

GLIDING

AUSTRALIA

Issue 5 March - April 2012

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BENALLA NATIONALS

SPORTS - CLUB - 20M

BRAD EDWARDS - MULTI CLASS NATIONALS - GLIDEFAST

TASK TIPS - VINTAGE GLIDING - GFA NEWS - BOONAH GC





CHANGES TO GFA ANNUAL MEETINGS AND ELECTION

Following concerns about meeting timing raised at the 2011 Annual Board Meeting (ABM) the GFA Board has decided to change the meeting schedule for both the ABM and the Annual General Meeting (AGM).

This will not be riveting reading for many GFA members, however it is important as it directly impacts on how the GFA is governed.

For some time the GFA AGM and ABM have been held on the same weekend in September each year. Under our Articles of Association the ABM can be scheduled whenever the Board determines, as can the AGM with the added proviso that it must be within five months of the end of our financial year on 31 April, so the membership can be presented with the audited financial accounts for the previous year.

One of the requirements of the ABM is to approve the budget for the coming year which necessitates the ABM being held before the start of the new financial year on 1 May. Otherwise, any approval would need to be given partly retrospectively.

The Board has fixed 21 April 2012 for the ABM, and 25 August 2012 for the AGM. It is proposed that a gliding seminar will again be held in conjunction with the AGM. The location of the AGM, which is open to all members, will be notified in the near future.

A flow-on effect of these changes is the timing of elections for various offices. All GFA governance positions become vacant every year and must be filled through their respective electoral processes.

The appointment of the five Regional Board Representatives will occur at the AGM in August following their nomination by the various state/regional associations. Although scheduled a few weeks earlier than previously this will not be a significant change.

The election of the President, Vice President and Treasurer occurs at the ABM, as does the ratification of the appointment of all other Executive positions and the various other voluntary officer positions. The new schedule brings forward the election/appointment process for all these positions.

To ensure that our governance obligations are met the following timetable will be adopted.

President, Vice President and Treasurer. Nominations must be provided to the Secretary no later than seven days before the meeting (ie COB Friday 13 April) as provided in the Articles.

Heads of Airworthiness, Operations, Sport and Development Departments are required to be elected by their respective

peer groups and ratified by the Board at the ABM. Nominations should be lodged with the Secretary by 21 March 2012 to allow time for the nominations to be distributed to and voted on by the respective peer groups and the result submitted to the ABM. Note that nominees do not necessarily need to be a current member of their respective peer group to nominate for election, however only current members of the group may vote.

The peer groups for the respective positions are:

- Head of Operations Department – The Operations Panel.

- Head of Airworthiness Department – The Technical Committee.

- Head of Development Department – Development Committee.

- Head of Sport Department – The Sports Committee.

- Regional Officers - Operations, Airworthiness, Sport, Development, Airfields Airspace and Radio. These positions are nominated by their respective regional associations which should make their nomination in time for the Regional Board Representative to submit it for ratification at the ABM.

The following positions are appointed by the Sports Committee (on recommendation from their respective committees) and ratified by the Board:

- International Teams Committee Chair
- Nationals Competition Committee Chair
- Nationals Coaching Convener
- DCC Competition Representative

The following positions are elected by the Board at the ABM:

- Chief Technical Officer Airworthiness
- OSTIV Representative
- National Airfields Airspace and Radio Officer

- Legal Adviser
- Computer Officer
- Trophies and Awards Officer
- Information Technology Group Convener

- FAI Certificates Officer
- FAI Records Officer
- IGC Representative
- ASAC Representative
- National Coach

I would encourage anyone interested in becoming involved in the running of the GFA to consider nominating for any



position they are interested in and feel they are qualified to undertake.

We are fortunate to be able to administer our own activities under a range of exemptions, delegations and approvals from CASA. The primary benefit of this arrangement is that we can achieve the best possible safety outcomes as we are governed by informed, involved and experienced GFA members. This arrangement can only continue if we have sufficient members interested and able to contribute their time and expertise to assisting in our administration.

NEW MEMBERSHIP CATEGORIES

The Board have recently approved changes to our Regulations which make some changes to membership categories. The purpose of the changes is to accommodate increasing demand for a category of membership allowing someone involved in or connected to gliding but who is not, and does not, intend to become a pilot to join and be part of the GFA.

Briefly the changes are -

A Full Member will become a Flying Member.

A Family Member will become a Family Flying Member.

There will now be two new membership categories:

Non-Flying Member Active: No voting rights. Cannot fly glider/motor glider as PIC or receive flying instruction. No magazine. Can exercise maintenance, and ground instruction authorities and assist with other club activities. Required to be a member of an affiliated Club. Annual Fee to be 25% of Flying Membership.

Non-Flying Member Associate: No voting rights. Cannot fly glider/motor glider as PIC or receive flying instruction. No magazine. Can assist with club activities. Annual Fee to be 15% of Flying Membership. Safe soaring.

PHIL MCCANN PRESIDENT

FROM THE CHAIR SPORTS COMMITTEE

Wow, what a packed few months we have had:

8TH AUSTRALIAN JUNIOR NATIONALS, KINGAROO

12 competitors

What a delight it was to be present for a few days at this event. Adam Woolley did a great job as CD, ensuring the competitors got into the air despite uncooperative weather. I was so impressed with the enthusiasm and dedication of the competitors and feel they would put some of our seniors to shame!

On that note, we had Andrew Maddocks, Matthew Scutter and Adam Henderson join us at Tocumwal, and Nick Maddocks at Benalla. They certainly put in fantastic results (including a few Day Wins) and added a fresh dimension to the atmosphere. We also had several Juniors crew, and up and coming competitors helping out: Jess Stauss, Sophie Thomas, and Claire Scutter. I hope to see more Juniors at Nationals Events next year. Adam Woolley (the Juniors Advocate to the GFA, and also a first time Nationals Day Winner himself at Tocumwal) can help you out if you are interested.

31ST AUSTRALIAN CLUB AND SPORTS CLASS NATIONALS, BENALLA

64 competitors

With the 20m 2 Seater Class joining in this year, this was one of the biggest events we have seen in a long time. What a great atmosphere it was - with so many crew about, and several fantastic cafes in close proximity to the airfield, the crew enjoyed a lively social scene most days of the week! The pilots also enjoyed themselves with 8 competition days and smooth operations, particularly the 2 Seater Class, with some light hearted (serious!) rivalry. It was encouraging to see some new faces in the 2 Seater Class. Perhaps a few clubs would like to join in next year, to sample the fun!

50TH AUSTRALIAN MULTICLASS NATIONALS, TOCUMWAL

48 Competitors

You will notice that the Nationals were NOT held at Narromine, as previously advertised. This was to be the 50th Anniversary celebration of the first competition at Narromine, and we were all looking forward to the festivities. However with the flooding rains and poor weather expected over the contest

period, the organisers made the unprecedented decision to move the whole 'shooting match' down the road to better weather (perhaps not completely unprecedented, as the previous year the Juniors made a similar decision to move to Waikerie from Narromine). I wholeheartedly commend Chris Stephens, Beryl Hartley and the rest of the Narromine organisation for taking the bold step. Thanks also to the pilots and crew. It was not an easy task to relocate 550km, and to rework turnpoints, documentation, accommodation, etc. Everyone pulled together to make it happen. Ending the competition with 7 competition days and speeds in excess of 150kph was a great result. It was also fantastic for me to be back in Tocumwal after so many years. It's a great site and we should try to get there again soon!

VSA STATE CHAMPIONSHIPS, ARARAT

24 competitors

Many thanks to the VSA organisation for making members of the Australian Squad welcome: Allan Barnes, Craig Collings and Mike Durrant. The rules were modified to allow the team to train (with communications) and I know they all enjoyed being in Ararat, a new site for many of them. We've also been lucky to have Mak Ichikawa (from the Japanese Team) join us this summer, and you will see his name on most competition scoreboards!

WA STATE CHAMPIONSHIPS, NARROGIN

17 Competitors

Welcome back to gliding, Norm Bloch. I look forward to seeing you 'out east', with Swain Johnson, John Orton and Iain Russell. We really appreciate the effort it takes to get to events and hope to see more WAGA members. A small financial assistance is available (by way of entry fees).

3RD HORSHAM WEEK

38 competitors

Congratulations to Horsham week for a great turnout, even with the clash with the Nationals dates this year. Horsham is a wonderful opportunity to put your toes into the competition scene, with a friendly and supportive environment.

Also

- Glidefast (Benalla)
- WAGA Coaching Week
- SAGA Coaching Week
- Women In Gliding Week



- JoeyGlide Coaching Event (in conjunction with the Nationals Event) This year Jim Crowhurst took on the role of coordinating Coaching: 15 lectures over the week (12 presenters) and 4 2seaters flying twice a day for 7 coachees. Congratulations Jim. Many thanks also to Paul Mander, for his long standing commitment and support for the Junior events over so many years.
- Plus numerous club events, camps and safaris, such as the Bathurst Club camp to West Wyalong.

PILOT REPRESENTATIVE TO THE SPORTS COMMITTEE

Each year, from the Nationals, we elect several representatives to the NCC (Nationals Competition Committee) and the ITC (International Teams Committee). This year's elected pilot reps are ITC: Tony Tabart (Multiclass) and Jim Crowhurst (Club&Sports). NCC: Ailan Barnes and David Pietsch (Club&Sports), Tom Claffey and Lars Zehnder (Multiclass) and Andrew Maddocks (Jnrs). These committees are responsible for most policy recommendations. If you have any ideas or matters to raise, they are your first point of contact.

GET INVOLVED

Our Annual Board Meeting (ABM) elects most office holders to the GFA. The ABM has been aligned with the GFA financial year and is scheduled for the end of April. In most cases, positions are elected from amongst 'peers'. For example, the NCC pilot reps elect the Chair of the NCC (currently Ross McLean). The ITC pilot reps elect the Chair of the ITC (currently Mike Maddocks). The RTO/Sports (also known as State Head Coach) elect the National Coaching Convener (currently Peter Trotter). These positions are ratified by the Sports Committee, commended to the Board, and then the Board confirms the appointment at the ABM. The members of the Sports Committee

continued over page

elect their Chair (my position) and again, this position is confirmed at the ABM. If you would like to get involved with any of these roles, or would like to nominate someone, I urge you to make your thoughts known to the appropriate group. It is good to know if someone is interested, so we can include them at committee level.

FAI COMPANION OF HONOUR AWARD: HENK MEERTENS

Henk Meertens was presented with his award by [Mike Close](#), President of Australian Sport Aviation Confederation, at the Multiclass Nationals at Tocumwal. This award recognises Henk's contributions to Gliding, Sports Aviation and the FAI.

UPCOMING EVENTS

If you have an event you would like to promote, there is a google calendar on the GFA website. Every member is welcome to post items, and I urge you to check it regularly for upcoming events. There are still several regattas and events to be held this year, and I hope the weather cooperates to provide some great soaring. Go well!

ANITA TAYLOR

CHAIR SPORTS COMMITTEE

csc@sec.gfa.org.au

GLIDING FEDERATION OF AUSTRALIA INC Airworthiness Inspection FORM 2 AND C OF A NOTICE

☐ A Form 2 inspection is due. \$172* payment is enclosed.

☐ The C of A requires renewal. \$44* payment is enclosed and the existing C of A document is returned.

☐ Initial registration package is required. \$416* payment is enclosed.

*Fees include GST

Payment method:

☐ Cheque ☐ Credit Card ☐ Direct Deposit

For Direct deposits:
BSB: 013-442 Account No: 304729562

For Online Payment:
www.gfa.org.au then go to Member Services/Store

A) DOCUMENTATION REQUEST

☐ Please send me a transfer of ownership document.

☐ Please send me a change of registered operator document.

Aircraft Type

Registration marks VH-

Address to which documents are to be sent is:

Name

Address

State Postcode

Forward to: **The Gliding Federation of Australia**
Level 1/34 Somerton Road,
SOMERTON VIC 3062
Email: Assistant@sec.gfa.org.au
Fax: 03 9303 7960

OPERATIONS

If you have any questions or feedback please contact me at the email address below. I will be very happy to hear from you.

CHRISTOPHER THORPE

CHAIR, OPERATIONS PANEL

cop@sec.gfa.org.au

GFA RESPONSIBILITIES

The Gliding Federation of Australia operates under a Deed of Agreement with the Civil Aviation Safety Authority to assist CASA to set and monitor the standards for sailplanes, powered sailplanes and power-assisted sailplanes. Among the many functions is the requirement to:

- monitor the operational standards and procedures of member clubs and rectify any deficiencies detected to ensure compliance with the GFA Operational Regulations and other applicable GFA directives; and
- on behalf of CASA, investigate alleged breaches of CAR, CASR and the GFA Operational Regulations by pilots of sailplanes, powered sailplanes and power assisted sailplanes.

These operational functions are managed by the Chief Technical Officer (CTO) under the guidance of the Chairman of the Operations Panel (COP). The CTO is supported by the RTOs/O, the Level 3 Instructor pool, and Club CFIs.

The GFA takes its responsibilities seriously and will respond to all reports of non-compliance with regulations rules and procedures. Most frequently reports of non-compliance come from either CASA or the ATSB. It is the expectation of the GFA that CFIs will promptly deal with any request from the CTO or COP to investigate or comment on a matter of concern, and that proper due diligence will be exercised.

OCCURRENCE REPORTING

The response to the introduction of the new occurrence reporting system, the Integrated Risk Information System (IRIS), has been positive and many of the initial teething issues have been overcome. However, many accidents and incidents are not being reported in a timely manner, which has led to a number of breaches of the Transport Safety Investigation Regulations. Reporting requirements are detailed on the 'SAFETY' page of the GFA website.

The key thing to remember is to log into the IRIS system and record as much relevant detail as possible within the timeframes stipulated by the Regulations. In those circumstances where a report to the ATSB is required, the system automatically generates an email to the ATSB. Your CFI can update the report and enter the investigation

findings at a later date.

PILOT PROFICIENCY

Sadly, we have received several reports of accidents involving injury, some serious, and these are being reviewed. These accidents are not from unknown causes and despite pilots knowing what they ought to have done, they have reacted completely contrary to their training and generally out of character. Lack of proficiency leading to poor decision making is a contributing factor in many of these accidents. Proficiency in this context refers to being competent and professional or, in other words, exercising a high degree of skill. This should not be confused with currency, which in the aviation context really refers to recency. Pilots need to maintain a high degree of proficiency in critical flight skills and training is the foundation. If you think you could benefit from some additional training to improve your flying skills, please discuss your requirements with your CFI.

VIOLATIONS OF CONTROLLED AIRSPACE

In the six months ending January 2012 we have received a number of requests from the ATSB to investigate violations of controlled airspace by gliders. All incursions are of significant concern and GFA is under constant pressure to demonstrate that it is satisfactorily fulfilling its delegated training and operational accountabilities. The issue is also fuelled by the call by some sectors of the industry for gliders to carry transponders. There appears little doubt that such incidents work against our interests. Pilots are reminded of their obligations to carry appropriate documents and charts, and to ensure proper familiarity with all airspace boundaries

RADIO PROCEDURES IN THE VICINITY OF NON-TOWERED AERODROMES

We have also had a few reports from CASA of pilots not responding to broadcasts while in the vicinity of a certified or registered non-towered aerodrome. As with VCAs, such occurrences also work against our interests. Pilots are required to monitor the CTAF frequency when operating at, or in the vicinity of all non-towered aerodromes, respond to calls as appropriate, and to broadcast whenever it is reasonably necessary to do so to avoid a collision (or the risk of a collision) with another aircraft. The definition of 'in the vicinity' is well-defined with regard to lateral limits (10Nm) but is very much subject to a pilot's judgment in respect of vertical limits (at a height above the aerodrome that could result in conflict with operations at the

aerodrome). The GFA document 'Airways and Radio Procedures for Glider Pilots' provides some guidance in this regard, viz: "all aircraft are expected to be operating on the CTAF frequency whenever at or below 3,000ft as a minimum above the aerodrome reference point and higher when appropriate."

AIRCRAFT PROXIMITY EVENTS

A number of 'near miss' events have been reported involving gliders and powered aircraft. These incidents have highlighted the need for pilots to apply the principles of 'see-and-avoid' in combination with an active listening watch on the appropriate radio frequency. However, simply having a radio is no guarantee of safety. It is imperative that pilots broadcast their position and intentions for the performance of the more effective 'alerted see-and-avoid'. The following publications provide some useful information on the see-and-avoid principles:

- Limitations of the See-and-Avoid Principle (1991); and
- Safety in the vicinity of non-towered aerodromes (2008) AR-2008-044(2) [Both documents are available from the ATSB website at www.atsb.gov.au

CASA SURVEILLANCE

The aforementioned reports of VCAs, radio and proximity occurrences have resulted in CASA looking to increase its surveillance of gliding operations. Please be aware and ensure you exercise your flying privileges in a professional and diligent manner.

TUG OPERATIONS

CASA recently referred to us a complaint about tug pilots performing non-standard circuits (cutting the corner turning final). For the sake of clarity, tug pilots are required to comply with normal circuit regulations requiring (among other things) that:

- the turn onto final approach to be completed by a distance and height that is common to the operations at the particular aerodrome and commensurate with the speed flown in the circuit for the aircraft type; and
- the turn onto final should be completed by not less than 500ft above aerodrome elevation (Refer to AIP Australia - ENR 1.1 Section 48.5.6). Refer also to Civil Aviation Regulations CAR 139 - Documents to be carried in Australian aircraft; and CAR 302 - Production of licences (Note: Sailplane exemptions are detailed in CAO 95.4).

PASSENGER FLYING

A question was recently asked as to whether a private passenger can be flown

on behalf of a member who is not passenger rated.

A Private Passenger Rating permits the holder to carry passengers when carrying out private flights. There is no requirement for the passenger to be a family member or a friend. However, a private flight is a flight carried out on behalf of the pilot alone and specifically not acting as an agent or on behalf of another party. Therefore, having a person conduct the flight on behalf of another member implies Agency and the flight is clearly not being carried out on behalf of the pilot alone.

Civil Aviation Regulations, Section 2, paragraph 7A, requires that no payment can be made for the services of the pilot, and cost recovery is only allowed on the basis the passenger and crew (pilot) share at least equally in the costs of the flight (of course the passenger can pay less than half or nothing at all). This Regulation would be breached if another member covered the pilot's costs.

However, if a suitably qualified member was prepared to fly the passenger and meet at least half the flight cost themselves, then the flight would be legal.

CHECK LISTS

There have been a number of wheel-up occurrences in the past 10 months, several of which involve pilots being adamant they had completed their pre-landing checks. In a couple of cases the pilot failed to retract the gear after launch and retracted it when performing the pre-landing check.

In gliding we tend to use our check lists as a combination 'check, do and observe' list rather than a check that actions have been taken. Indeed, our pre-boarding and take-off checks are very much in this category, as is our pre-aerobatic check. This does not imply such is wrong, as the 'check, do and observe' method has stood the test of time. However, the number of wheel-up landing incidents each year tends to reinforce the concept that our pre-landing 'FUST' check ought to be a check to confirm we have already done the actions.

When the pilot has made the decision to enter circuit, he should automatically configure the aircraft for landing. The check should then be undertaken to confirm the configuration. Importantly, one should check position of flaps and undercarriage to the placards. Of course further adjustments to speed, trim and flaps may still be made as needed.

ACTIVE INSTRUCTOR RETURNS

There have been occasions where instructors who were not recorded on the



last Active Instructor Return have been included in the most recent return without reference to the RTO/O. CFIs are reminded that if an instructor was not listed on your most recent return, he or she may only recommence in-flight instructing duties under conditions determined and set by the RTO/O following consultation with the CFI. Under no circumstances are instructors who are not currently recorded on an Active Instructor Return to be recorded on the next annual return without the consent of the RTO/O.

ACCIDENT INVESTIGATION

We have been reminded by the police to ensure accident scenes are protected from disturbance as much as possible. Where it is necessary to move or disturb portions of the wreckage to protect it from further damage, to protect the public from injury or to remove injured persons, it is important that wreckage, ground scars and the accident site are disturbed as little as possible. This will ensure that investigators are able to determine the factors that contributed to the accident. Where the police attend an accident site their authority is required to remove the wreckage, and the GFA's representative assisting in the investigation must obtain police consent before entering the accident site and disturbing the wreckage. Further details are on the GFA website at: www.gfa.org.au/iMIS15/GFA/Operations_Content/Actions.aspx

GFA MEMBERSHIP

A recent accident involving a solo pilot who was not listed on the GFA system as a member highlighted a problem that some Clubs are not remitting membership applications and payment to the GFA office in a timely manner. Clubs are asked to ensure GFA membership forms and payments are forwarded to the GFA office promptly.

