeiffer trailer has been fully refinished and reconfigured (by Maddog Composites) with Cobra style wing dollies stabilised with side bearing runners and hydraulic lift for the fuselage. Comes with full IMI one man rigging system and tow out gear, including tail lift. No heavy manual handling required with this setup. Glider also comes with full all-weather covers and wing and tail ballast tanks all fully operational. Also comes with 24.5m and 22.9m wingtips and various spares.

Sustainer is fitted and fully operational with min pilot weight 78kg and maximum weight with full fuel 100kg. Glider is fully sorted and in very good condition inside and out. Full PU refinish in 2012. Genuine 1:60 glide performance in a very elegant and capable package. Glider

[continued over page](#)



is currently hangered at Bathurst Soaring Club and a package with T-hanger is also possible. Price: \$85,000 negotiable **Contact Adam Gill, Phone 0417 770 084**

## INSTRUMENTS AND EQUIPMENT

**VHF RADIOS - ICOM ICA-210, BECKER AR3201 AND AR4201, FUNKE ATR600.**

Becker AR4201 - \$700

Becker AR3201 - \$400

ATR600 - \$500

All in working order - Great price **Call Arnie 0418 270 182** or email [arnie.hartley@gmail.com](mailto:arnie.hartley@gmail.com)

## TRAILERS

**KOMET EUROLIGHT TRAILER FOR ASG 29 18M**

Purchased August 2008. Double walled aluminium sides, fiberglass/



Epoxy top. Lateral guides for wing dollies and outer wing panel holders modified to Cobra style. Stored mainly undercover and used infrequently. Selling due to an opportunity to change to a different trailer. \$17,000 **Contact Craig Vinall 0416 236 662**

## WINGTIP WHEELS AND SKIDS

**THESE TOUGH WINGTIP WHEELS AND SKIDS ARE MADE IN AUSTRALIA**



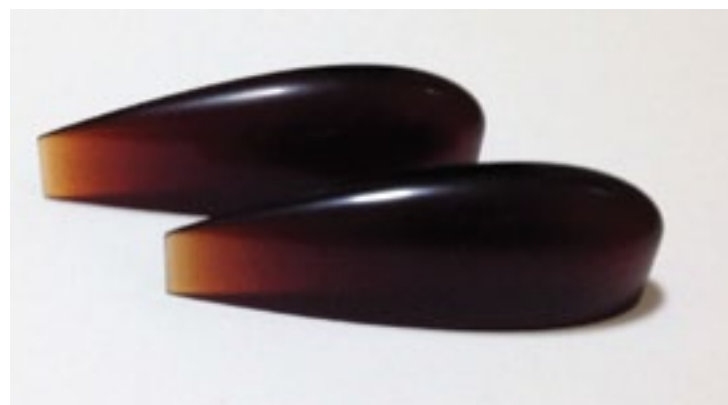
Skids provide 50mm ground clearance. They are made from industrial polyurethane formulated for high abrasion and impact resistance for use in industry with a Shore D hardness of 65.

Wheels and skids can be shaped to suit any wing profile and attached with Sikaflex.

**Wheels \$260 per pair,  
Skids \$75 per pair + postage.**

Wheels provide excellent wingtip protection with 57mm ground clearance, an aerodynamic profile, low drag for safer wing-drops and negligible wear. The 88A Shore hardness wheel, sealed bearings and strong axle are easily replaced if necessary.

Contact **Greg Beecroft 0437 377 744**  
**greg.beecroft@gliderwheels.net**  
**www.gliderwheels.net**



# Come and Fly with US!

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

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Articles should be between 450 and 1000 words. If preferred, your identity will be kept confidential. If you have video footage, feel free to submit this with your close call.



Please do not submit articles regarding events that are the subject of a current official investigation. Submissions may be edited for clarity, length and reader focus.



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## DG-1001 - the true multi-role glider for clubs and syndicates!

### In one glider you can have

- 20 metre tips with winglets, water ballast and retractable landing gear\*
- 18 metre tips with Neo winglets.
- 17.2 metre tips for the full range of aerobatics.

\* standard configuration

### Other options include three landing gear configurations...

- Electrically operated main gear (or manual on request) with tail wheel.
- Three wheel layout with retractable main gear, fixed nose and tail gear.
- Three wheel layout with fixed and faired main and nose gear.
- Other great features include tail and cockpit ballast blocks to optimise C of G for XC and spin training.

### The DG-1001 is available in 4 versions...

- DG-1001 Club with fixed and faired landing gear and 18 metre tips with Neo winglets.
- DG-1001S with 20 metre tips and winglets, water ballast and retractable landing gear.
- DG-1001T with sustainer engine.
- DG-1001M self launcher.

Also Available :

### LS8-sc neo Standard Class Racer



18m & turbo options available

### DG-808C Competition 18m Self Launcher



outstanding self-launch performance