CHRISTOPHER THORPE

GRAMPIANS SOARING CLUB

After successfully hosting the Victorian State Competition in early December the club had some strong cross country flights throughout December and January – both by the seasoned campaigners and some newer pilots stretching their wings. In early January the annual journey to Port Fairy for ten days, conducting the usual AEF flying plus about 50 club flights, resulted in useful revenue to the club. Late January, the club Janus C and Jantar3 attended the Horsham Coaching Week. A number of club pilots then competed in Horsham week with the JanusC, Jantar3 and a privately owned Pik 20. It's been a busy period for the club with lots of flying and many smiling pilots and visitors – long may it continue!

BENDIGO GLIDING CLUB CLAIMS NSWGA 'COME AND GET IT' TROPHY

In an epic cross country flight in the Bendigo Gliding Club PW-6 two-seat training glider, pilots Frank Van Der Hoeven and Peter Ralph flew from their home airfield at Raywood north of Bendigo to Mt Beauty on Friday 30 December to claim the NSW Gliding Association 'Come and Get It' trophy from Mt Beauty Gliding Club. Their flight was a total distance of 262 km.

The trophy was wrested from the Canberra Gliding Club by Mt Beauty glider pilots Mark Bland and Richard Todd in 2009 by flying from Mt Beauty to Bunyan, north of Cooma in NSW.

The question is - will the trophy become a permanent feature of Victorian gliding or will a NSW Club ever get the trophy back to NSW?

OSTIV 2012 IN UVALDE TEXAS

The next OSTIV Congress will be held during the World Gliding Championships and will be preceded by a meeting of the Sailplane Development Panel on Monday and Tuesday, 6-7 August 2012, before the Congress opens on Wednesday 8 August.

Everyone is welcome to attend both functions and authors are invited to submit papers for the Congress, which addresses all scientific and technical aspects of soaring flight including motorgliding, hanggliding, paragliding, ultralight sailplanes and aeromodelling.

Deadline for abstracts is 1 May 2012 and for papers 1 July 2012. Contact editor for guidelines at www.ostiv.fai.org. Email I.m.m.boermans@tudelft.nl for information.

EVEN BETTER THAN THE REAL THING



PHOTO: Angela Townsend - Benalla Ensign

ABOVE: Gina Bartie flies the new GCV gliding simulator.

GCV SIMULATOR

Gina is a Benalla local who joined Gliding Club of Victoria during WIG week. She is flying the new Gliding Simulator.

By now the simulator should be displaying either Condor or Silent Wings using three overhead projectors on a semi circular screen. The cockpit is an old ISW28 that has been refurbished and converted by a group of GVC members. The rudder pedals and control stick are connected to potentiators and used in conjunction with an eye-movement sensing headset that changes the view from the cockpit in real-time as the pilot moves his or her head. This system gives

a realistic feeling of control and flying.

The simulator was developed by an enthusiastic and talented team of GVC members led by Graham Garlic.

The simulator is intended to be used for ab initio training, especially for cockpit familiarisation and early aerotow experience. Robert Dorning GCV president also believes it will be useful for instructor training. "You will be able to learn all your patter at very little cost. We also hope it will be a good way for youngsters to have an air experience flight at a much lower cost," he said.

Drop in for a flight the next time you are in the Benalla area. glidingclub.org.au

Australian Nationals Competition Schedule 2011 to 2020

	QLD	SA	NSW	VIC
2011-12			50th MultiClass	31st Club Class
2012-13	32nd Club Class			51st MultiClass
2013-14	52nd MultiClass	33rd Club Class		
2014-15		53rd MultiClass	34th Club Class	
2015-16			54th MultiClass	35th Club Class
2016-17	36th Club Class			55th MultiClass
2017-18	56th MultiClass	37th Club Class		
2018-19		57th MultiClass	38th Club Class	
2019-20			58th MultiClass	39th Club Class

Notes

1. Northern States are considered to be NSW and QLD
2. Southern States are considered to be SA and VIC

PILOT RAMP CHECKS

As part of its routine duties CASA has been carrying out RAMP Checks. It is very important that tug pilots carry the required documentation on their person when flying a GA glider towing aircraft. RAMP checking by CASA could be performed on any day at any club. It is a legal requirement to carry a licence, medical, aircraft manual and maintenance release. Don't forget!

EMERGENCY AIRWORTHINESS DIRECTIVE

Rotax 912 S2 and 912 S3 engines, Rotax 914 F2 engines

Effective Date: 27 January 2012

During a production quality review, a deviation in the assembly process of the oil pump attachment bolts has been detected, which may have resulted in a latent defect on a limited number of engines. The affected bolts may not have been tightened to the correct torque value, i.e. not in accordance with the specification.

This condition, if not corrected, could lead to oil leaks and irregularities in the oil supply, possibly resulting in uncommanded in-flight engine shutdown and forced landing, damage to the aeroplane and injury to occupants.

For the reasons described above, this AD requires a one-time inspection of the oil pump installation and a torque check of the oil pump attachment bolts and, depending on findings, corrective action(s).

For any question concerning the technical aspects of the requirements in this AD, please contact: BRP-Powertrain GmbH & Co. KG Telephone: +43 7246 601 0; Fax: +43 7246 601 9130; E-mail: airworthiness@brp.com, Website www.rotax-aircraft-engines.com.

COMPETITION BIDS

● **Narromine** is currently the only bid for the junior worlds, to be held in December 2015.

● **Grand Prix - Lake Keepit** has been accepted for GP qualifier in November this year, and there currently are no bids to host the final. Who in Australia will put their hands up?

● **18th FAI European Gliding Championships 2015**
Ocseny, Hungary - Rieti, Italy

● **1st FAI 13.5 Meter World Gliding Championships**
Haguenau, France

FAI GOLD AWARD FOR HENK MEERTENS



The closing ceremony of the 105th FAI General Conference saw three personalities recognised for their achievements and dedication to air sports, with the awarding of the FAI Gold Air Medal by FAI President John Grubbström to British balloonist David Hempleman-Adams and the appointments as FAI Companions of Honour of Willy Arpagaus and Henk Meertens. On this occasion, well-known aviation figure Odette Balesi-Rousseau gave a remarkable speech on the role of the FAI Companions of Honour for which she has a coordinating role.

HENK MEERTENS

Henk Meertens has been an FAI Vice-President since 2002 and the Australian delegate to the FAI's CASI from 2003. Since 2007 he has served as the FAI CASI President.

He has been active in air sports since 1980 and served the sport of gliding across many areas. He has also competed at State and National competitions and has been a Competition Director.

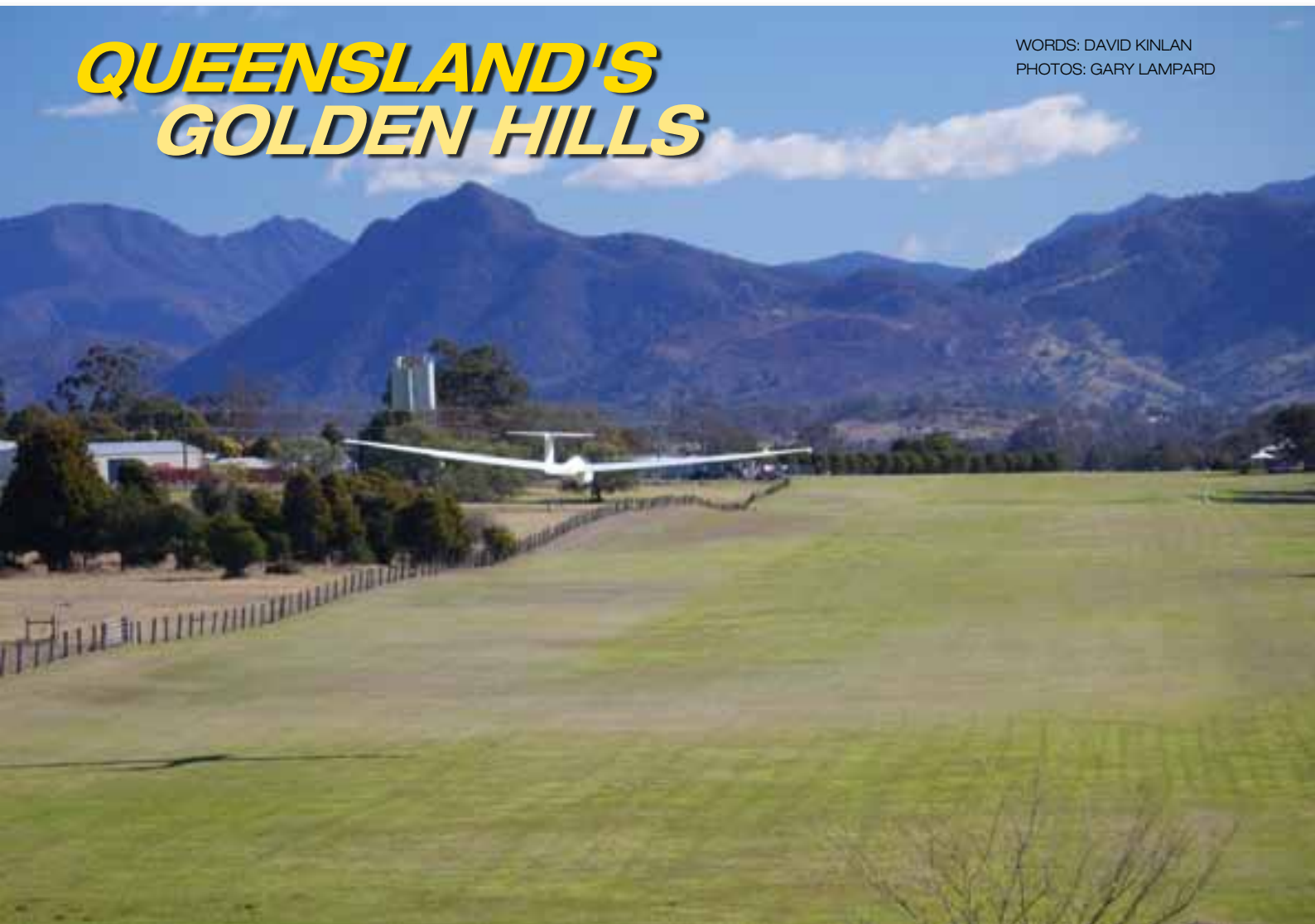
His service has been recognised with a number of Awards. He was appointed a Member of the Order of Australia, and

awarded the Australian Sports Medal for services to Sport Aviation and Life Membership of the Gliding Federation of Australia (GFA) for outstanding service to Gliding and the GFA. He received the FAI Paul Tissandier Diploma for outstanding contributions to Sport Aviation and FAI Silver Medal 2009.

In all of the positions that Henk Meertens has held, he has worked tirelessly for the benefit of Gliding and Sport Aviation. In his dealings with Government aviation bodies, he has gained the utmost respect, trust and acknowledgment of his skills. So highly regarded is his expertise and impartiality that in 2005 he was appointed to the Board of Directors of Air Services Australia, the Government agency responsible for airspace and air traffic services in 11 per cent of the world's total airspace. Throughout his involvement in Gliding, Sport Aviation and the FAI, Henk Meertens has demonstrated exceptional leadership and influence not only to the lasting benefit of Australian sport aviation, but to the innumerable international pilots who enjoy the benefits of international competitions.

QUEENSLAND'S GOLDEN HILLS

WORDS: DAVID KINLAN
PHOTOS: GARY LAMPARD



ABOVE: ASK21 Mi
lands long on
runway 22.

The Boonah Gliding Club is relatively young compared to many clubs in the southern states. It was set up in 1980 and originally started at Beaudesert in the Gold Coast hinterland. Due to increasing land development in the area the club took the bold decision to relocate and with the aid and support of the local council moved to its present location in Boonah in 1984.

From its small beginnings the club has grown to its present membership of around 100, making Boonah a reasonably sized club by Australian standards. The club bucks the general trend by having a healthy and steady membership stream.

Throughout the 1980s to the present day the airfield has seen encroachment of properties as the township of Boonah gradually expands. Further concerns arose as local residents voiced their worries about noise issues from the increasing number of recreational aircraft using the Boonah airstrip.

TRENDS

The club has built its reputation over the past decades as one of Queensland's leading clubs for the training of ab-initio pilots. At its heart it is a club focussed on developing students for the wider gliding community as well as introducing members of the public to gliding through air experience flights, or AEFs.

On any given weekend both instructional flights and AEFs are in full swing, vital as a source of revenue to the

club to keep costs to members at an acceptable level.

As South-East Queensland has grown, so has the club and Boonah is now recognised as a premier location for gliding in the region. Set at the core of the Scenic Rim area against the backdrop of the superb mountains of the Great Dividing Range, it is just an hour's drive from Brisbane and the Gold Coast. The club's presence has contributed to the Boonah district becoming a major tourist location and the club benefits from the large number of tourist visitors throughout the year.

In the late 1990s the then committee took the prescient step of embracing the internet. A website was created and developed to help handle AEFs, student bookings and the dissemination of information within the club by means of a bulletin board. An automated booking system greatly reduces the administration tasks within the club. The website has a high placing on Google searches which means that the club is easily found online by the general public and consequently does not need to rely on booking agents. Despite the recent price increases for temporary



ABOVE: The FOX
returns from an
Aerobatic Air
Experience flight.

GFA membership from \$10 to \$30 the committee decided not to pass on this increase to the public, as it was felt that any increase would reduce the total number of AEFs booked in the year.

The GFA has observed that relatively few AEFs progress to club members, which has also been the case at Boonah. The AEFs contribute as a mode of development for air experience instructors toward becoming full instructors rather than providing a source of new members.

Boonah also offers the opportunity for aerobatic AEF flights as well as aerobatic training in the FOX, a purpose built aerobatic glider capable of +9 and -6g's. This offers full-on aerobatics at its best.

The club has also been the nurturing ground for many budding and successful cross country pilots in the past. This was shown more recently at the Australian Junior Nationals at Kingaroy where three of the top five placings were Boonah youngsters - Andrew Maddocks came 1st with Nick Maddocks 3rd and Adam Henderson 5th. At the Queensland Club Class held at Warwick, Adam Henderson was placed 1st and is someone to watch in future on the national stage!

While Boonah does not have the profile of a primarily cross country club compared to some others in the region this does not mean that serious cross country flights are not possible. As the airstrip is situated at the foot of the Great Dividing Range, cross country pilots can easily access the Darling Downs hinterland. Extended flights of 300km have been achieved while staying within the Scenic Rim. It is quite spectacular to cross the mountains to reach the high plateau of the Darling Downs and the endless possibilities that they offer. The club's location provides members with access to thermal, ridge and wave lift depending on the prevailing conditions.

As the weather in Queensland means the club can operate all year round this has a positive effect on both revenue and maintaining the interest of club members. Decent cross country flying can still be achieved mid winter. Winter also brings the possibility of wave flying as South Westerlies generate mountain wave. The primary is on the western side of the Range, the secondary is between The Range and Mt French with the tertiary wave almost above the club house.

Airspace is of no major concern despite the proximity of Amberley Airbase, the base of air force's new Super Hornets just 40km away. A ceiling of 8,500ft above the airfield increases to 10,500ft once near the Great Dividing Range. As the airbase is generally inactive on the weekends their operations do not impede on the club's flying activities.

As the club has expanded, private hangers have been built off the strip to accommodate the increasing number of private aircraft. The growth in aviation has also attracted aircraft maintenance companies to relocate to

DATA SHEET

- Based at Boonah at the foot of the Scenic Rim on the Great Dividing Range and within 1hrs drive of both Brisbane and the Gold Coast. The South East Queensland agglomeration, encompassing more than 3 million people, forms the catchment area for the club's membership.
- Approximately 100 members. the club has year-round operation due to the usually(!) great Queensland weather.
- The grass airstrip is shared with ultra-light aircraft operations as well as other light aircraft.
- Club owned fleet consists of an ASK-21, an HpH 304c Wasp and a Cessna 150 tug. Private aircraft online for members use are a Grob 103, an Astir CS, h205 Club Libelle, ASK-21 Mi, MDM FOX and Duo Discus.
- Flying is on weekends and public holidays and midweek by arrangement.
- We average 1,850 flights a year of which 650 are instructional with 125 AEF flights per year. Member flights of all types account for 50% of our activity whereas 39% of flights are instructional.
- The area of operation offers good cross country flying, mountain and flatland as well as thermal and occasional wave flying in the winter months.

www.boonahgliding.com.au
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Tel : 0417 770213
Boonah airstrip

continued over page



TOP: The K21 returns after a day's flying.

BELOW: Boonah's airfield lies within picturesque surroundings.

Boonah airstrip which means that both the club and its members have access to top class repair facilities right on their doorstep.

Boonah airstrip is unusual in that apart from the aerotow launch it has a reverse pulley autotow operation using a rope and pulley at the end of the strip. For a modest fee of \$10 pilots can be launched up to 1200agl.

THE FUTURE

Like many clubs across Australia the club was affected by the worldwide grounding of L13 Blaniks. This was compounded by the loss of our ASK K-13 due to an accident that effectively reduced the club training fleet to a single two-seater, a K-21. Club members rallied round and purchased a Twin Astir, which was made available for club use and has proved invaluable both for advanced training and for taking AEF's.

For the future, the club is looking to purchase another two-seater to bring the club's fleet up to strength. Much debate is expected as to the choice of aircraft, as it will determine the direction the club will be taking in the coming years.

As with other clubs the instructors have been put under a lot of pressure due to the sheer demands and the amount of training. Many suffered instructional 'burnout' and took themselves off the roster. This has put an added burden on the remaining instructors to the extent that there are now gaps in the roster and the club can no longer offer its students two instructors on both weekend days. The club is in danger of becoming a victim of its own success with too many students for the available instructors. This is something future committees and the instructor panel will have to keep an eye on.

Of the issues which have faced the club in the past 10 years perhaps of the most concern is the pressure of urban encroachment. The Boonah airstrip is owned by the Scenic Rim Regional Council who have a lease with the airstrip users who have formed a user group - the Boonah Aviation Inc - to look after the running of the airstrip.

The airstrip is shared by two ultralight clubs and a ultralight school and so is quite active during the weekends. As the township of Boonah has expanded, properties have been built under the flight line, resulting in issues of noise abatement. The council sits on the user group committee and takes an active part in both how the airfield and surrounding area will be developed over the coming years.

While it is comforting to know that the council is very supportive of gliding operations, having invited the club to Boonah all those years ago, as a club we have to be proactive in fostering a positive impression of gliding in the local community. To that end the club plans a gliding scholarship with the local school as well as planning to hold an open day so locals can visit the airfield and see operations up close.

Lastly, we are continually balancing the business realities of running a viable club. A large measure of thanks goes to the ongoing efforts of the small band of volunteers both past and present who work behind the scenes keeping the club operating. You know who you are! **GA**

DARK THERMALS

This issue we look at sink or, in the spirit of modern physics, 'Dark Thermals'.

Many competition pilots say that the difficult and marginal weather days are the most memorable. The 2012 Club & Sports Class Nationals at Benalla certainly had its share of memorable days.

A couple of days were awesome but everyone had plenty of difficult, windy, blue, sinky and low base days to contend with as well.

Have you ever noticed that strong sink always seems to appear the worst possible time, exactly when you don't want it? Usually it's when you are in the lower third, or even lower, of the lift band when there is a strong cross or head wind to contend with and the thermals are broken and chopped up. For the met geniuses, why are those dark thermals so damn solid on days when thermals are chopped up?

For example, imagine a day where the pilot is tracking across a 20kt wind with difficult thermals in the 5kt range up to about 5,000ft AGL on a mainly blue day - a typical situation at the Benalla nationals.

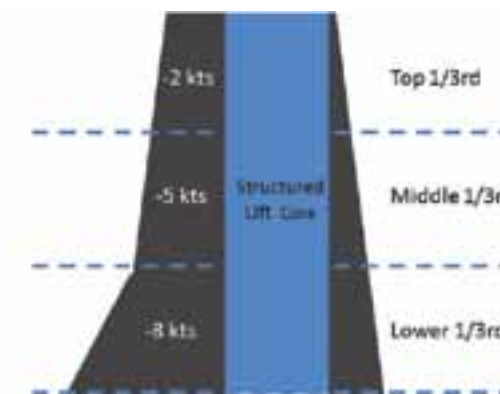
There is a useful working band of about 2,000ft from 2,500 - 4,500ft. The pilot leaves a thermal at 4,600ft and sets off cross wind. Good thermal indicators such as gravel and bubbles are felt in the first 1,000ft of descent and the pilot executes some exploratory S-turns into wind without hooking anything worthwhile. Some sink is experienced in the 2 - 3 knot range but is flown through quickly. After another unsuccessful exploratory S-turn the pilot observes that the sink has increased in strength and longevity and is now in the 5 - 7 knots range.

His height bleeds off at a rapid rate and before the pilot knows it, he is less than 2,500ft and must find a thermal if a land out is to be avoided. Still in sink, the pilot decides to take evasive action.

Turning upwind with sink still strong, the aircraft continues to descend rapidly, altitude AGL goes below 2,000ft and time seems to pass like thick molasses. There is a strong desire to lose the faith and head back cross wind, anything to get out if what seems like relentless sink. Perhaps this is a sink street and flying upwind will achieve nothing but a land out. The day however, has not shown any streeting and although it has been mainly blue there have been some cloud puffs to mark thermals, with no sign of any lining up.

But let's step back for a moment. The pilot did not experience strong sink in the upper third of the lift band. He did do some S-turns but did not spend time on any further searching, and found the same in the middle third. In retrospect, was this a mistake? If so, why?

Examining the following diagrams may provide some clues. It is possible that thermals and sink are lined up as shown and, with the stiff wind, the sink areas may join together. Sometimes small CUs clump together in what could be called a micro-street, downwind of which is usually a larger



While thermal strength increases with height, sink increases and spreads out as it descends.

than normal area of sink. There is no reason that the same thing could not happen on a blue day. But perhaps there is more to this.

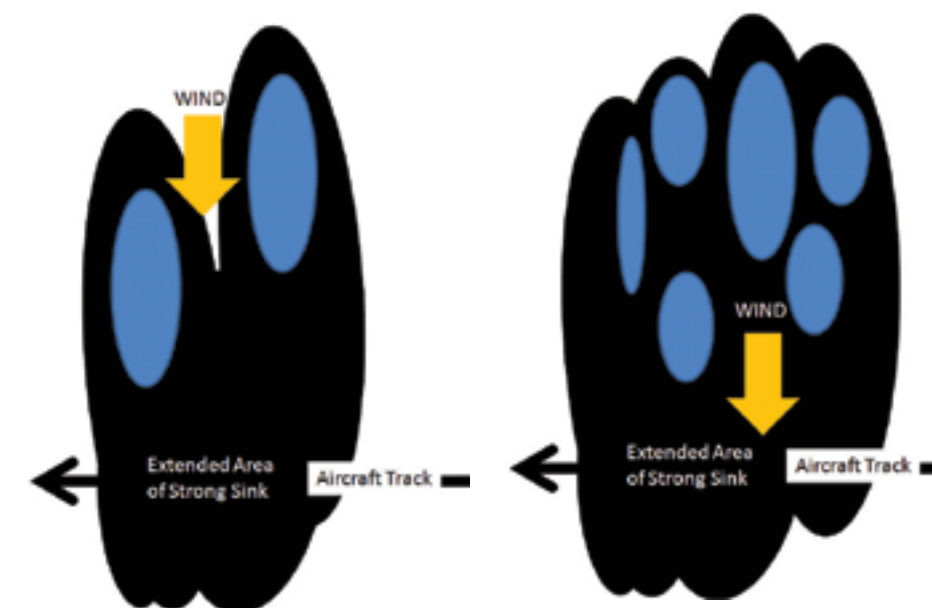
The sink rate in Dark Thermals can, like normal thermals, have different strengths from top to bottom. The observation I have made is that sink strengths tend to increase as the air descends. It's also observable that the sink tends to spread out, the total cross sectional area of sink at any level always seems to be much larger than the corresponding cross sectional area of upwardly rising air. Perhaps this is gravity at work or entraining cooler air or a combination of factors associated with change in density and temperature. An additional and key problem for our pilot is that sink is often much stronger in the bottom third than in the upper regions of the airmass. The diagram above shows a possible scenario.

The adage, stay high and fly fast, refers to using the better parts of thermals in the upper third as much as you can. But when flying on tasks where strong and extended sink zones are apparent, there is even more reason to stay in the upper third as the sink is weaker.

This often means that - contrary to the test-and-quickly-move-on theory - rather than just flying an S-turn, the pilot should spend extra time exploring for lift in the upper third zone. The problems in the lower zone are manifold in that not only is the sink stronger but it also is likely to cover a larger area, so the pilot will lose height and spend more time crossing the sink zone to reach the lift.

GA

On windy days the sink areas downwind of thermals are often extended.



YOU WILL BE TEMPTED

REPRODUCED WITH THE KIND PERMISSION OF JOHN COCHRANE
INTRODUCTION BY BRUCE TAYLOR



In the USA there is a tradition of having a selection of well-respected pilots give a safety talk at the morning briefing. While attending the Pre-Worlds in Uvalde last year, we were fortunate enough to have John Cochrane speak to us about the real hazards of competition flying. His talk was simply one of the best I have heard, and in hindsight the only bad thing about it was that none of us managed to have some sort of recording device running to capture the event. John has a great mind, and he speaks well. The following article contains all of the messages that he delivered in his talk.

There are four basic ways to crash a glider in a competition: you can have a midair, you can run in to a mountain, you can crash on a landout, or you can blow a final glide, ending up a few miles short, crashing on the airport fence, or crashing at the airport after arriving with insufficient energy.

Many pilots focus their safety worries on midair collisions. In fact, the other three categories are much more common in the accident statistics. Reducing midairs is important, but it involves a different set of considerations, so I'll focus on the others.

Crashing into mountains has caused three of the last four U.S. contest fatalities. The scenarios for these crashes generally involve scratching in weak weather, or trying to make a transition that isn't working. The pilots needed to give up and move out to the valley, or turn around and abandon the transition before running in to the hills.

We all know how a landout should be accomplished. As you get lower, you deviate to landable areas. By 2000ft, you're over several good fields, examining them carefully. At some reasonable altitude, you commit to a landing and do a perfect pattern.

Looking at the traces of crashes, typically the pilot does not deviate to landable terrain anywhere near early enough; attempting to thermal at very low

altitude is common. Many are slow speed, straight-in approaches. The pilot often will see something wrong at the last minute, and try to change plan. The stall/spin or hitting wires is just the last straw.

Low energy final glides pose a subtle coffin corner. At Mc 3 + 300ft, all is well and good bashing along at 90 knots. At Mc 0 - 300ft, it's clear you need to thermal or land out sensibly. The trouble happens at Mc 0 + 10ft. Now what? You're not really going to give up the contest here are you? On we go, maybe it will get better up ahead. And you bounce along, hoping with each surge, dreading each drop.

Until, it finally becomes clear this isn't going to work. But if that happens 2 miles out, you're at 250ft and 53 knots. Obviously, all of the standard off-field landing advice can't happen. If you were at 500 feet, you'd be screaming home. Unless you just happen to be over a really good field, you're set up for big trouble.

The reports are also full of crashes at the airport after finish. 50ft, 50 knots, the middle of the airport, and no ideas, is not a good place to be.

WHY ARE THESE DECISIONS SO HARD, AND CAUSE ACCIDENTS YEAR AFTER YEAR?

First, in each case you need to quickly make a big switch from, racing, to, the

contest is over, I need to save my butt, mode. Hundreds of points are on the line, and you have only a few seconds to decide to abandon the whole effort.

Second, personal experience is not much help. Each of these situations is rare. If you're still alive, your personal experience may be hindering you - you've learned that you got away with it. The experience of your buddies is not much help either. The dead tell no tales. Reading the accident reports helps.

You can say 'well, I'm a great pilot, I wouldn't do those things'. That attitude leaves you unprepared. It's much wiser to realize that you will be tempted and start preparing now to overcome that temptation, rather than just pretend you're such a superior pilot it won't happen to you.

We're all great pilots on the ground. I have heard great lectures from pilots, describing eloquently exactly how not to do the exact things that later got them in to trouble. The key is figuring out how to make in the air decisions you understand perfectly on the ground. That's harder than it sounds. Did I say, you will be tempted?

HERE ARE SOME WAYS TO DO IT.

- 1) Preplan the tough decisions.
- 2) Set quantitative guideposts.
- 3) Choose, plan and practice how you will feel; the stories running through your head, your attitude while making the necessary decisions.

Basic training for tow emergencies are a good example of the first two ideas. There is no time to figure it out in the air, so we all prepare an emergency plan for towplane or towrope failure at each point. The guidepost, if you have 200 feet, you can do a 180, helps to make the quick decisions.

As you visualize and plan our go-fast decisions, visualize and plan the tough safety decisions. Think of the circumstances in which you will deviate to good terrain, leave the mountains, commit to a landing, stop pushing a final glide.

Turn to your spouse now, and say 'Honey, I promise never to thermal below x altitude', and 'I will not cross unlandable terrain below Mc x plus y margin.' Pick those numbers now, over dinner with your spouse, not in the air on the last day of a big competition.

I said, quantitative guidepost, not , rule. If it's a calm day, you're over a huge expanse of brown fields with no wires or trees, well go for it, try one more circle. But when you reach that altitude you promised, a little alarm should go off in

the cockpit - you're breaking your rule. Is this really a good idea? Or is it time to give up and land?

Plan your thoughts. When you get low, it's common to think, Oh why can't I thermal, here we go again. Self-pity is a common defence mechanism. Paradoxically it makes you feel better about your predicament. But it's not a useful emotion to the task at hand. Or you might think, I have to press on to win. Real champions take these risks. That's even less useful - they don't.

HERE ARE SOME BETTER THOUGHTS

Don't evaluate your flying in the air. You've been flying for decades, one landout means nothing to your overall career. The champions all land out sometimes. Now, let's show how a real champion confidently executes a slow save, or a perfect textbook landout. Take pride in making this tough decision just right.

Recognize stress. A small part of your brain needs always to be monitoring your mental state, and ready to put yourself back in that calm, focused state that flies well. Preplan and visualize that mental state.

PLAN YOUR STORIES

Gliding is wonderful for the great campfire stories. "We were 30 miles out on Mc 0, and came all the way home. I had to pull up from best L/D to clear the trees and just plopped it in for a finish." This is a true story from a normally very safe pilot. One pilot we all know, says he saw another of our, heros, thermal out from below a hangar roof.

Great stuff. When I used to fly hang gliders, we actually had a tradition that every campfire story had to start 'there I was, I thought I was going to die'. But these are terrible stories to have in your head when you're making the tough decision to give up hundreds of points. Think of the stories that ended badly.

Here's a good story. In the 2001 Nationals the CD called an assigned task straight through a line of thunderstorms. Most of us turned around, ten pilots went through. John Seaborn was in first place but he turned around, throwing away the contest win and the chance to go to the worlds he fought for years to get to.

There are no prizes, no money, and no groupies in this sport. We fly only for the respect of our fellow pilots. I don't remember who won that contest. I do remember John's decision. He won more pilot respect in that one decision than by a whole series of wins. Do like that. **GA**

IMPACT OF NEW TECHNOLOGY ON GLIDING COMPETITIONS

BY: BRIAN SPRECKLEY



WILL NEW TECHNOLOGY CHANGE GLIDING COMPETITION TACTICS?

The stated objective of IGC competitions is to select the champion in each competition class on the basis of the pilot's performance in the tasks set.

Current developments and availability of situational awareness devices and in-cockpit graphical display will provide competitors in future gliding competitions with the ability to see all the other competing gliders

This discussion is intended to highlight the issues and consider if the IGC need to make changes to its competition rules in light of these developments.

Will new technology change gliding competition tactics?

Currently available cockpit displays displaying other competitors' situations are in their infancy both in the range they can 'see' ahead and the information they display. Currently FLARM can give detailed real-time information of aircraft within a 3-10km radius.

This information is useful for monitoring the location and situation of nearby competitors but once Mode-S is mandatory or widely used, details of gliders possibly up to a 50km radius will be readily available. ADS-B receiver boxes are already available to pull in MODE-S generated signals and deliver them to LX instruments and other gliding displays but unlike FLARM there is no stealth mode to enable pilots to make their own flights without being watched by anyone who has the technology.

Extremely large, high resolution, good daylight readable displays are already available, newly developed tactical software will provide a pilot with detailed and relevant information about fellow competitors and gaggles. There is no technological barrier to this happening, it is just a programming exercise that will

become refined and more targeted so that within a couple of years pilots will have full positional / performance awareness of any group of competitors they are interested in.

YOU NEED NEVER LOSE TRACK OF THE GAGGLE AGAIN

- You will be aware of gaggles / gliders around the start.
- You can be alerted to gliders climbing well
- You will "see" all the gliders ahead at all times and how well they are doing.
- You will see your current task performance relative to your competitors.
- You will see all final glides and be able to compare best routes back to the airfield.

WILL TECHNOLOGY GIVE US 40/20 VISION?

All this information could be monitored by a team on the ground and key tactical possibilities could be analysed by ground based software and experienced coaches. If your team has the resources and a good radio you can take critical decisions together or allow yourself to be guided through all the critical parts of the flight.

The questions we must ask ourselves are; Will the new technology become commonly used by competitors and teams?

- What are the safety issues, increased gagging/following?
- Will it be possible to use it effectively?
- Will it make our competitions fairer and more fun?
- Will it lead to a new generation of pilots who win by using others not by their own flights?

The IGC must consider whether the developing situation poses a threat to our competitions and if so what can we do to reduce it's impact.

GA

THE 50TH MULTI CLASS A MOVING EXPERIENCE

The first Australian National Championships were reported with some outstanding performances by pilots Mervyn Waghorn, Keith Collier and Ray Ash flying from Narromine. Hosting the 50th championships from Narromine in 2012 seemed an excellent opportunity to honour their efforts. Keith's flight from Narromine to Jerilderie, a distance of 259 miles, in the Olympia on Christmas Day was the best flight of the competition.

WORDS: BERYL HARTLEY PHOTOS: ANITA TAYLOR



ABOVE: Five junior pilots entered the comp including Jan Makula and Agata Kaszczuk who were visiting from Poland.

After a year of planning however, Mother Nature interceded with weather in the eastern states more in keeping with the floods of the 1955/56 than the outstanding weather of 1952 when the first Australian National Championships were held.

In the week leading up to the championships this year it became increasingly obvious that the monsoon trough was settling in for a prolonged wet period over the competition area. As the competitors gathered, the organisers anxiously checked the forecasts and considered the possibility of minimum competition days let alone a successful two week championships. On the Sunday morning prior to the first practice day the organisers investigated the option of moving the championships to a more

suitable site. After consideration of a number of sites and with very accurate meteorological information provided by Jenny Thompson it was decided to move to Tocumwal.

This move was only possible when the small number of local club members agreed to pack up in 24 hours, leave their comfortable homes and take up residence in tents on Tocumwal airport so they could carry out their appointed roles for the competition. The contest director Chris Stephens informed the pilots present of the decision to move, put a glider trailer on the back of his vehicle and led the procession of workers, sailplanes, vehicles loaded with camping gear and a mobile office down the original track flown by Keith Collier all those years ago. Beryl Hartley contacted

ABOVE: The results of the first ever Australian Nationals were printed in issue 2 of AG.

pilots in transit of the change of venue. On the six-hour drive south both Beryl and Chris spent the time on their telephones dealing with all the people in Tocumwal who were instrumental in the event's success and cancelling all the plans put in place at Narromine.

Arnie Hartley packed up the towing equipment, put the Duo Discus on the back of the C-180 and with the club Pawnee and pilot Roman Mracek carefully navigated the lines of storms and rain settling into Narromine. David Burrell and Hans Raschke collected all the gear required for weighing and marshalling and, with trailers on the back of laden vehicles, headed south.

As our CD Chris stated, "Success has many fathers" and in this case it has some help from a few mothers brothers and sisters. Cheryl and Eddie Madden from Sport Aviation, Judy and Ingo Renner and members of the Southern Riverina Gliding Club, members of the Murray Border Aeroclub, the local Berrigan Shire personnel all moved quickly to welcome and make available the facilities necessary to host the championships.

Within the next 24 hours the contestants along with the local gliding operators worked with the organisers to ensure that the event would be ready to start with the loss of just one day. Eddie Madden agreed to assist Arnie with the safety officer role, and Ingo Renner was a very welcome assistant to the task setting. Jenny Thompson put together a presentation of weather data to help the

task setting group led by Terry Cubley. Mark Rowe set up the portable office in the Tocumwal terminal building. Joy Shirley kindly agreed to run the scoring off site with help from the onsite scoring assistant Hans Raschke. Peter Temple quickly produced a new turn point list in all formats that was posted by Ross McLean within 24 hours on the club website. David Pietsch and Miles Gore-Brown conducted the compulsory weighing.

The planning at Narromine had allowed for five Pawnees and one C-180 for towing. Only two Pawnees and the Cessna moved to Tocumwal. The locals were able to supply a Maule, C-150/160 and Scout. The launch was a challenge but within a few days the fleet was launched within the hour.

Just one day late and following one practise day, the competition was underway. It was a credit to the competitors that not one entry cancelled and indeed one extra entry joined

HIGHLIGHTS

Five junior pilots competed this year, Matthew Scutter, Andrew Maddocks, Adam Henderson, and Jan Makula and Agata Kaszczuk from Poland, plus another four juniors, Jess, Sophie, Clair and Sarah who were so valuable and appreciated by everyone.

Eight from nine possible days were flown. A good mix of weather tested the competitors. Peter Temple reported on the strongest thermal he has encountered. An almost stationary and active trough line east of the task area created some exciting and fast conditions in the second week.

Bruce Taylor completed a task of 469.4km at 156.4km/hr to win the award for the fastest task and won the Open 18 metre Class. Terry Cubley and Lisa Trotter battled for the 15 metre Class lead and were challenged by the new young talent Matthew Scutter. Terry is this season's 15 metre champion following an

BELOW: Peter & Mandy Temple



ABOVE: Chris Stephens with Ingo Renner

RIGHT TOP: Bruce Taylor won his second Nationals for the season receiving his trophy from Henk Meertens.



outlanding by Lisa on the second to last day. Peter Temple and Peter Trotter swapped the lead in the standard class when Peter Temple took the lead on the last day. Adam Henderson was awarded the Sir Donald Anderson award for the best performance by a novice pilot.

The presentation dinner was attended by 86 competitors, crews and workers at the Tocumwal Golf Club. Henk Meertens and Bruce Brockhoff were welcome guest presenters. Chris Stephens as MC made special mention of the willingness of the participants to assist the organisers with the bold move from Narromine to Tocumwal. It is a credit to all concerned that the 50th Anniversary National Championships was a wonderful success. GA



TOP: Bruce Taylor on the podium again. ABOVE: Adam Henderson receives the Sir Donald Anderson Award from Henk Meertens.

50TH MULTI CLASS NATIONALS 2012 OPEN CLASS

1. 6820	2T	BRUCE TAYLOR	LKSC	JS1
2. 6430	TK	TOM CLAFFEY	NARROMINE	ASG29
3. 6013	ULZ	LARS ZEHNDER	LKSC	VENTUS 2CX
4. 5877	ZKT	ANDREW GEORGESON	KINGAROY	VENTUS 2CT
5. 5778	GXY	CHAD NOVAK	DDSC	NIMBUS 4DM

18 METRE

1. 6817	2T	BRUCE TAYLOR	LKSC	JS1
2. 6410	TK	TOM CLAFFEY	NARROMINE	ASG29
3. 5991	ULZ	LARS ZEHNDER	LKSC	VENTUS 2CX
4. 5744	ZKT	ANDREW GEORGESON	KINGAROY	VENTUS 2CT
5. 5651	VCX	CHRIS WOOLLEY	KINGAROY	VENTUS 2CM

15METRE

1. 6963	WVX	TERRY CUBLEY	ADELAIDE	LS3
2. 6880	XOR	CRAIG COLLINGS	MT. BEAUTY	ASW20
3.6718	IZE	MATTHEW SCUTTER	ADELAIDE	LS4A
4.6499	IIC	ADAM WOOLLEY	KINGAROY	ASW20
5.6396	ZZ	DAVID PIETSCH	CANBERRA	ASW20

STANDARD

1. 7134	LG	PETER TEMPLE	ADELAIDE	LS8
2. 7024	PNL	PETER TROTTER	KINGAROY	LS8
3.6838	GHE	MAK ICHIKAWA	JAPAN	LS8
4. 6663	GHE	MILES GORE-BROWN	KINGAROY	LS8
5. 6359	EVV	PAUL MANDER	NARROMINE	SZD55

www.soaring.org.au/multi2012 for the full results and task information.



HORSHAM WEEK 2012

BY: MARICE LITTLE PHOTOS:



ABOVE: Comps Director Dr Colin Adam presents Std Class winner John Orton from WA with his award.

Following a successful and well attended VSA X-Country Coaching week the 46th successive Horsham week took place from 4 to 11 February. Thirty six gliders entered in four classes, Open, 15 metre, Standard and Performance.

BELOW: Bruce Cowan, winner 15 Metre Class.



Seven days were flown with only the Sunday lost to bad weather. On Day 1 a 3-hour AAT was set based on a 40km cylinder around Buelah, 30km around St Arnaud. Speeds varied from 95kph to 128kph. Day winners were Open Tracey Tabart, 15 metre Goeff Vincent, Standard John Orton, Performance Thorpe/Nakamura.

After a pre-frontal squall led to the cancellation of Sunday's task another AAT was set for Monday. The day started overcast but by launch time the blue gaps had appeared and the task was on. The faster ships completed the task in 120kph. Day winners were Open Rolf Beulter, 15 metre Bruce Cowan, Standard John Orton, Performance Chris Thorpe/June Nakamura.



LEFT TO RIGHT: Chris Thorpe GFA COP and winner of Performance Class with June Nakamura, Tony Tabart winner of Open Class, Mike Cleaver tug pilot and Safety Officer.

OVERALL WINNERS

OPEN CLASS - TONY TABART

15 METRE CLASS - BRUCE COWAN

STANDARD CLASS - JOHN ORTON

PERFORMANCE CLASS - CHRIS THORPE

& JUNE NAKAMURA

Full details available at www.horshamweek.org.au

Tuesday looked worse than the previous day, with solid overcast encroaching from the west during the night. However, conditions improved during the day and the winners were Open Tony Tabart, 15 metre Bruce Cowan, Standard John Orton, Performance Noel Vagg/Duncan Robertson.

At Wednesday briefing, the sky was already showing low cumulus development with strengthening southerly winds. Standard, 15 metre and Open classes were set a 296km FAI triangle task, Horsham - Netherby - Birchip. Horsham was chosen in expectation of a blue day with initially slow climbs under a stable inversion at 5,700ft. Performance Class was set an AAT task which allowed maximum pilot discretion - Horsham - Jeparit (40km radius) - Birchip (30km radius) - Horsham (149km min and 249km max). Winners were Open Craig Vinall, 15 meter Bruce Cowan, Standard Greg Jackson, Performance Chris Thorpe/June Nakamura.

On Thursday local low-level cumulus began developing before noon with evidence of encroaching overcast from the south. Launching began with 7kt southerly winds and 4kt climbs to 4500ft. Conditions were anticipated to improve to the north. This, however, did not eventuate. AAT distance ranged from 142-336km. Winners were Open class Jareck Mosiejewski, 15 metre Bruce Cowan, Standard John Orton and Performance Tim Shirley.

Thunderstorms were predicted on Friday. AATs were set with the expectation of good soaring conditions to 5500ft by early afternoon, however, the possibility of later over development indicated an option of shorter tasks would be prudent. An AAT of 3 hours was set for all classes. Day winners Open Tony Tabart, 15 metre Bruce Cowan, Standard Greg Jackson, Performance Marta Najfeld.

Breaking with last day tradition of a Run task, a 2 hour AAT was declared for all classes Arapiles, Antwerp, Minyip, Horsham with each turn point having 20km cylinders making a task of 83-278km. Some contestants had decamped the day before reducing the field to 28 gliders. Day winners were Open Craig Vinall, 15 metre Andrew Murphy, Standard John Orton, Performance Noel Vagg / Duncan Robertson.

GA

RASP MOBILE VIEWER

BY: GAVIN FOSTER

SECRETARY - GLIDING QUEENSLAND

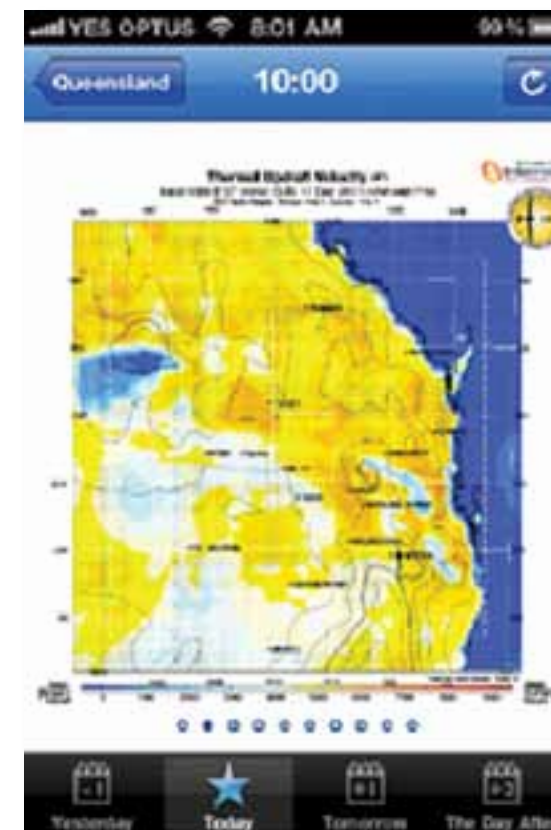
Gliding forecasts have come a long way in the last few years with Regional Atmospheric Soaring Predictions (RASP) now made available. RASP is the brainchild of Dr John W (Jack) Glendening, a meteorologist in the US. Dr Jack has made his RASP program freely available to other regions around the world to post-process files output by 'equations of motion' meteorological models run by the US Weather Bureau and the US National Oceanic Atmospheric Administration (NOAA).

Thanks to sponsorship from Internode and the GFA, the RASP processing of the models and subsequent forecasts are available in Australia. The Australian RASP is available at the AusRASP web site: <http://glidingforecast.on.net/RASP/RASPTable.html> where you can use the viewer to page through forecast images related to Thermals, Cloud, Winds and Wave data for each state and for hourly time periods. It also gives you some information about each type of image to help you interpret what you're seeing.

I'm sure many of you review an Area Forecast (ARFOR) and Terminal Area Forecasts (TAF) for the area and aerodrome(s) you're planning to depart from and possibly overfly on a cross country gliding flight. These are good weather forecasts and are important for planning, but they don't provide much in the way of gliding data. RASP is a great source of gliding forecast information that can be easily and quickly interpreted.

It can take a little time to become familiar with what information each option provides, but once you're familiar with it you can quickly page through each chart, related to a specific time, and interpret the colours and pixilations to come up with an idea of what the soaring conditions are going to be like. Remember, RASP is just a forecast too and should be used as an indication... like any forecast, you can be disappointed or pleasantly surprised, but from my experience it has proved to be a good indicator.

Over the last few months the RASP viewers have gone one step further, they are now available on mobile devices. Whether you're an Android user or an iPod, iPad,



or iPhone user, there is now a RASP viewer available for your mobile device to make viewing your regions RASP images easy from anywhere. These applications provide a simple way to flip through the RASP charts for your region and also provide the ability to pinch on a chart to take a closer look.

The Android RASP viewer application, written by Nimble, can be reviewed and installed free at: <http://www.appbrain.com/app/rasp/be.suffix.rasp>. If you're an iPod, iPad, or iPhone user, the RASP viewer application, written by Jelle Vandebeek, can be reviewed and installed free from the App Store on your device, or on iTunes at:

<http://itunes.apple.com/us/app/rasp/id426040634?mt=8>. GA

GLIDING AUSTRALIA
coming next issue...

CLUB SEASON ROUND UP

Looking at this issue, you may think that competitions are all gliding is about. But we know that hundreds of glider flights are flown all across Australia on every flyable day of the season - outside competitions. In our next issue we will cover a roundup of notable club and OLC flights, camps and sport aviation from across the county.

We would love to hear about your flights or your clubs activities. Please talk to us!

editor@soaring.org.au

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solo

FUN, CONFIDENCE BUILDING, FELLOWSHIP AND BEING PINK! WOMEN IN GLIDING WEEK, BENALLA 27 -31 JANUARY 2012



WORDS: VIVIENNE DREW PHOTOGRAPHS: JUTTA GOLDMANN

Women in Gliding week took place at Benalla in January, the seventh event held since Lisa Trotter and Vivienne Drew developed and initiated the first annual WIG Week in 1992 to bring women together to fly and share information as a like-minded group. Many women are the only female pilots in their club and have limited representation in the sport. WIG Week was also created to help women overcome challenges they encounter while learning to glide, and form a fellowship where women can share experiences, keep in contact and set and achieve their flying goals.

ABOVE: The WIGs join their coaches and organisers at Benalla.

The objectives declared at the beginning of the week included having fun, confidence building, fellowship and being 'pink'! All were achieved by the end of the week.

The majority of WIGs arrived with either gliders or families in tow on 26 January and were all keen to get flying and make the most of the week and its opportunities. A full programme had been prepared by Louise O'Grady and Lisa Trotter, who did a brilliant job in co-ordinating the week.

Our WIGs for the week were Lisa Trotter, Louise 'Lulu' O'Grady, Vivienne Drew, Anne Borzycki, Jenny Ganderton, Jennefer Goldsmith, Mary Neighbour, Sylvia Sharman, Laura Sullivan, Brooke Anderson, Claire Haesler, Jutta Goldmann, Kerry Claffey, Jo Davis, April Currie and Gina Bartie.

The first day's briefing was spent assessing the weather, which started as a southerly at the beginning of the week and ended up as a cracking northerly with cruising to 7-8,000 ft by the end of the week. The conditions were excellent and flyable for the whole week.

BELOW: Jenny Ganderton



After our weather briefing on the first day, we spent some time introducing ourselves and discussing our goals for the week and what support would be needed to achieve those goals. It was fantastic to meet ladies who had been gliding for many years and to see that the passion for the sport was still shining from within and the glowing faces as tales were retold. Mary Neighbour, GCV

member out from the UK, is our longest serving glider pilot with 50+ years of gliding under her belt and still tackling 500-600 kms flights. We are in awe of you, Mary!

It was also fabulous to meet the 'fledgling eaglets' embracing gliding, with Laura from Mt Beauty GC at age 16 and Brooke from Mt Beauty GC/Canberra GC at age 14 already stretching their wings and ready to make an impact. It was also great to have April Currie, from GCV, who joined the WIG week as an ab-initio and achieved her first solo flight during the week and the requisite bucket of water - brilliant stuff!

We also must mention Claire Haesler from GCV who achieved her first 300km flight and Gina Bartie from GCV who having already attained her CPL with a view to being a pilot with the Royal Flying Doctor Service is training to be a glider pilot and tuggie. Great aspirations and we hope that the gliding fraternity can help these wonderful ladies achieve their goals and dreams.

The week, of course, does not work without the assistance of our SNAGGS (Sensitive, New-Aged, Gliding Guys!) Our SNAGGS performed as crew, instructors and coaches all with enthusiasm and willingness to make it a great week for the girls. Our heartfelt thanks go to John Norman, Greg Schmidt, Peter Martin, Peter Gray, Neil Williams, Steve Hobby, Gerry Hogan, Gary Allbutt, Ted Neighbour, Graham Garlick, Dave Goldsmith, Tom Claffey, Tom Doolan, Peter Trotter, John Blackburn, Max Kirshner and other unsung heroes who gave unstintingly of their time, expertise and assistance.

The WIGs put the coaches to work from day one and the Duo Discus was flying everyday with the girls extracting the knowledge from Peter Trotter, Peter Gray and Greg Schmidt



who were available to introduce cross country to some, reactivate cross country flying to those who had not done any for some time and hone the skills of others who wished to improve their speed and distance. Lisa was also doing lead and follow with those who wanted to stay on her tail feathers.

Each day Lulu and Lisa had arranged for guest speakers to present on various gliding related topics. Jo Davis gave an excellent presentation on thermals and thermalling technique, Steve Hobby gave a great demonstration on maintenance and the importance of knowing how to change the wheel on your glider so that you have not grounded yourself because of lack of knowledge of a basic repair.

Graham Garlick gave a precise and knowledgeable presentation on airfields and airspace around Benalla and the areas that we would mainly be flying over. Plus, he gave instruction on the new GCV Gliding Simulator. Lastly, we had Lisa on Gliding Preparation and secret women's business which, as always, is well received with much discussion, laughter and volunteering of information!

Along with the hard work of flying and absorbing all the information given, we did have the chance to relax in the evening with some great events arranged. Our first 'Evening Outlanding' was the must do Thoonna Pub. The Pub Bus picked us up and took us home - suitably cheery to boot! The requisite sing-a-long was held with selections from Puccini to Bette Midler getting a warble at full volume! We also had Laura's 16th birthday to celebrate with a party and prezzies. Our wind-up dinner replete with tablecloths and floral arrangements, was attended by many club members along with Mums and Dads present to support the great achievements of the week.

And what achievements, what a week! The following are some great outcomes

Jenny Ganderton, Lake Keepit GC - 602.19 km
FAI Triangle in Mosquito

Claire Haesler, GCV - 332.06 km
distance/Diamond Gold / 5 hours in LS7

Laura Sullivan, Mt Beauty - learning
to aerotow after only ever doing winch.

April Currie - Solo!

Jennefer Goldsmith - 470 km in KA6e -
flown on New Year's Day. Now that is
fantastic!

Our other WIGs spent time improving distances/speed, reactivating cross country skills - taking that big leap and cutting the local airfield umbilical cord into the wild blue yonder beyond the river - learning to activate secret women's business and make it work,

improving thermalling skills, and next steps from solo.

During the presentation dinner on the Saturday evening, New Year's Eve, the following trophies were presented:

Australian Women Pilots' Association (AWPA) Trophy for the Most Meritorious Flight, which was jointly awarded to Jenny Ganderton for her flight of 559.67km in the Mosquito and Jenne Goldsmith for her flight of 382 km the wood/fabric KA6e glider. Little did we know at this point that Jenne was to fly a whopping 470km the next day! This Trophy is awarded with a \$500 scholarship provided by the AWPA.

The Michelle Babbist Trophy for the Most Improved Pilot was awarded to April Currie for who achieved her first Solo flight during the week. This trophy was donated by Rod Harris, Michelle's partner. This Trophy also came with a \$500 scholarship.

Many thanks are extended to Lisa Trotter and Lulu O'Grady for organising and running the week, and Rhonda Gelletely and Sue Kirschner from the GCV office for putting the logistics of the week together. Our heartfelt thanks go to all the people behind the scenes, instructors, coaches, crew for providing expertise, assistance and support to allow the WIGs to achieve their individual goals. Also many thanks go to the GCV Committee and members for hosting and making the club's facilities and gliders available. We also express a sincere thank you to the AWPA and Rod Harris for providing the trophies for the event. Thank you also to Jutta Goldmann and Tom Doolan for the fabulous photos of the week that was.

And last but not least, we must also extend our grateful appreciation for the funding provided by the Gliding Federation of Australia and the Victorian Soaring Association. Without this funding and the support and encouragement provided by both entities, this event would not be as successful and beneficial to all the participants.

So what is the next step after such a wonderful week? Well, the Victorian Soaring Association have received a grant from Sport and Recreation Victoria to help increase the GFA membership of Victorian women in gliding. The next step is to get together on the WIG chat forum to formulate a plan! Any input is welcome, so watch this space for further developments.

GA

ABOVE:
(Left to right) Jenne
Goldsmith,
Claire Haeslers and
coach Lisa Trotter.

BELOW: Louise O'Grady,
(left) and April Currie.



GLIDEFAST

WORDS: EUGENE LAMBERT COTSWOLD GLIDING CLUB, UK



I ventured to Australia from the UK to spend January flying at the Gliding Club of Victoria in Benalla. No sooner had I arrived, than I found that my enthusiastic syndicate partner, John McWilliam had booked us both onto a GlideFast coaching week run by Peter and Lisa Trotter.

Peter is a three times Australian National champion, has twice represented Australia in the Worlds and is currently GFA national Convenor Coaching. Lisa has a very successful track record as a Nationals pilot with regular podium placings and has twice represented Australia at the Women's Worlds. Both are former holders of National gliding records.

For an incredibly reasonable cost \$150, Lisa and Peter provided a week's worth of daily lectures on specific gliding topics, task briefings, goal-based flying exercises and detailed post-flight analysis. Their goal is to improve participants' average cross country speeds.

I was concerned my attendance would result in the course having to be renamed 'Glide Slightly Less Slow'. For years I had snailed my way around the UK skies in either a K6E or a Libelle. My fastest cross-country flight in my recently acquired Ventus was an embarrassing 80kph.

The ten pilots who signed up brought a wide range of experience to the table. There were experienced competition pilots with thousands of hours, and early XC pilots in the low hundreds. There were Australians, an American, an Irishman and a few Englishmen. With 600 hours of UK gliding and all my badges apart from diamond height, I was firmly mid-table in terms of experience.

The course started with all of us receiving a folder of excellent briefing notes and some very smart GlideFast polo shirts. The GlideFast folder consists of the distilled pearls of wisdom of some of the best glider pilots in the world, with insights contributed by G. Dale, Ingo Renner, Bruce Taylor and the Trotters themselves.

Peter and Lisa quickly made it clear that the daily 'lectures' are really more like collaborative workshops on

a specific subject. Their role as coaches is to present an overview and then guide and facilitate a more detailed discussion. They also fly the tasks set and offer one-to-one, hands-on coaching from the back seat of a Duo Discus. Everyone gets to fly at least one task with one of them and see how theory is turned into practice.

One of our very first tasks was to set ourselves a goal for the course. My personal goal was to achieve XC speeds that would enable me to have a decent shot at a 750km flight.

WHAT DID WE LEARN?

The first thing we learned is that there are many components that go into faster cross country flying, but that some are more important than others. We learned that improved thermalling offers the biggest bang for the gliding buck in terms of flying faster. In my Duo flight with Peter, I watched him squeeze nine knots of climb out of a thermal in which I would have settled for six. His determination, aircraft handling and visualisation of where the core was lurking were an education. Other topics considered in detail included refining inter-thermal flying through discipline in thermal selection, following lines of lift to minimise the need for thermalling, and making use of the various technologies available today in the glider cockpit.

One particular word close to the Trotters' hearts, which cropped up again and again, is feel. We learned how important it is to try and feel what the air is doing and exploit that. While this might appear to be a difficult concept to articulate or teach, I definitely felt at the end of

the course that I had a better appreciation of it than before, and was less reliant in my variometer with its inevitable lag.

DID WE GLIDE FASTER?

At the end of the course there were several notable achievements worth recording. Bernie bagged his Gold Distance and Diamond Goal with a fantastic 360km flight at a good speed. Andy Smith, his Ventus sagging with water, flew his first 750km FAI triangle one day, and hooned around a 310km task the day afterwards at a personal best 151kph! John McWilliam did his fastest flight ever, at 130 kph. David Scott did his first ever flight at over 100kph. And me? Well, I flew my first ever FAI 500km triangle and also set a new personal best speed of 128kph on a 310km task, increasing my record task speed by a previously unimaginable 48kph.

AMAZING!

It has to be said that John and I, visiting from the UK, were blown away by the incredibly generosity of Peter and Lisa in sharing their experience garnered at the sharp edge of gliding. Their presentation style, on the ground and in the air, is friendly, clear, accessible and fun. At the end of the course we had some wonderful material to take away and refer to and had practised some of the essential skills of flying fast. We would not hesitate to recommend

PHOTO: LYNN GOSSFELD



their GlideFast course to anyone interested in improving cross-country speed.

One last note: you don't have to be a competition pilot to benefit from the GlideFast coaching course. I'm not and probably never will be a competition pilot, apart from the occasional inter-club bash. But the faster you can fly, while feeling comfortable, means the further you can go for a given weather window. Also, as in any sport, challenging yourself is the key to progression. And progression is fun. Especially when you are standing there in the bar after a good flight, square-jawed, gimlet-eyed and sweaty, clutching your cold beer telling everyone how you did it.

LEARNING BY EXPERIENCE

During the Club & Sports Class Nationals we talked to Peter and Lisa Trotter, GFA national coaching director about the goals of the coaching weeks that they have been organised during the year.

Peter and Lisa will be representing Australia at the World Gliding Championships in Uvalde during July/August and Peter explained "We are fairly full on at the moment in the lead up to Uvalde so we want to do all the flying that we can. We are flying in both the Club and Sports and the Multiclass Nationals, because what gets you ready for competitions is flying comps.

"This season we have done four coaching weeks, The G Dale coaching week, Joey Glide, Women in Gliding and GlideFast. So between Uvalde Pre Worlds last year and Uvalde this year we will have put in a lot of hours, which is what you have to do if your going to do the best job at representing your country."

Lisa described the philosophy behind GlideFast. "The idea is to keep it a small group so we can give people individual attention and people can identify what their goals are and then work on what needs doing to achieve them. We usually have a guest coach so, with us, there are three coaches and usually around eight attendees.

"We always have a discussion in the morning. With a smaller group you can get a really good group dynamic. It's always amazing how much aviation knowledge is in the groups we take. Not just gliding but hang gliding and all forms of flying. So if we are having a discussion about thermal sources it is always fascinating.

"Later on we fly a task of 2 to 3 hours. We keep the tasks short for a couple of reasons. One is that people perform better when they are not tired but we also want to spend a lot of time on a debriefing and flight analysis. Because we are all flying the same task we can compare

how we did and look at the different decisions everyone made. So it is an experiential learning process. It is meant to be fun but also give people the opportunity to push themselves a little bit.

"With the support of the other course attendees they can experiment with different things. So for example if someone has a tendency to hang around at the top of the climb, this is a chance to have a go at leaving a bit earlier. Or increase your speed and so on."

Peter said, "The focus is on the things that really matter. We are not heavy on the theory, it's more the application of the theory. We all know what to do generally, but when you go out and try to do it, you find that you don't necessarily do what you know you should. So, it's the application of all the theories that we really work on.

"Therefore we do as much one on one as possible. Everyone gets at least one flight in the two seater and we do some lead and follow and pair flying. At the end of the day we look at what we agreed to concentrate on in the morning and examine if it worked and if not, why not."

Lisa said, "Attendees vary in experience from early cross country through to very experienced."

But Peter emphasised that the aim is to encourage less experienced pilots to join the coaching weeks. **GA**



PHOTO: ANITA TAYLOR

The coaching schedule for the 2012-13 season will be worked on over the coming months. We will announce dates in the Events listing in GA and they will be online at www.gfa.org.au



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APRIL 2012

PHOTOGRAPH: JUSTINE THOMPSON, A VENTUS BT FLOWN BY JOHN SWITALA OVER MOUNT TOWNSEND - SECOND HIGHEST MOUNTAIN IN AUSTRALIA

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6 HUNTER VALLEY GC - VINTAGE AND 13.5M EASTER GLIDING QUEENSLAND 2012 EASTER COMPETITION CABOOLTURE GC 6 TO 14 APRIL 2012 JALLUKAR - EASTER CAMP 6 -9 APRIL	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21 GFA BOARD MEETING
22 GFA BOARD MEETING	23	24	25	26	27	28
30	1 May	2	3	4	5	6



MAY 2012

PHOTOGRAPH: BOOHAN GLIDING CLUB

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

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FLYING WITH THE BEST

WORDS: SEAN YOUNG PHOTOGRAPHS: SEAN YOUNG
& JUTTA GOLDMANN



The 31st Club and Sports Class Nationals were held at Benalla from 2 to 13 January 2012. Seventy two pilots in 62 gliders flew Club Class, Sports Class and the new 20 metre 2 seater Class. Eight competition days were flown with two days cancelled due to adverse weather conditions and one official rest day.

ABOVE: Bruce Taylor is landing after a day win.

Monday 2 January was the practice day, and the launch point had an air of excitement as the seven tugs burst into life. There were eight in total on the airfield - four based at Benalla plus two from Mangalore, one each from Geelong and Temora. Seventeen brand new tow ropes were unravelled for the first time, which the Tugmaster Robert Pugh and Chief Marshall John Tribe used in a sophisticated roping system. The first three rows of gliders were hooked onto a towrope in readiness for the tug pilots to pull in front of them, attach the rope to the tug and launch the aircraft. This proved to be a very quick and efficient launching system. The Gliding Club of Victoria was using its E-Tug with a water cooled GMH Auto engine.

RIGHT: If you have not been to Benalla for some time, you may be surprised by shrinking Lake Mokoan, which is being slowly drained into the Murray river system.

FAR RIGHT: Makoto talks about his win on Day 1.



CUMULUS to 13,000ft

Day 1 promised to be the best soaring day of the season with 12,000ft cloud base over a wide area of the Riverina forecast. An inland trough was moving slowly through the contest area with northerly wind and temperatures ahead of the trough forecast to reach 38-40 degrees. The same task was set for all three classes which at the end of the day seemed a rather underset 2.5 hour AAT with a maximum distance of 461km based on a 100km wedge at Numurkah and a 25km circle around Rennie.

The day turned out even better than forecast with cloud base touching 13,000ft with none of the thunder showers that had been forecast as a possibility for late in the day. By the time the first start gate opened the cloud base was already 12,000ft and all contestants literally raced around the course.

Makoto Ichikawa won the Sports Class flying a handicapped 395km at a speed of 131kph followed by Peter Temple with 389km at 129kph and Bruce Taylor with 384km at 127kph. Alan Barnes won the Club Class flying 386km at 127kph.



The 20 Metre Class competition, a new class in the World Championships, was flown for the first time in Australia. The six entrants included five Discus and one DG 1000. Graham Rock and Jacobson won the first day flying 431km at 141kph. This first Australian competition provides a basis for team selection for the national team.

Benalla is not far from the controlled airspace steps leading into Albury Airport. The final leg of the task brought the contestants close to the 8,000ft step and several pilots breached the 500ft competition buffer zone and were penalized - it was a difficult day to stay under 10,000ft.

The very high cloud base at the start of the day raised the issue of setting a maximum start height. It was drawn to the contest director's attention that not all the entered gliders had oxygen fitted, causing a perceived disadvantage to those pilots who were restricted to starting no higher than 10,000ft while the rest of the fleet could start at 12,000ft. Consideration was given to setting a maximum 10,000ft start height and this drew debate from pilots arguing both for and against it. But in the end, there was no other contest day where a start above transition altitude was even possible.

NEW AIRMASS

Overnight the trough moved east and much cooler air moved into the contest area, bringing a forecast that was a complete contrast to the previous day. Max Kirschner, the contest Meteorologist, estimated that the day would provide a three hour window of soarable conditions up to 6,000ft before the southerly breeze pulling cold air through the Nillahcootie gap would cut the day short. So for Day 2 a two hour AAT task was set for the Sports and 20 metre Classes and a 1.5 hour task was set for Club Class.

In Sports Class Lisa Trotter was flying a borrowed ASW27 in preparation for the World Gliding Championships in Texas. She said, "The most memorable days in a competition are usually not the best flying days, but the more difficult ones." This was a day to remember as many pilots landed out, although Lisa came in 3rd flying 177km at 78kph. Brad Edwards, who had arrived at Benalla late and did not fly on Day 1, won Day 2 ahead of Bruce Taylor coming in second, both flying JS1s.

THERMAL WAVE

The forecast was for a similar day but a task time of 2.5 hours was set. In Club Class Tobi Geiger won Day 3 in an LS4A flying 222km at 82.2kph handicapped.

Describing his flight at briefing the next morning he said, "... I was lucky enough to find thermal wave within a kilometre of the start point, so I started at 6,700ft. That allowed me to go deep into the first circle. My plan was to go from Dookie and stay well south of the lake, and then head for the piggery north of Corowa Airfield where I got a really good thermal with Tom Gilbert back up to 5,500ft. The important decision was not to turn around too late. When things are going well you tend to keep going further and forget about the wind but I was very wary of the strong southerly on the way home. I kept over the Warby Range as long as possible because on days like that, the southerly tends to increase as you approach Benalla. You need extra height above final glide as there is often strong sink around Winton."

Brad Edwards won the Sports Class and said, "I tried to get into wave as well and couldn't but I did get to cloud base, well above everyone else which gave me a good start...when I



ABOVE TOP: Big Tuesday on 2 January reached 13'000ft cloudbase.

ABOVE: After briefing, the competition pilots study the day's task.

RIGHT TOP: Graham Rock was the first ever day winner of the

new 20 Metre Class comp.

RIGHT BOTTOM: Tobias Geiger came second overall in Club Class.

got close to Katamatite, where there was a lot of cloud shadow and conditions were weak. But I saw Dave Shorter thermalling and got a good 7kt climb to about 5,000ft. That put us in a good position to cross the Murray River into NSW where Ingo says the thermals are always better.

"As I had turned so short in the Katamatite circle, I had to go a long way into the Peechelba sector. I was concerned about flying so far downwind but found a group of 6-7kt climbs. When I turned around to head for Benalla it was streeting a bit better and I was picking up 6-7kt climbs there as well. Basically I kept out of trouble and used a few thermal markers from the day before. At the Warbys I ran out of ideas but ran into another 7kt thermal."

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ABOVE: Brad Edwards flies the JS1 on one of his four day wins.

Rolf Buelter won his first day in a 20 metre Nationals. Rolf said, "I had an ambition to make it into the top ten and I am glad to have achieved it."

NO TALKING!

The weather forecast for Day 4 was much better with the high pressure system moving further up into the continent from the south. Max predicted a long day with CUs up to 9,000ft late in the day. Bjorn Rechinger, a visiting pilot from Denmark, won the Club Class.

For the third day in a row Brad Edwards won the Sports Class. Describing his flight he said, "I started later, hoping that the thermals would get a bit higher. Bruce and I started

together and basically flew the whole day together. It was difficult to fly together without being able to talk to each other. One of us would fly into the lift and the other into the sink and we got separated several times, but always met up again.

"I never got into too much trouble and by the time we got to the rock we had caught up with the early leaders. Then it was fairly easy on the leg to Jerilderie as the thermals were marked by the gliders ahead. I was lucky at the end with the final climb. Bruce and I were gliding across the river and it was a bit quiet.

"I noticed a couple of harvesters and a willy-willy out to the right, picked up the stronger thermal and got home first."



Graham Rock and Paul Jacobson won 20 Metre Class for the second time flying 316km at 110kph.

The next two days were no fly days due to weather and an official rest day was declared on Sunday.

THE LONGEST DAY

The weather forecast was for another long day with CUs up to 8,500ft but with areas of high cloud coming in from the west making conditions more complicated.

The longest tasks of the competition were set with a 4 hour for Sports and 4.5 hour for Club AAT based on Deniliquin and Oaklands that could give a maximum distance of 761km. The 20 metre Class was set a point to point task - Deniliquin and Urana with a distance of 410km.

Once again Brad Edwards took first place in Sports Class. "Part of the reason for my success is that I arrived one day late, so have no chance of winning. I am very relaxed and just having a good time. I started as soon as the gate opened because the thermals were already working and there were good clouds. I had a good run up the first leg and followed the streets. I didn't stop for many thermals and flew many kilometres without turning. I found a couple of good climbs near Tocumwal then headed across the river, and it got a bit quieter near Deniliquin. I probably turned a bit early and should have gone a bit further west to use the streeting but it



ABOVE Left: Tom Gilbet in his Standard Libelle has been a familiar sight for many years at competitions.

ABOVE RIGHT: Marta Najfeld and Ziggy Kusiak wait on the flight line.

RIGHT: Alan Barnes describes how he won the first of three days.

seemed to be dying. So I turned downwind and tried to street and it went well all the way past Urana. However, the clouds were dissipating so I had to turn north to follow the CU. I then tried to climb high for the turn in the middle of the sector. My second leg was not particularly fast but on the final leg I zigzagged and turned up into the crosswind to catch wispy bits of cloud. It really picked up and it was a great run. I ran into a few 10kt climbs on the way home."

Alan Barnes won his second day in Club Class. He said, "Like the others, I saw no reason not to start early. The forecast was for cirrus and overdevelopment to pass through the area later on so I headed off straight away. The second leg had some cirrus cover and was as a bit weak so I stayed high. But there was some fairly good streeting. I carried on heading northeast beyond Urana. As the final leg was into wind and there was still cirrus drifting in I turned spot on time, even though normally I turn ten to fifteen minutes late to give my self a bit of margin to come in overtime.

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THINKING OF ENTERING A COMP?

SOME ADVICE FROM ON HOW TO PREPARE FOR NEXT SEASON'S COMPETITIONS

"Flying competitions open doors for you. You meet people and learn an enormous amount. They are inspiring, exciting and fun..."

PETER & LISA TROTTER

Lisa. "People may have the impression that competitions are aggressive and unfriendly. In fact the opposite is true. There is actually a lot of support from more experienced pilots and they are a very friendly environment. Competitions are friendly, fun and safe. So the main thing in preparing for a comp is to gain a feeling of confidence in your fellow pilots.

Peter. "Flying competitions open doors for you. You meet people and learn an enormous amount. They are inspiring, exciting and fun. So be prepared to improve your skills."



PETER TEMPLE

Peter started gliding with the Adelaide University Club. He has flown in the last three World Championships in France, Italy and Slovakia flying Standard Class, as well as in numerous Australian nationals and state competitions.

"A lot of people arrive at competitions unprepared to use their navigation computers. I advise you to make every flight you do a cross country flight, no matter how short, preferably flying along with other gliders. Always set a task in your computer and fly it. The first day of the nationals is not the time to be using a new instrument for the first time.

"Fly in as many competitions as you can - fun comps and regattas. Flying in competitions greatly improves your flying. You get immediate feedback, not only from the results but you can watch the other gliders in flight and immediately see what you did wrong."

GREG SCHMIDT

Greg is currently the Regional Coach for Queensland and was the Australian Team Captain at the World Championships in Slovakia. Greg learned to glide in 2004 after a career as an airline pilot.



"Fly in competitions. What you learn at a competition could take you years to learn on your own. Attend as many coaching courses as you can. In recent years we have been very fortunate to have several international coaches visit such as G Dale recently. If you get the opportunity to attend one of these courses it will greatly improve your cross country soaring."

BRAD EDWARDS

15-metre World Champion 1991.

"Identify your strengths and weaknesses and concentrate on taking maximum advantage of your strengths and

improving upon your weaknesses. Get your text books out again and look at thermal structures and patterns."

TIM SHIRLEY

Competition Director. "The best thing you can do is fly at a state competition. Get comfortable flying with other gliders. Make sure you are familiar with your equipment - instruments, glider trailer and so on. Read and understand the competition rules.

"Prepare physically. Gliding is an endurance sport. You have to be comfortable with flying many hours in a glider then get up the next day and do it all again and again.

"Being well prepared is the key. As a competition director, the people I see getting frustrated are the ones with equipment problems. Make sure you have contingencies for equipment failure. Have the tools and spare parts on hand to do repairs.

"The basics are the most important. If you are ready you are going to be relaxed and have fun."





TOP: Terry Cubley MIDDLE: Craig Collings
BOTTOM: Miles Gore-Brown



"Heading back south at the end of the first glide I got an 8kt climb. I hit another 8kts half way across the lake and another one just after that. Then my PDA was telling me I was going to get in 10 minutes early so I moved my track to go right to the back of the soak area. I kept going and blundering into really strong climbs. By the time I was halfway down the leg it looked as if I was going to come in 20 minutes ahead of time. I was cursing myself thinking I had really stuffed it up."

"Over Wangaratta I got yet another great climb and I was thinking, not another strong thermal. Where are the weak ones! Sure enough, I found the weak thermals in the back of the soak and I barely got final glide and came in just 30 seconds early."

Terry Cubley and Brian Rau flying the DG1000 won their second day flying 401km at 114kph. Terry said, "We thought it was a bit weak so we started a bit earlier than planned. We had a really good first leg and met up with a couple of Duos near Deniliquin and had a good climb there. The Maddocks flew a bit north of track with us and we found some really good streeting all the way along. It was very nice with a 30kph tail wind. It got a bit quiet around Urana and we didn't get another good climb until we got close to the river heading south, but then we just followed streets home."



ABOVE: Andrew and Danny Georgeson competed in a Duo Discus.

WESTERLIES

On 10 January a strong cold front had just gone through and another was approaching the south coast of Victoria. The Day 6 was forecast to have strong westerly winds of 30kt at 5,000ft and increasing with altitude. Sports Class was set a 2.5 hour task set with a large 60km circle around Bendigo to allow for a big push into wind and a downwind dash to a 50km wedge around Shepparton and back to Benalla. The Club and 20 metre Classes shared the same task based on a 20km cylinder at Murchison and a 50km wedge at Shepparton.

Bruce Taylor won the Sports Class flying 311km at 116.kph. This was the first day win for Bruce although he had come second on three of the previous days. After the first five days of competition, Bruce was in first place with 4,585 points just ahead of Peter Temple in second place with 4,463 points but after winning Day 6 he had pulled away and widened the gap marginally and was 162 points ahead of Peter overall. Although Makoto Ichikawa came seventh that day he was in third place overall followed by Peter Trotter, Miles Gore-Brown and Brad Edwards in sixth place.

At briefing the next day Bruce said, "It was an interesting day. I ran through a bit of sheer wave before I started. The first leg was OK. I was with a group of smaller gliders and they seemed to be keeping up with me. So I obviously wasn't going that quick. It was the second leg where it came good for me. I had some nice long runs and some great climbs in the middle of it. Then a nice little crosswind street set up for me and I came home quite strongly."

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TOP Left: Miles Gore-Brown came fifth overall in Sports Class.
ABOVE: David Pietsch flies his ASW20 in Club Class.



TOP: Peter Temple came second overall in Sports Class.
ABOVE: The landscape around Benalla makes beautiful flying country.

CD - TIM SHIRLEY

This was Tim's second year as Competition Director at the Club and Sports Class Nationals at Benalla. He has been involved in competitions since the mid 1970s. He started out doing the scoring and has since been the CD for numerous state comps and five nationals. He retired a few years ago and moved to Benalla with his wife Joy, who was the scorer for the event.

HOW DID IT COMPARE TO LAST YEAR?

"Last year the first four days of the contest were rained off. We then flew six of the remaining seven days. So this year got off to a better start. Last year we had 48 entrants but have a lot more pilots this year. I'm not sure why but I think timing and location are what interest people to enter. The competition has to be located at a good site and scheduled for the best flying weather for that site. If you do that, then people will come."

CHALLENGES

"The challenge of being a CD is managing a complex operation, from receiving entries to the final dinner. It is a management job and the result of a year of planning. Having the right volunteers is the real key to success and I have been very fortunate to have such a professional team of people working with me."

"Most of the volunteers helping with the comp are from the GCV. We are fortunate to have the local Air Force Cadets running wings."

HIGHLIGHTS

"Once the competition is underway my job becomes fairly easy. I know, for instance, that each day the tugs will suddenly appear at the launch point on time and ready to go. All the officials and helpers have done a terrific job, which makes things easy for me."

"I think the quality of the pilots at this competition is outstanding. Nearly all members of the Australian international team who will be competing in the World Championships in Texas this coming August are here, plus quite a few pilots who have flown in previous world comps."

"Day 4 of the competition was the first day that a fixed point task has ever been set for Club Class competition. The task went very well and I think it was popular with pilots. It was a long flying day so there was enough time for everyone to get around the course. I think if the conditions are right it is appropriate to set a speed task."

WHY SPORTS AND CLUB?

"Until the year 2000 any glider could enter Club Class. When the international Club Class championships started, Australia adopted the same entry criteria, excluding many gliders from entering. Consequently Sports Class was invented to cater for the newer 18m gliders. The first Sports Class competition was in Gawler in 2001."

"The 20m Two Seater class is new and will provide selection criteria for the new World 2m Championship class. Although we only had six entrants this year I think the class will grow in the coming years."



ABOVE: Makoto Ichikawa, third overall in Sports Class.
LEFT: Tobias Geiger, second overall in Club Class.

towards the hills to see if I could find the primary wave. Then I heard someone call 10,000ft on the radio so I kept looking for the wave. It turned out to be someone having a stir so I ended up starting quite late.

"I wasn't worried about the day deteriorating. Even with the southerly coming through the Nillahcootie gap, I thought the final glide from the north would be OK. I had a good run to Tocumwal. I got down to 1,500ft on the second leg and was looking for triggers and landing paddocks but climbed away. I then saw a lot of gliders and realised that I had caught up to the main body of competitors. On the final leg I got my final glide on the northern end of the Warbys. Crossing the lake I ran into 5kt sink and was a bit worried but got back OK."

The 20 Metre Class had been set the longest task for the day at 262km turning at Tocumwal and Balldale Silo. Peter Gray and John Switala won the Class. Peter explained, "We were also looking for the wave but didn't find any. We had a great run up to Tocumwal where we found 9kts. On the leg to



Craig Collings won the Club Class day for the first and only time which put him in second place overall. After six days flying Tobias Geiger was in first place followed by Craig, David Pietsch, Matthew Scutter and Tom Gilbert in 5th place.

Craig said, "The original plan was to go to the middle of the first circle and then turn north. Then, as we went along, I kept changing streets. At the mid point my speed was 105kph. I kept changing the point in my PDA and went more and more downwind and ran that sector to the end. When I put my speed in the computer as 125kph, it said I would come in 10 minutes overtime. In the end I was 2 minutes over at 133 kph off the stick."



BLUE AND LOW

Another short duration, low, blue day was forecast for Day 7. A 229km speed task was set with turnpoints at Tocumwal and Corowa. Alan Barnes won his third day in Club Class. "Yesterday I found wave above the airfield but only got about 600ft above cloud base," he said. "It felt more like hill wave than shear wave so I headed upwind



TOP: David Pietsch
MIDDLE: Peter Gray
BOTTOM: John Switala

TROPHIES

HANDICAP SPEED CONTEST

MAK ICHICKAWA FLYING IN SPORTS CLASS, 131.5KPH
(HANDICAP SPEED) ON DAY 1 IN LS8, 1A

BEST WITH HANDICAP 1 OR MORE

ALAN BARNES, HCAP 1, LS1F, MF, 6810 PTS

MENTOR/PUPIL T&J SAILPLANE SERVICES TROPHY

MENTOR: TOBI GEIGER, LS4A, HDL (CLUB CLASS)
PUPIL: BJOERN RECHINGER, WVX (CLUB CLASS)

BEST PLACED FEMALE:

LISA TROTTER, SPORTS CLASS, ASW27, JT

STATE TEAM CONTEST

NSW: BRUCE TAYLOR, GRAHAM ROCK, TOM GILBERT

NOVICE CONTEST:

MATTHEW SCUTTER, LS4A, IZE

MAURIE BRADNEY CLUB CLASS JUNIOR TROPHY

BEST PLACED JUNIOR IN 1ST 15 PLACES

MATTHEW SCUTTER WHO FLEW IN CLUB CLASS,
COMING IN AT 6TH PLACE IN IZE, AN LS4A



ABOVE: Bruce Taylor, winner of Sports Class, with Anita Taylor, Chair Sports Committee.

Balldale the clouds dissipated but we got a good climb over the Oli Tree Lagoon and found a 10kt thermal at Corowa."

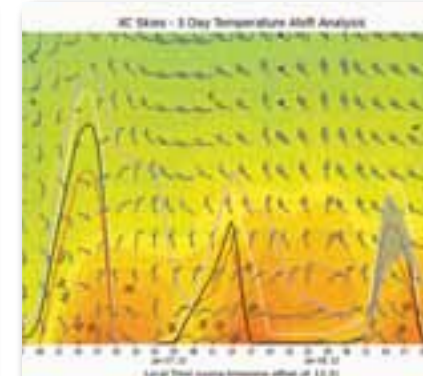
Sports Class were set a 231km task with turnpoints at Gerriban and Corowa. Bruce Taylor won his second day in Sports Class. "The first leg was good. On the second leg I was in among the LS8s. When the conditions produce short glides and fairly big climbs like we had, it is very difficult to make use of the extra performance of the JS1. After Corowa I fortunately had a long glide to the north end of the Warbys where I found 9kts to take me home. On such a short task one good climb can make a big difference."

16 OUTLANDINGS

The final day experienced the most difficult flying weather of the contest. The high pressure system was directing a cold southerly flow with winds at 5,000ft forecast to be 190/ 20kt. Max said that it would be soarable for several hours up to 5,000ft. Sports Class was set a 3 hour task with a large wedge going west from Numurkah and a 30km circle around Rennie, which gave a maximum distance of 500km. Club and 20 metre Classes were set a 2.5 hour task but with a 10km circle at Numurkah as well as the wedge and a 40km circle around Rennie. The minimum distance for Club and 20 metre was just 149km. A few gliders returned early and 16 gliders outlanded. Mathew Scutter won Club Class flying 195lm at 78pkh. Graham Rock and Paul Jacobsohn in 20 Metre Class had their third day win flying 203km at a speed of 76kph and Bruce Taylor had his third day win in Sports Class flying 240km at 88kph.

As the competition began to wrap up at the final prize giving dinner, pilots continued to return from retrieves throughout the evening and not everyone arrived back in time to receive their trophies. Nevertheless, competition scorer Joy Shirley completed the final scores in quick time and everyone took the chance to reflect on their achievements and progress during the 2012 Nationals. The event was so smoothly run that participants could focus on their gliding, their fellow competitors and the opportunity to fly at one of Australia's top gliding sites.

GA



THE WEATHER MAN

Max Kirschner, the Meteorologist for the contest, is the Mid Week Operations Manager for the GVC. He lives in the UK where his club is Windrushes GC at at Bicester.

Max used all the usual tools for his meteorological briefings each day including BOM weather charts, satellite images and information from Weatherzone, the pilot briefings from Aircservices Australia and RASP Blipmaps.

He also used XC Skies, whose forecasts formed the core of his soaring forecasts for the day, shown above.

Like RASP, XC Skies get their base data from the National Oceanic and Atmospheric Administration, NOAA. It is a subscription service with a one month free trial. Using XC Skies, you can pick a time and a location or plan a route or area, select a time or time



period over three days and create a soaring forecast.

Max said, "It gives you another view. It is a very useful way to look at the weather situation. The line of temperature is particularly useful. XC predicts what will happen to thermal height if the temperature goes 2° hotter than forecast, which it often does. It also predicts the dew point and whether cloud is likely to form. I find RASP to be a bit pessimistic, whereas XC is a bit more optimistic."

XC SKIES www.xcskies.com

GCV RASP FORECAST PAGE
<http://glidingclub.org.au/flying/weather/rasp.shtml>
www.noaa.gov

31ST AUSTRALIAN CLUB & SPORTS CLASS NATIONALS 2012

SPORTS

1. 7588	2T	BRUCE TAYLOR	LAKE KEEPIT	JS1
2. 6933	LG	PETER TEMPLE	ADELAIDE SC	LS8
3. 6900	1A	MAKOTO ICHIKAWA	BEAUFORT	LS8
4. 6774	BE	BRAD EDWARDS	LAKE KEEPIT	JS1
5. 6590	BI	MILES GORE-BROWN	KINGAROY SC	LS8

20M

1. 880	ZDG	TERRY CUBLEY	GEELONG	DG1000
2. 867	IE	GRAHAM ROCK	HUNTER VALLEY	DUO DISCUS
3. 864	KDX	ANDREW GEORGESON	KINGAROY GC	DUO DISCUS
4. 838	GKK	NICHOLAS MADDOCKS	BOONAH	DUO DISCUS
5. 754	GHE	ROLF BUELTER	GEELONG GC	DUO DISCUS
6. 754	GCV	PETER GRAY	GCV	DUO DISCUS

CLUB

1. 7220	XOR	CRAIG COLLINGS	MT BEAUTY	ASW20B
2. 7151	HDL	TOBIAS GEIGER	GCV	LS4A
3. 6838	MF	ALLAN BARNES	DARLING DOWNS	LS1-F
4. 6812	CK	TOM GILBERT	TEMORA GC	STANDARD LIBELLE
5. 6764	ZZ	DAVID PIETSCH	CANBERRA GC	ASW20

For the full day by day results and task information see
soaringspot.com/ausclub2012/news/page1.html

Club Scene is a place for you to share your club's achievements, events, developments and needs with the gliding community. We welcome and encourage clubs to forward a few paragraphs for each edition of the magazine to keep members informed of developments. Please send your club news, long or short, to editor@soaring.org.au. Use this link www.soaring.org.au/ga to easily send pictures.

ADELAIDE GLIDING CLUB

Located at Gawler, one hour from Adelaide. Many of our members come from the northern suburbs, nearer Gawler. We have 217 flying members and a total membership of 242.

Club fleet consists of one Grob 103, one DG505, one DG1000S, one Grob 102, and two Discuses. We also have two Pawnee tugs. We do a fair amount of training, but ours is also a good cross-country site and we have run many notable competitions including a number of Nationals and the World Club Class gliding championships in 2001. We have a very active Social and House group who organise functions and provide meals. This is an important part of club life.

www.adelaidesoaring.on.net
adsoar@adsl.on.net Tel (08) 8522 1877

BATHURST SOARING CLUB

At Bathurst Soaring Club we're always delighted to welcome new members to the fraternity of soaring. We are three hours west of Sydney, close to mountains and wheat belt. Excellent conditions year round. Operate weekends, public holidays, camps, training weeks. **02 6337 1180**
www.bathurstsoaring.org.au

BEVERLEY SOARING SOCIETY

Club members fly Friday to Sunday and on public holidays, launching by aerotow with two tugs, and run camps at the Stirlings. We have 126 flying and eight non-flying members. Our fleet comprises a DG1000, Twin Astir, ASK-21, Puchacz, Cirrus, Astir CS and a PW5. Over 20 private gliders are also based at Beverley.

Facilities include a canteen, a large air-conditioned club-house with a fully equipped kitchen, radio room, a large lounge-room and an outdoor BBQ area. Two 4-bed rooms are available for overnight stays – pillows and sleeping bags required. We also have a members' caravan park with power supply and ablution facilities, aircraft workshops and numerous club and private aircraft hangars. **Tel 08 9646 0320**,
www.beverley-soaring.org.au

BOONAH GLIDING CLUB

Aerotows at Boonah launch on weekends, public holidays and Fridays by arrangement, and autotows are also available. With 101 members, ten aircraft including five

2-seaters make up the club fleet, plus 12 private aircraft. Find Boonah 3km along Rathdowney Road, turning left into Depot Road, **07 5463 2630** Tel **07 5463 2630**,
www.boonahgliding.com.au

CABOOLTURE



GLIDING CLUB

In contrast to challenging Queensland weather that resulted in lost flying days last summer, Caboolture Gliding Club has had a great beginning to 2011. The club signed 16 new members in the first three months alone.

Bringing more good ab initio news, our Blanik VH-GYK returned to service fresh from a 40-year survey in May, one of only two Llewellyn-mod L-13 aircraft currently flying in the world.

Now with three 2-seat trainers, Caboolture is looking forward to producing another new crop of local glider pilots. The Brisbane/Sunshine Coast weather is starting to settle into its usual bright dry winter pattern toward August, historically our best long flight month. Contact Garrett Russell www.glidingcaboolture.org.au

GLIDING CLUB OF VICTORIA

The GCV is one of the premier gliding sites in Australia. It was selected as the venue for the World Gliding competition in 1987 for its soaring conditions and facilities.

The club's location provides excellent and safe cross country gliding and the club offers a variety of training programs from 'Going for Solo' to comprehensive cross country and competition performance programs.

Aerotows at Benalla are by 2 Pawnees, 1 Callair and a Ballanca Scout. There are three club two-seaters for training and checks and a fleet of single seat fibreglass gliders for hire to members. The club house

is fantastic, second to none in Australia, and the members are friendly and welcoming. You'll enjoy your stay at the Gliding Club of Victoria.

Seven-day operation between October and March. Four tugs – no waiting. Mountain flying close by. Great social activity, close to town, easy 2 hour drive from Melbourne. Glider workshop on site.

03 5762 1058
<http://glidingclub.org.au>

GRAMPIANS SOARING CLUB



The Grampians Soaring Club is located in western Victoria along the Western Highway connecting Melbourne to Adelaide, just east of the town of Ararat. The club operates weekends and public holidays and runs regular camps to the Grampians foothills at Easter and in June, to Donald or Boort in March, and to Port Fairy for Christmas and New Year.

The club facilities include hangar space for 20 gliders, plus a tug and winch, fuel depot, club house with bunks, showers and toilets, and room for expansion. We have a council owned and managed airfield with a sealed main runway and grass cross strip. The Grampians lie 25kms to the west-southwest, and good soaring and cross country conditions prevail most of the season through the northeast to the west.

03 5352 4240
www.grampianssoaringclub.com

KINGAROI SOARING CLUB

The Kingaroi airfield 4kms Sth of town on Cooyar Road, -26° 34' 40" S, 151° 50' 29" E. Aerotows operate on weekends and public holidays and first Thursday and Friday each month. The club's six aircraft include two 2-seaters, and between them, our 68 members own 30 private gliders. Facilities include a bar, canteen, clubhouse,

bunkhouse, caravan park, camping, four hangars and a workshop.

0438 179163
www.kingaroygliding.com,

LAKE KEEPIT SOARING CLUB

After a wet start, steadily improving weather resulted in an excellent gliding season at Lake Keepit. Many long flights and spectacular climbs in excess of 10knots have been reported.

The Keepit Regatta, our annual introductory cross country competition in February, was well attended. Participants described the event as a great learning experience and social occasion. Pilot Gary Ransby was so impressed that he plans to make the 20-hour drive from Kingaroi Qld again next year to attend. In March, we held the Keepit Safari, a motor glider tour of western NSW. It was a short event this year but still great fun.

From 19 March we hosted the 18m Australian Qualifying Grand Prix attended by some of Australia's best pilots and notable for Brad Edwards' return to competition. From 26 March we also staged the rescheduled NSW Championships. The competition featured the superb catering of Jan Dircks and Tustra, causing most competitors to reduce ballast as the week progressed.

Training has continued at a high tempo with solos by Sam Bowman and Bruce Paulson, and conversions to single seaters by Lee Braithwaite and Scott Wines. Airfield maintenance is due to improve. The Club now owns a semi-new John Deere tractor, and our entrance road will soon be sealed thanks to a government grant.

We are looking forward to a great winter when we will be operating 7 days per week. Visitors will be most welcome.

Coming major events include:
 August – Maintenance Week
 October – Tuggie's Ball
 October – Speed Week
 November – Kentucky Camp
www.keepitsoaring.com.



RAAF RICHMOND GLIDING CLUB



Richmond RAAF base is located 45kms North West of Sydney at -33° 36' 00" S, 150° 46' 48" E. Aerotows are run on Saturdays and occasional Sundays by base approval. The club fleet has two 2-seater gliders and one single-seater, plus two private gliders. Facilities include a hangar and clubhouse for our 31 members.
02 4587 3512 www.richmondgliding.com

SOARING CLUB OF TASMANIA

The Soaring Club of Tasmania operates on private land at Woodbury, which lies along the Midlands Highway about halfway between Launceston and Hobart. Directions to the airfield are sign-posted but we suggest visiting our website before planning your visit.

Club aircraft include a K13, Club Libelle and Pawnee. Among the private aircraft are an Astir CS, Nimbus 2 and Motor Faulke. We are awaiting a resolution for the two Blaniks.

We normally operate weekly on Sundays, all year round, and enjoy varied flying conditions that include thermal, ridge and possibilities for wave soaring throughout the year. The clubrooms house a kitchen, toilet, meeting area and bunk space. We welcome all interstate pilots and offer the use of our club rooms to visitors. www.southerncrossglidingclub.org.au

SOUTHERN CROSS GLIDING CLUB

The club's 99 members run operations from Camden airfield with the Sydney Gliding Club. Aerotow and self launch operations run every day except Thursdays with three tugs. Our club gliders include five 2-seaters, along with six private gliders. Hangar sites are available. Other facilities are a bar, canteen, clubhouse, bunkhouse. **02 4655 8882**
www.gliding.com.au,

SOUTHERN RIVERINA GLIDING CLUB

SRGC operates from the Tocumwal aerodrome, which is located on the Murray

River just 250km north of Melbourne. We can fly seven days a week by arrangement using a dedicated access gate, and launch with aero tow. With a growing number of instructors, we can cater training for beginners through to advanced cross country soaring with our CFI, Ingo Renner. Our fleet of cross-hired gliders is made up of an IS28B2, a Kookaburra, an ASW15 and a Pilatus, which is currently on cross-hire from the Wahring club. We are hoping to have further interaction with the Wahring Club and introduce some of our pilots to winch launching.

We have had a very successful season although the weather has not been as good as in past years. Many pilots have returned to gliding and gone solo again after a break of many years and we also congratulate three first solo pilots, Ari Sahlstrom from Finland, Mr Huang from China and Bryan Wilson from Melbourne.

The Easter weekend was sunny with a busy training schedule. Members flew a total of 44 hours in 58 flights and enjoyed a relaxing Easter BBQ.

If you would like to fly with us, contact Ingo or Judy Renner on **0358 743 052** or Mike Burns on **0438 742 914**. www.srgc.com.au
renner@netspace.net.au



WARWICK GLIDING CLUB

Situated in the Southern Downs region of SE Qld, Warwick Gliding Club offers excellent cross country soaring opportunities. To the east, making up part of the Great Divide, are the magnificent escarpments surrounding Cunningham's Gap and to the north and west extend the Darling Downs, creating fantastic cross country flying conditions. We are located less than 2 hours from Brisbane.

The club aircraft fleet consists of a Puchatek ab initio trainer, a Twin Astir advanced trainer and a recently acquired Discus CS high performance solo glider.

The Club is recognized for the friendly, welcoming camaraderie among our members, and we invite you to join us to share our passion. Contact President Dan Papacek dan@bugsforbugs.com.au, **0427 654663**. www.warwickgliding.org.au

327 FLIGHT AAFC

operates from Bathurst Regional Airport. Located at: - 33° 24' 36" S, 149° 39' 06" E, Tel# 0429 485 514. Operations Restricted midweek courses, ADFC and ADF Personnel only - mainly during school holidays. Membership restricted to ADFC and ADF personnel only. Aircraft are leased from Bathurst GC and others. 31 members.

716 FLIGHT GLIDING CLUB

Joint operations at Cunderdin airfield with GCWA. Membership limited to the ADF Cadets or members of the ADF and authorised AAFC civilians. Operations weekends, Public Holidays and school holidays. Club aircraft 1 two seater. Tel# 08 9571 7800

2 WING AAFC

Operations from Warwick airfield shared with Southern Down GC. Located at: -28° 09' 00" S, 151° 56' 36" E, Located 12km NW of Warwick on Warwick-Allora back Rd, L at hall. Other locations as directed by the FLTCDR 229 FLT (AAFC). Operations are aerotow on 1st Sunday and third weekend of every month plus first week of school holidays. Club fleet 2 x two seaters and single seat with Tug. Facilities include own hangar complex. 20 members. Tel# 07 3879 1980. www.2wgaafc.org.au

ADELAIDE 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. 22 members. Tel# 0412 870 963. www.augc.on.net

AIR CADET GLIDING CLUB

Gawler airfield – Two Wells road Gawler. Facilities and operations shared with Adelaide Soaring Club. Located at: -34° 36' S, 138° 43' E. Operations weekend sand school holidays or by arrangement. Aerotow and self launch. 2 private two seater motor gliders. Clubhouse, Bunkhouse and briefing room. 13 members. Tel# 08 8522 1877.

ALBURY COROWA GLIDING CLUB

Operations from State Gliding centre Benalla. Tel# 02 6025 4436. Flying by arrangement with aerotow from GCV. 3 club aircraft including 1 x two seater, 2 private aircraft. 4 members. Shared facilities with GCV.

ALICE SPRINGS GLIDING CLUB

Located at Bond Springs 20km's North of Alice Springs. Located at: -23° 31' S, 133° 50' E. Winch launching Saturdays and public Holidays. 4 club aircraft including 2 x two seaters. Facilities include Club house, camp sites, Hangars, Toilet/shower. 20 members. Tel# 08 8952 6384.

BALAKLAVA GLIDING CLUB

Weekend operations by winch 10km's NW of Balaklava on the Whitwarta Road. Tel# 08 8864 5062. Located at 34° 05' S, 138° 20' E. 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. 49 members. www.bgc.asn.au

BALLARAT GLIDING CLUB

15 members operating from the Ballarat airfield. Airport Road Ballarat. 37° 30.7 S, 143° 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.

BARAMBAH DISTRICT GLIDING CLUB

Wondai Airfield, 3 km North of Wondai. Located at: - 26° 17' 5" S, 151° 51' 5" E. Tel# 0417 719 979. Winch and aerotow operations weekends by arrangement. 6 Private aircraft. Facilities include Clubhouse, bunkhouse, camping on site and hangarage. 3 members.

BAROSSA VALLEY GLIDING CLUB

Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel# 08 8564 0240, Location 34° 22' 30" S, 139° 19' 54" E. 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. 7 members.

BATHURST SOARING CLUB

Pipers Field - (On Fremantle Rd, 1.5km from Eglinton) Located at: - 33° 22' 53" S, 149° 30' 40" E. Tel: (02) 6337 1180. Aerotow operations weekends and public Holidays. Club has two tugs and 7 gliders including 4 two seaters. Private fleet is 24 aircraft. Club Facilities include: Clubhouse, ablation block, Caravan park with Power, Hangars, Full Kitchen, Dormitory. www.bathurstsoaring.org.au 91 members.

BEAUFORT GLIDING CLUB

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

BENDIGO GLIDING CLUB

Borough Road Raywood. Operates weekend and public Holidays. Hanger, workshop, kitchen and club room with Showers and ablutions. Winch launching, own airfield. Tel# (03)5436 1518. Located at -36.5425, 144.2412 The club fleet comprises a two seat trainer and single seat glider. There are 27 other private aircraft on site. 31 members www.bendigoglding.org.au

BORDERTOWN-KEITH GLIDING CLUB

Western Hwy 5kms west of Bordertown, Located at: -36° 15' 54" S, 140° 42' 42" E, 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. 23 members.

BOTHWELL GLIDING CLUB

Operates by arrangement from a property 'Thorpe' at Bothwell Tasmania. Tel 03 6223 7615. Aerotow. 1 Club aircraft and two private. 4 members.

BUNDEBERG SOARING

Elliott Gliding field, Childers Hwy Bundaberg, Tel# 0417 071 157, located at: -25° 03' 1" S, 152° 13' 33" E. 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, Caravan park, camp sites, 2 hangars. Grass and sane runways. www.glidinginbundy.com.au 27 members.

BYRON GLIDING CLUB INC.

Tyagarah - E side Pacific Hwy, 5km N Byron Bay, entry off Grays Lane, left into Old Brunswick Road and proceed past blue hangars to two white hangars at the end of the track. Located at: -28° 35' 40" S, 153° 32' 30" E. Tel# (02) 6684 7031. Operations are 7 days a week self launch only. The club has 7 motorgliders and 2 private gliders. Facilities include: Clubhouse, kitchen, bathroom, 2 hangars and camping area. www.byrongliding.com 31 members.

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 51 members. Wave flying centre for NSW

CENTRAL COAST SOARING CLUB

Bloodtree Road, Mangrove Mountain NSW 2250, located at -33° 14' S, 151° 12' E. Tel# 02 4363 9111. Rope Winch operations Thursday, Saturday and Sundays. 5 club aircraft including 2 two seaters, one private glider. Club facilities, workshop, hangar and clubhouse. 40 members. www.ozstuff.com.au/ccsoaring

CENTRAL QUEENSLAND GLIDING CLUB

Gliding Club Road, Dixalea, 90km's south of Rockhampton, Located at: -23° 57.233' S, 150° 16.333' E. Tel# 07 4937 1381. Winch operations weekends and weekdays by arrangement. Club fleet 3 gliders including 2 x two seaters, 10 private gliders. Facilities include: Clubhouse, Bunkhouse, Caravan Park, Hangarage, Club owns the airfield. 26 members.

CORANGAMITE SOARING CLUB

Kurweeton Pastoral Co, Kurweeton Derrinalum - Private

strip. Tel# 03 5593 9277. Located at: -38° 02' 53" S, 143° 09' 20" E. Winch and self Launch. Club Fleet 1 x two seater, 2 private aircraft. Flying by arrangement. 5 members

CUDGEGONG SOARING P/L

Gulgong - (199 Stubbo Road, North from Gulgong. Leave on Medley St., road becomes "Barney Reef Road" after level crossing. At 7km, turn right onto Stubbo Rd. Airfield 2km on left). Located at: -32° 17' 54" S, 149° 33' 40" E. Tel# 0418 286 033. Winch operations weekends and by arrangement. All aircraft are privately owned. The club owns the airfield, has a clubhouse, caravan Park, camp sites, workshop and hangars. 10 members.

DARLING DOWN SOARING CLUB

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Located at: -27° 22' 06" S, 151° 32' 00" E, Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. The club has 7 gliders including 2 x two seaters. 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. 100 members. www.ddsc.org.au

GEELONG GLIDING CLUB

Shared facilities with VMFG and Beaufort GC at Bacchus Marsh Airfield. Tel# 0409 212 527. Operations by aero tow weekends and public Holidays and by arrangement. Monthly winching also available. 3 Tugs, 6 club gliders including 2 x two seaters, 16 private gliders, 61 members.

GLIDING CLUB OF VICTORIA

Samaria Road Benalla, Tel# 03 5762 1058, Located at: -36° 33' 06" S, 146° 00' 24" E, 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. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space. Large private hangar complex. 115 members.

GLIDING CLUB OF WESTERN AUSTRALIA

GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. -31.6228, 117.2166. 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 The club currently has 61 members.

GOULBURN VALLEY SOARING

Lot 2, Tidboald Road Wahring, Located at: -36.415 145.14E. Winch operations Saturdays and Sundays by appointment. 4 club aircraft and 2 private. Clubhouse, Shower and toilets. Caravan Park, Private units, Hangars. 13 members. Private owned strip.

GRAFTON GLIDING CLUB

Waterview Heights (Eatonsville Rd, 8km W of South Grafton). Located at: -29° 40' 08" S, 152° 51' 53" E. Tel# 02 6654 1638. Winch Operations Saturday or by arrangement mid week. The club has two aircraft including 1 two seater, with one single seater. Facilities include a hangar. 8 members.

GYMPIE GLIDING CLUB

Located at Lybong 10 km's sth of Gympie on the bruce Hwy, Tel# 07 3285 3508, Located at: -26° 17' S, 152° 42' E. Winch operations Wednesdays and Saturdays or by arrangement. Facilities include clubhouse and hangarage. The club has 3 gliders including 1 x two seater, 2 private gliders. www.ggc.gympiegliding.org.au 27 members.

HORSHAM FLYING CLUB

Horsham airport – Geodetic Road Horsham. Tel# 03 5382 3491. 36° 40' 12" S, 142° 10' 24" E. 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). Located at: -32° 33' 00" S, 151° 01' 30" E, Tel# 02 6574 4556. Aerotow operations weekends, Public Holidays and one friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au 54 members.

LATROBE VALLEY GLIDING CLUB

Latrobe Valley regional Airport – Airfield Road Morwell. Tel# 0407 839 238, Located at: -38° 20' 94" S, 146° 47' 50" E Weekends, Public Holidays and mid week by appointment. 3 club gliders, 3 private gliders. 4 members.

LEETON AVIATORS CLUB

Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). Located at: -34° 29' 42" S, 146° 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. 7 members.

MELBOURNE MOTORGLIDING CLUB

Moorabbin Airfield Located at: -37.977661,145.101671, 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. 2 members.

MILLICENT GLIDING CLUB

Mt Burr Road Millicent. Located at: -37° 35' 00" S, 140° 22' 00" E Tel# 0427 977 241. Winch launch operations Sundays or by arrangement. Two club aircraft one two seater, 3 private aircraft. Bar, Clubhouse, Workshop, Hangarage. 9 members.

MORAWA GLIDING CLUB

We are a small country gliding club 410 km's North of Perth at 29° 12' 06" S, 116° 01' 18" E. We are a winch club with two 2 seaters and one single, operating when we can and usually by prior arrangement. Morawa Contact - 08 9971 1775, Perth Contact - 08 9387 3654 derry@primus.com.au, PO Box 276, Morawa, WA 6623. Current membership is 9.

MOUNT BEAUTY GLIDING CLUB

Mount Beauty Airfield operations weekends and public holidays and by arrangement. Winch launching with a two seater and single seat fleet. 30 members with a range of private gliders and motorgliders. Located at: -36 44, 147 10 Tel# 0417 565 514. www.mtbbeauty.com/gliding

MOURA GLIDING CLUB

Location: On Moura-Theodore Rd , 5 mins from Moura, Located at: -24° 37' 00" S, 149° 58' 42" E, Tel# 07 4997 1430. 3 members, operations Sunday by winch. Facilities include Club House, hangar, 1 x two seater.

MURRAY BRIDGE GLIDING CLUB

Pallamana (7km from Murray Bridge on Palmer Rd). Located at: -35° 05' S, 139° 14' E. Tel# 0403 318 277 www.murraybridgegc.com Operations are self launching and by arrangement. 1 club 2 seater motorised and 3 private motorgliders. Club House, Hangarage. www.murraybridgegc.com 15 members.

MURRAY VALLEY SOARING CLUB

Redlands Road Corowa 3km's west of town. Tel# 02 6033 5036. Seasonal professional operation, aerotow or self launch. Located at: -35° 59' 37" S, 146° 21' 12" E. www.australian-soaring-corowa.com Large hangar, clubhouse with office, internet, bar, Showers, BBQ, Swimming pool, Spa, water ballast, battery recharging services, Paved roads and runways, camping and caravan sites. Two tugs. We own and operate four unique 40ft sea containers to ship 6 gliders per container.

NARROGIN GLIDING CLUB

Located 8 km's west of Narrogin Township WA on Clayton Road at -32.9277, 117.0828 This is about 200km's Sth East of Perth. The club features a powered Caravan Park, Ablution Block, kitchen, workshop, Licenced Bar, clean accommodation, Sealed Runways. The club fleet comprises three two seaters and three single seat A/C with Pawnee

Tug. The club operates weekends and public Holidays and conducts 5/6 day beginner courses. The club conducts annual wave camps at the Stirlings, Fly-ins to local farms and Cross country courses. Contacts at Tel# 08 9881 1795 or 0407088314, www.narroglingclub.org.au Members76.

NARROMINE GLIDING CLUB INC.

Operations from Narromine airfield on western outskirts of town with Soar Narromine. Tel# 02 6889 2733. 7 days a week aerotow operation. Club fleet is leased from Soar Narromine. Private fleet includes 11 singles and one two seater. Facilities include Caravan park, Wi/Fi, Museum, Bistro, Bar, clubhouse, hangar, Kitchen, indoor/outdoor, dining and entertainment area, modern toilet and shower facilities, BBQ area. www.narromineglidingclub.com.au 21 members.

NORTHERN AUSTRALIAN GLIDING CLUB

Batchelov adjacent to the township, Located at: -13° 03' 30" S, 131° 02' 00" E. Tel# 08 8941 2512. Operations Saturdays and public Holidays. Aerotow operations, 1 two seater, 3 private gliders. Club House, Hangarage available. 2 members.

NORTH QUEENSLAND SOARING CENTRE

Corinda Avenue, Columbia, Charters Towers, Tel# 0428 797 735, Located at: -20° 02' 46" S, 146° 16' 12" E. Operations by winch Sundays and public Holidays by arrangement. 5 Private gliders. 13 members. www.nqsoaring.org.au

PACIFIC SOARING

Operations from Caboolture airfield 45 km's North of Brisbane on the Bruce Hwy, Located at Located at: -27° 05' 00" S, 152° 59' 00" E. Tel# 1300 667 442. 7 days a week self launching motorgliding operation mainly for AEF's. Hangar and clubhouse facilities. Club has 2 x two seaters. 11 members. www.comegliding.com.au

RAAF WILLIAMTOWN GLIDING CLUB

Williamtown airforce base 25 km's North of Newcastle on Nelsons Bay Road. Located at: -32° 47' 42" S, 151° 50' 06" E, Tel# 02 4982 9334. Club fleet 2 Two seaters and 2 single seat gliders. Facilities include: workshop. 14 members. Operations weekends by appointment.

RENMARK GC - RIVERLAND SPORT AVIATION

Renmark airfield, Turn off 6km on Renmark to Berri Rd, Located at: -34° 11' 48" S, 140° 40' 24" E. Tel# 0417 890 215. Operations weekends, public Holidays and by arrangement. Two club aircraft, 1 private, Bar, canteen, Club house, bunkhouse, workshop, hangar sites. www.sportaviation.riverland.net.au 6 members. Aerotow operations.

SCOUT GLIDING CLUB

Armstrong, (On Morgan Rd, 10km N of Blanchetown, W side of River Murray). Located at: -34° 15' 26" S, 139° 36' 3.3" E Tel# 0418 815 618. www.airactivities.sa.scouts.com.au Operations weekends and by arrangement. Self launching 2 x motorfaulks. Club House, Bunk house, Full kitchen and dining facilities, camp sites. 9 members.

SOUTHERN RIVERINA GLIDING CLUB

Gate 3 Tocumwal Airfield Tocumwal. Operations weekends and public holidays, Launching by aerotow. Two club aircraft and 7 private gliders. Terminal building, Tel# 03 5874 3052. 42 members, www.srgc.com.au Located at: -35° 48' 42" S, 145° 36' 30" E

SOUTHERN TABLELANDS GLIDING CLUB

Lockesyleigh" Carrick (11nm NE of Goulburn - N on Hume Hwy 12km, Left onto Carrick Rd, 8km, over railway on right). Located at: - 34° 41' 36" S, 149° 53' 45" E. Tel# 0408 647 671. Winch operations Saturdays or by arrangement. Facilities include hangarage. www.stgc.org.au The club has 2 two seaters and a single. 37 members.

SOUTH GIPPSLAND GLIDING CLUB

Leongatha airfield 8km's south of Korumburra. Tel# 0437 041 709. Located at: -38° 29' 36" S, 145° 51' 36" E 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. Located at: - S34° 10.347, E148° 28.296" E. 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 on town water. 3 members

SPORTAVIATION – TOCUMWAL

7 day a week all year round operations by Aerotow. Gate 10, Babbingtons Road Tocumwal airport. Tel#0427 534 122. Located at: -35° 48' 42" S, 145° 36' 30" E. www.sportaviation.com.au 52 members, 5 club aircraft including 2 two seaters, 9 private aircraft. Caravan Park, Kitchen, Bathroom, BBQ area reception/Office, Conference and briefing rooms, Wi/Fi Hangarage water, full time courses.

SUNRAYSIA GLIDING CLUB

Winch launching Weekends and public Holidays. 3 km's West of Koorlong, Mildura. Located at: -34° 15' 30" S, 142° 03' 30" E. Tel# 03 5025 7335. 22 members, 2 two seat and 2 single seat aircraft, 5 other private aircraft. Canteen Clubhouse, camp sites. www.sunraysiaglidingclub.org.au

SWAN HILL GLIDING CLUB

Nyah (1km N of Nyah on Murray Valley Hwy). Located at: -35° 12' S, 143° 22' E. Winch Launching weekends by arrangement. The club has 2 gliders. Bunk house, caravan Park. 5 members

SYDNEY GLIDING INC.

Operations from Camden airport off Camden valley way between Narellan and Camden. Located at: - 34° 02' 24" S, 150° 41' 12" E. Tel# 0412 145 144. Self launch and aerotow operations weekends and by prior arrangement. Club has one two seater and one single. Facilities include: Workshop and hangarage. 10 members. www.sydneygliding.com.au

SOAR NARROMINE P/L

Operations from the Narromine airfield west outskirts of town. Located at: - 32° 13' 12" S, 148° 13' 54" E. Tel# 0419 992 396. 7 day a week aerotow operation 2 tugs. 10 club aircraft including 3 two seaters. Facilities include: Caravan park with En-suit rooms and showers and air-conditioning. Camp Kitchen self cooking, recreation room with TV and Laundry Facilities. www.soarnarromine.com.au 11 members

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

Operates from the Camden airfield. See Sydney gliding for location details. Tel# 02 9773 5648. Operations with self launch motor glider and 1 two seater glider. Weekends and other sites by arrangement. Membership restricted to youth scout Assn members. Facilities include a T hangar. 5 members.

TEMORA GLIDING CLUB

Operations from Temora Airfield 2km's Nth of the township off airport Road. Located at: - 34° 25' 18" S, 147° 30' 42" E. 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, Caravan Park, Workshop. 27 members.

VICTORIAN MOTORLESS FLIGHT GROUP

Bacchus Marsh Airfield 8 km's south of Bacchus Marsh on the Geelong Road. Operations weekends, Public Holidays and Fridays. Located at: -37° 44' 00" S, 144° 25' 18" E Tel# 0402 281928. 115 members, aerotow operations. Two tugs and 7 gliders in the fleet with 4 two seaters and a two seat motorglider. 34 private gliders. Bar Club House Bunk house, hangarage. Facilities shared with Geelong and Beaufort GC's.

WAIKERIE GLIDING CLUB

Operations weekends and by arrangement. 7 day operations December and

336 KM IN A KOOKABURRA

WORDS: DAVE GOLDSMITH
PICTURES: DAVE GOLDSMITH & SEAN YOUNG



ABOVE: The Kookaburra arrives back at Benalla right on schedule.

The 15 ladies at Women in Gliding week were having a ball. Blue skies each morning were blessed with cu as the day warmed. By 29 December Graham Garlick and I were feeling a bit left out, especially as the forecast for the next day looked very promising. We made plans to go for it in the Shortwing Vanstan Modified Kookaburra.

A 300 km triangle was tasked - Benalla, Oil Tree Lagoon, Murchison, Benalla - and Graham readied the glider as I helped my bride Jenne get on course in her Ka6E. By the time I got to the Kookaburra with my essentials, I could see that this was going to be a lot of fun. Graham had loaded up with everything we had been used to in our past lives as airline pilots, including Thai Airlines towelettes, iced coffee, munchies and a newspaper - oh, and various aviation paraphernalia like a logger in front wired to a battery in back, a VHF hand-held radio, also

maps, cameras, tie-downs, water and clothing. We compromised and left the kitchen sink behind. Lucky we did have a copious baggage compartment, which still needed repacking to fit it all in!

As most of the ladies had set course and cu had not yet formed, we had few thermal markers for our start, but still managed to make good progress to the north end of the Warby Range, staying as high as we could, as you do in a Kookaburra. We were disappointed to find lots of gliders working very scrappy thermals here, some quite low down. Having made the obvious decision to remain high, we struggled for every inch and, with trepidation, headed out under the blue towards Corowa and the cu's in NSW. Well, it was a struggle and we eyed many paddocks as we milked each thermal for a few hundred feet. Finally we crossed the Murray and reached the closest cu and then, - whacko! Straight up to 7,000 feet.

Now we could start to relax and enjoy the flight. After cleaning the sweat from our hands with the towelettes, we enjoyed the catering while we took turns to fly. We had a good run under growing cu to Oil Tree Lagoon, where we took tourist photos for Max, who wanted to include them in his Benalla turning point file.

Heading southwest for Murchison, we considered a number of routes under cloudstreets, however our lack of what is currently accepted as a reasonable glide angle,

not to mention penetration, saw us just going for the closest cloud anywhere near on track. The long second leg shows something of a zig-zag route, nevertheless we did manage to stay quite close to the planned track. Good conditions saw us push the speed right up there. The logger has us reaching 58 knots almost 20 per cent of the time. However 67 per cent was straight flight, rare for a Kooka and attesting to the good conditions of the day. With an average groundspeed of 65 kph for the first two legs, we were smoking!

We had to make a command decision. Over a nice cup of iced coffee, leaving the safety of scattered cu to cross a blue hole was weighed up against abandoning our second turn point, a common conundrum for the glider pilot but more so with our modest glide angle. At Shepparton we agreed to let the good times roll, and made the decision to reverse direction for Peechelba to make up the lost distance and avoid Murchison's blue. As shadows lengthened it was a good decision, as our ground speed remained up there and the 300 km looked possible.

Approaching Peechelba, a large afternoon cloud street beckoned towards the south-east, and we started a huge semi-circle centred on Benalla. There was half a chance we could remain within final glide, so we followed the street around, climbing almost to 9,000 feet and finally finishing up south of Benalla for an easy run home.

Kookaburras have done 300km before, but Graham and I were delighted to share a rare experience and have such a good time doing it. Optimised distance was 336.16 km flown in 5 hours 26 minutes, nice for a wooden two-seater built in July 1955 with an 11.7 metre wing.



ABOVE: Dave and Graham prepare for departure after stowing their carry on baggage.

STANDARD AUSTRIA VH-GUN'S FIRST FLIGHT IN ELEVEN YEARS!

WORDS: IAN PATCHING

Adding another glider to their fleet, VGA members Caleb White, David Howse and Ian Patching have recently completed the survey and tidy up of the Standard Austria, VH-GUN and successfully returned it to airworthy condition. In a long story made short, after 11 years of inactivity the glider was test flown on Melbourne Cup Day at Bacchus Marsh. The weather was bad so it was with some concern that the test flight took place at all. I like to spend some time floating around on a test flight just to get the feel of things, try the brakes for example but the low cloud base put a stop to most everything.

So, what's it like? It's pretty good. The aerotow was straightforward and once off tow I managed to find some rising air and it quite happily tucked into 1 knot and stayed there all the way to cloud base of 2100ft. The next 50 minutes were a mixture of gentle climbs and using the very good LD gliding from thermal to thermal. Sharing some thermals with others didn't show up any major differences to the Boomerang, for example, but it certainly held its own with the club Duo Discus.

The airbrakes are very good although I didn't have much need for them because I landed long, to be closer to the hangar. The Standard Austria was almost the last of the wooden gliders. Only the SH-K and Cobra came later and both were Open Class developments with 17m spans

- not forgetting the Dart 17 as well. By then, of course, fibre glass was starting to make its way in glider design and construction and the era of the wooden birds winning world competitions was over.



ABOVE: Syndicate members Caleb White, Ian Patching and David Howse stand with the Standard Austria.

BELOW Dave and Graham enjoy the cabin service, although there was no autopilot installed.





WINDY BORDERTOWN 2012

 WORDS: JENNE GOLDSMITH
 PICTURES: LAURIE BALDWIN


PHOTO: peter.brookman@bigpond.com

The annual Vintage Gliders Australia Bordertown Rally, held 7-15 January, got off to a windy start. We lost five days of flying to the cantankerous, mostly south westerly blast. The VGA AGM was held on the Wednesday as the wind finally looked like it would abate the next day.

Thursday morning – ah, serenity! No fitful wind tugging at the tent, no noisy flapping of canvas or roaring rustle of leaves in the trees, no rocking of the vans to disturb morning slumber. Despite the very welcome peace, people were up and out of bed early, indulging in a flurry of frenetic rigging activity. Three or four gliders were lined up at the launch point, inspected and ready to fly before briefing. Shortwing Kookaburra NZ was first in the queue. Pilots were keener than hot mustard to get their feet off terra firma. Some had winch checkflights to get out of the way.

The 10am briefing was quickly followed by the first launch. JR Marshall got away in the Yellow Witch a couple of minutes later for a 2hr 7min flight. Cloudbase of 3,500ft under nice cumulus gradually rose with the temperature. Many long soaring flights were savoured during a day that turned out to deliver the best of the rally.

Leigh Bunting launched in his Grunau Baby II for a 3hr 17min flight during which he traveled three times around the course Cannawigara silo, Mundulla Pub, Bordertown silo and back to the airfield, covering a total distance of 102km.

Caleb White flew the Standard Austria on its debut flight at a National Vintage Rally, and put 320km under its wings during a 5hr 50min flight. Erik Sherwin in the Ka6E VH-GGV found thermal heights increasing over the border in Victoria to a maximum of 6,381ft during a 3hr 17min flight over 232km, with a fast average of 70.7kph. Bob

Hickman conservatively stayed in South Australia covering 153km in the Boomerang VH-GQY in 3hr 12min.

Peter Raphael allowed the ESKa6 VH-GNB no slouching after its return to flying service by clocking up 116km in 2hrs 26mins. When Peter returned NB to the earth at about 1530, Jenne Goldsmith went for a further 3hr 10min on a most enjoyable 101km flight, examining with a now more knowledgeable eye features like Poocher swamp, Mundulla, Clayton Farm Museum and the WWII Wolseley fuel dump. David Goldsmith took a late launch at 1635 in Ka6E VH-GEA, flew a lift street north with the cloud now thinning, turned and flew south past Mundulla before again turning and returning to the airfield. Good air rewarded him with a fast 92 km in 1hr and 14mins over 75kph.

Other long soaring flights of an hour or more were flown by Philip Beale in Boomerang DU, 1hr 36mins, Ted Bowden also in Boomerang DU, 1hr 30mins, Kevin Barnes in Boomerang DU, 1hr 29mins, Ian Patching in Boomerang TR, 2hrs 40mins, Nick Marshall with instructor Emilis Prelgauskus in Kookaburra NZ, 1hr 8mins, John Ingram and Kevin Barnes, K7 GNU, 1hr 6mins and John Ingram and Ross Birch K7 GNU, 1hr 11mins.

The forecast on Friday did not promise as good a day. With the expected top again being in the mid twenties and a strong inversion to break, about 4,500ft was the best height expected. In practice, it turned out a little better than forecast with around 5,500ft being attained.

Many flights between 2 and 3 hours were recorded but the glider that spent the most time in the air was the Yellow Witch. JR Marshall repeated his form of the previous day with her, taking the second launch after NZ and proving the day was working with a 1hr 56min flight. Next in the cockpit was Bill Mudge, who enjoyed a further hour and 11 minutes before Ged Terry took the Witch away for her last flight for the day of another 2hrs and 19mins.

The longest distance was recorded by Eric Sherwin in his Ka6E GV – 166km Nhill and return in 3hrs 27mins, again taking advantage of the slightly higher temperatures over the border in Victoria. Peter Raphael in the ESKa6 NB flew 110km in 2hrs 44mins, David Goldsmith covered 85km in 2hr 28mins in the Ka6E EA and Leigh Bunting pushed the Grunau Baby 53km in 2hrs and 9mins. Other flights of over the hour were flown by Philip Beale in Boomerang DU 2hrs 26mins, Ted Bowden in Boomerang DU 2hrs 12mins, Bob Hickman in Boomerang QY 2hrs 9mins, 'Renna' Renahan in his Boomerang TL 1hr 57mins, Caleb White in the Standard Austria 2hrs 25mins, Ken Caldwell in the Cherokee II LU 1hr 23mins, and David Howse in the Boomerang, long known affectionately as 'Yellowbird', VH- GQO, 1hr 47mins.

Saturday was forecast to be a blue day with wind from the south increasing with an easterly component. Thermals were expected only to go to about 4,000ft with a possibility of going to 6,000ft by 4pm. Leigh noted it as a hard day further adding that "all blue days are hard yakka" and that he was not inclined to go far as "one hole ruins your day". I have to agree with Leigh on this point. Handicaps to make up for the difference in performance when scoring lower performance aircraft are all very well, but can't make up for the inability to reach the next thermal! Nevertheless, despite Leigh's prudence, he and the little Grunau Baby put the day to very good use, logging 83.27km for the OLC over 3hrs 12mins.

There were also a number of other flights of over 3 hours duration. Peter Raphael was really finding his feet in the ESKa6 NB, using this not so easy day to fly his longest distance and duration for the rally, 164km in 3hrs 22mins, on only his third flight in the glider. Jenne Goldsmith covered 170km in 4hrs 23mins. Caleb was up for 3hrs and 38 mins in the Standard Austria, and the Boomerangs QY of Bob Hickman and DU of Philip Beale were up for 3hrs 37mins and 3hrs 4mins respectively, flown by their owners.

Other flights of more than an hour were flown by Kevin Barnes in Boomerang DU 1hr 59mins, Emilis Prelgauskus in Ka6E GV 1hr 36mins, Erik Sherwin in Ka6E GV 1hr 45mins, Ken Caldwell in the Cherokee II LU 1hr 5mins, JR Marshall in the Yellow Witch 1hr 15mins, 'Renna' Renahan in Boomerang TL 1hr 22 mins and David Howse in 'Yellowbird', Boomerang QO 1hr 21mins.

It had been another good rally, despite the unprecedented blowing out of the first 5 days. The last three days provided a great opportunity, as Ian Patching said at the wind-up presentation dinner, "to get out there and spread those wings". This was enthusiastically done by all.

We were very pleased to welcome our international visitors Francis and Francoise Humblet from Belgium, Marijke Waalkens from the Netherlands, and, of course, Ged Terry from Great Britain. I'm already looking forward to next year!

GA



FROM TOP TO BOTTOM: K7 GNU with John Ingram, ES-52 Kookaburra Mk IV VH-GNZ with Gary Crowley. Ka6E returning to Bordertown. Chilton Olympia 'Yellow Witch' GFW with JR Marshall.



FINDING THE BEST AIR

INTERVIEW AND PHOTOGRAPHS BY: SEAN YOUNG

Brad Edwards, 15m Class World Champion in 1991, only recently started flying competitions again after a 10 year hiatus. Brad flew his JS1 at the Club and Sports Class Nationals in Benalla and he graciously took the time to share some of his secrets for flying cross country and competition gliding.



“People ask me, what is your secret? It’s a very difficult thing to define - what you do differently or better than other people.

“When you fly a lot, you develop such a good feel of the air and an intuitive sense of where the lift or best air is or where to go to find the best air.

“Why you make particular decisions about where to go and when to turn is almost subconscious. Your decisions are modified by previous experiences. You subconsciously think, in a similar situation, previously I did this and it worked. So you try it again.

“The more you fly the better you get at that. Of course, we also make conscious decisions but the more experience you have the more intuitively you act. ”

LITTLE THINGS ADD UP

“Someone asked me about the flight yesterday. He was flying along with Bruce and me for the first leg but after a while we left him behind. Later, he asked me what he did wrong. It was probably just little bits of everything. You may be just a little bit better at climbing in thermals or entering and leaving thermals or sussing out where to go when you get bumps or signs. Perhaps you read just a bit quicker the sign that there is a thermal and centre a bit better than someone else.

“Bruce and I would come into the general area of a thermal and very quickly start making correcting adjustments towards

the good air, whereas someone else might not be as fast at doing that. So although we were flying along together, soon we were 400ft higher than him because we reacted a bit quicker or had a better sense of what the air was doing. The little things add up. You have to put them all together to improve.”

ANALYSE YOUR FLYING

“When I was training for the World Championships I started looking objectively and analysing the various segments of my flying. I focused on weaknesses that I needed to improve upon. For example, I was consistently losing out on the final glide. Other pilots were beating me by 15-20 seconds across the line so I knew I needed to improve my technique. From then on, at every final glide I worked on correcting that problem.

“On the other side I examined my strengths and tried to use those to my advantage. I was a good climber so I concentrated on taking advantage of that.”

SECTIONS OF THE FLIGHT

“If you concentrate and think about these stages every time you fly, you will improve.

1. Thermal Entry - did I turn the correct way or not?

Every time you enter a thermal, consciously ask yourself if you turned the correct way.

2. Climbing - how quickly did I centre the thermal?

Make a conscious effort to centre the thermal in one turn.

3. Final Glide - strive towards making your final glide as fast as possible.

4. Meteorological Navigation - This is the path we take through the air. I think this is the most important thing of all and makes the biggest difference to our performance that we know of.

If we consistently fly in rising air for a longer period of time over the course of a flight, we could eliminate the need to take three or four thermals.”

ESTABLISH THE PATTERN OF THE DAY

“On any day before launching I spend a lot of time thinking, how can I fly in the best air today? How can I avoid the sink and find more lift?

Whichever direction the wind is coming from I try to figure out where the streets will be. I visualise if they will be 20 or 30 degrees off to one side of track or the other. I gather all the available information I have on the ground before I fly to try and understand what the pattern for the day will be, because once you have established what the pattern is, it will invariably stay the same throughout your flight.

“Creating a mental picture of what the air is actually doing on a particular day will help you decide what to do with the conditions you find in the air.

“After launch, before setting off on task, I try to define whether it is a bubble or a stream type thermal day and figure out which direction the wind is coming from in relation to my track. I try to understand where thermals will be in relation to trigger sources. I do a mental calculation that if the wind is this strong, then the thermal will be so far down wind of its source. That way, when I am flying along I already have a picture of the angle that I will need to fly downwind of a thermal to pick it up. I also try to quickly establish if there are streets.

“You have to learn to recognise the clues. Some days as you fly it becomes bubbly so you turn right and the thermal is there. Or sometimes there is heavy sink just before the thermal, then you find that the thermal is just to the right or left of that. You have to figure out what the pattern of the day is.

“If the wind is blowing from a particular direction or increases with height there will be more lift on the upwind side and more sink on the downwind side. So we can figure out that if we approach a thermal area that is sinky then we need to turn left or right.

“Very consciously, every day, I establish these things. That is what I am doing from long before I launch and all during the flight. I believe you should spend as much energy as possible working on meteorological navigation.

“Reading books and studying models of thermal structures and streams is very important. It needs to be in your head so that when you are flying you can picture what is happening in the air.

“Of course, we get it wrong frequently. But by trying we sometimes get it right and that is the key to improving your performance. It is all about maximising your chances of quickly finding the core of the thermal.

“The great thing about gliding is that every day the air is different. That is probably why we keep doing it.”

FLYING SKILL

“Being a good, precise flyer is a given. You have to spend time making sure that you can fly the aircraft back at a slow speed and can thermal tightly. You must be able to do that to be able to climb with the others to start with. If you can’t get your wing down and fly just on the edge of where it is comfortable, you are not going to do particularly well. But this is one of the easier parts of learning to glide. The difficult part and the hard thing to define is how to pick up a thermal.”

BRAD’S PRE FLIGHT CHECK LIST

1. Am I - physically fit, mentally fit, competition ready?
2. Want to win.
3. Focus on strong points and weaknesses.
4. Use strong points to your advantage.
5. Fly your best possible flight each day.
6. Forget yesterday - forget what happened one hour ago.
7. If in doubt stop and climb.
8. Fly fast when conditions are good.
9. Remember, the most influence on your cross country speed is average rate of climb.
10. REMEMBER - Never ever give up!



HOW DID YOU LEARN?

“When I was learning to fly competitions Ingo Renner was outstanding. He knew his stuff so much better than the rest of us. He never said much about it but I began to see what he was doing. His understanding of the conditions on any particular day was far more advanced than mine or anyone else’s.

“I went to a flying week with Ingo at Tocumwal many years ago. Terry Cubley, Norm Block, Bruce Brockoff and John Goodley were all there. Ingo explained his approach to flying to us and slowly built up a picture of what he was doing.

“One day I found one of the best thermals I have ever encountered. I climbed at 16kts average. My friend Shane was in the same thermal with me but he only got 10kts and saw me rocket upwards away from him.

“That evening in the bar he was telling everyone, ‘Brad got 16kts.’ Ingo didn’t say anything but later he came up to me and grilled me to find out the exact location where I had found the thermal. It was then that the penny dropped and I understood the analytical approach Ingo has. We were always trying to figure out why he was so good and that was a great insight.

“Ingo spent so many years studying the air and sampling it that he had an incredible picture of what was happening. Using his memory of all his previous flights and geographical locations, he has developed a detailed picture of the best lift areas.

“Since then I have I tried to do the same. This really helps you to make the correct decisions. Of course, this comes with a lot of flying but not just flying around - always analysing what is going on.

continued over page

IT'S ALL ABOUT THE FEEL



THERMALING TECHNIQUE

"I have a bit of a feeling technique. When I'm approaching a thermal I am trying to sense which way the lift is. If I get an inkling that the thermal is to the right I will start a gentle turn to the right. If the lift keeps improving as I'm turning and I'm getting wing indications then I'll tighten up. So rather than just pulling up and thinking, which way is it? I've already started the turn.

"If the lift starts decreasing then of course I turn left, feeling the air and going in the direction the air is telling me to go. It gives you a better indication of whether you're pulling up in the centre of a thermal or not.

"To sum up, start with a gentle turn and as the lift increases, tighten and tighten up and there you are - you're in!

I was not particularly aware of my technique until Bruce mentioned it. I know that nine times out of ten my first turn is into the centre of a thermal.

"...use your memory of what a strong thermal feels like so even before the variometer needle moves you know you're in 8kts."

"Bruce mentioned my technique in his article about Uvalde (Issue 3 GA). The day he was writing about was so much fun. It was a blue day but coming from Australia, we were used to it and the other guys just couldn't keep up.

"I used the technique I've developed over the years for blue days. We were just connecting with the thermals so well - two gliders flying along with two wing spans sampling the air. If Bruce was going up, I moved over. If he was going down I moved away.

"It's all about the feel. You can feel if the thermal is going to be any good - feel whether it's improving or decreasing. You must use your memory of what a strong thermal feels like so even before the variometer needle moves you know you're in 8kts.

"Our senses are still much quicker than any instrument. You must literally learn to fly by the seat of your pants. Ingo used to not put a cushion in the glider so he could feel the movement of the air better."

"When you are getting low you can then draw on all of your skills, knowledge of thermal structures and your understanding of the conditions to help you locate and climb in a thermal."

I had a little book called Cross Country Soaring, by Ed Bryars and Bill Holbrook. [Out of print, but copies can be found on eBay and Amazon. ED] It had good, easy to follow rules in it.

- Before the start, establish the wind direction at all flying altitudes.
- Establish if the wind strength is increasing with altitude.
- Establish what the strongest lift band is.

"It is vital to know these things before take off. For example, if the strongest lift will be between 3,000 and

5,000ft, then you know you should break off climbing at around 5,000ft. If you establish this in advance, then you may gain one or two thermals on someone who waits to figure this out in flight. I still use those rules every time I fly."

WHEN DID YOU START GLIDING?

"I started gliding in 1965 when I was twelve years old at Armidale. There were three or four boys my age and we all learned together. We loved gliding and thought it was just the best thing. I went solo on my 15th birthday. My first competition was at Benalla in 1971. I shared the flying with Bob Dunn and the two of us brought the club's Skylark 4 down from Armidale.

"Helmut Reichmann was in Australia with his Libelle. He was the current World Champion and had the best glider. Everyday at briefing he gave a talk about his flight the day before. He analysed his flights and it was fascinating to hear him talk.

"The next year I flew in the competition at Waikerie and at Forbes in 1973 I flew the new club Libelle. From then on I flew in as many comps as I could. There is no doubt that competitions are the best way to improve your flying as you can see how you did each day on the score board.

"I did a lot of instructing but when work and family came along the most time efficient way for me to build up hours and improve was flying comps. You can fly five to eight days in a row and they are all cross country flights where you are extending yourself more than you would on your own. So after a while I just flew comps and hardly any other flying at all during the year. For a number of years I only flew about 150 hours a year but it was all the right type of flying." **GA**



LETTERS TO THE EDITOR

Please send letters with the heading 'Letter to the Editor'

to **GLIDING AUSTRALIA**

Email: editor@soaring.org.au

The deadline is the 10th of the month prior to publication.

We welcome comments and feedback on all gliding related subjects. We would particularly like to hear from readers about what you would like to see in your magazine, whether you intend your letter for publication or not. Please feel free to call, email or write to me at any time.

SEAN YOUNG

SLG: HANDLE WITH CARE

Shinzo Takizawa's article has inspired me to offer my comments. I am glad to see that Shinzo is enjoying a self launching glider. I was part owner of a DG400 for 17 years. I retired from instructing in the 1990s as a Level 3 instructor.

Flying a retractable engined SLG requires iron self-discipline but the exercise of self-discipline is one of the attractions of flying. Insurance companies require 500 hours of gliding experience and I can see why. It helps if you fly power aircraft as well.

Our partners had a strict rule that you only extend the engine over a landable paddock or better still an airstrip. There is a lot to be said for landing on an airstrip as a pure glider, extending the engine and when it has started, taking off again. Engines can be hard to start but once started they usually keep running. Two-strokes see me coming and I have never owned a two stroke motorcycle.

Some people like to extend the engine at 2000 feet AGL but they don't say much about the terrain. If you broke off every cross-country at 2000 AGL you would not get far. It is true however, that you need to break off early in a SLG when you might have scratched away in a pure glider. The point is to stay ahead of a developing situation and you can not afford to let a low thermal take all your attention.

An outlanding paddock must be selected and inspected and if not satisfactory, another one found. That is easy to say but one day I had engine trouble, took an aerotow launch and set off. I found myself inspecting a paddock when the sudden thought occurred: "S'truth, I might have to land there!" I had slipped into regarding outlanding paddocks as something merely formal, not really to be used.

I plan a circuit that the glider would make with engine out and stopped. I sometimes, ideally at the beginning of every season, practise on my home field by extending the engine on downwind leg but not starting it, so that I gain experience in the very different circuit. You go from high performance fibreglass

to Grunau Baby performance and it is different.

Having selected a paddock I extend the engine on downwind and I know others who do this. If the Fates that control batteries, circuit breakers, extension motors, starter relays, starter motors, fuel pumps, flywheel magnetos and spark plugs all make their faces to shine upon you then the engine starts and you can motor home. I find myself motoring home two or three times a season.

You may have to try different throttle and choke settings (perhaps I worry too much about whether the two-stroke engine is warm or cold) but watching your position in the circuit is of prime importance and you must not fly out of reach while you try to start the engine.

You must decide when to do pre-landing checks including most importantly, the undercarriage.

Since gear down will have little effect on your climb away you might as well extend the undercarriage before you try to start the engine rather than have to do it under a high workload if the engine fails to start.

On the DG400 and I suppose generally, the wheel brake is connected to the airbrake linkage and for engine starting on the ground and pre-takeoff checks the flaps must be extended to a notch dependent on the brake adjustment, and the airbrake lever locked behind the flap lever.

Pilots have taken off with the airbrakes unlocked. I have long been a stickler for checks.

Pre-start, after start, pre-takeoff, after climb and pre-landing checks are as much a part of operating an aircraft as manipulating the controls but pilots who have been short-changed by their instructors will find it hard to develop the habit later. The rule is: identify the control and read the placard. "This is the flap lever and this notch is labelled -4" One of the first Blaniks in Australia was flown into a fence because it is easy to confuse the flap and airbrake levers. I heard of a commercial pilot who failed a check because he put his hand up to an overhead switch without identifying it. Tug pilots have taken off on an empty fuel tank for want of a pre-takeoff check that would have taken a few seconds.

In this type of glider the CHAOTIC check has to be modified. Airbrakes and flaps can not take their usual place in the check. My final check is FLAPS, BRAKES, THROTTLE. You have to leave the throttle at idle while you use two hands on brake and flap levers and once the brakes are locked you need to open the throttle straight away so as not to creep forward under idle thrust. It seems so simple to start the takeoff with those three actions. My left hand has been trained to lock the airbrakes over centre and then move to the throttle.

It is good to be free of outlandings but the price is self discipline.

GEOFF NEELY

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Tail tank, Trailer - all 9.5/10. Multiple NZ National Champion - 3rd at recent Nats. Supplied with factory made and approved winglets. Ser # 59. Form 2. Beautiful to fly! Contact thebunyip@bunyipscenicrimresort.com.au or **0408016164**. \$170k including GST and Tax Invoice.

ASK-21 MI The ultimate trainer! Do all training to solo and then aero or winch conversion. Fabulous comfortable easy to fly gentleman's X/C tourer. 18000

hr life! Performs much better than standard K21 and no outlandings or tug required. 7 Day flying. 1000 hours

airframe and 90 engine hours. Cambridge 2 place 302/303, FLARM, Dual seat radio, headsets, all mechanical instruments F & B. PU finish, tinted unmarked canopies. VH-NTT (No Tug Today). Contact

thebunyip@bunyipscenicrimresort.com.au or **0408016164**. \$176k including GST and Tax Invoice.

ASH25 VH-GHI (1W) About 1500 hours, There is no damage history, Trailer cobra with metal top and single axle, Tow out gear, Manual bug wipers Cobra wing stands, full set of jaxeda all-weather covers, Comp instrument panels (zandar sdi), glider refinished about 2 or 3 years ago in PU, 26m wing tip extensions with .5m tall winglets, Factory solar panels, Mountain high oxy system in both seats, 25 cubic foot oxy bottle, 1 parachute All water ballast fittings, All offers considered Glider is based at Bathurst NSW Australia Contact Aaron email a320200@hotmail.com + **61 412867672** www.gliding.asn.au/index.php?option=com_content&view=article&id=42&Itemid=26

SELF LAUNCHING/MOTOR GLIDERS

Ventus v2cxM -VH-GVM -250hrs -engine 23. Full factory options. Pu paint. Altairpro-vega. Transponder with squitter capability. Tilt panel. tint canopy Filser radio. backuptasman v1000 vario. Mh oxy with full G size BOC oxy bottle and pro-built decant

INSTRUMENTS & EQUIPMENT

CLEARNAV Vario and Navigator are much improved this season. Visit www.clearnav.net or ask Ian McPhee **0428847642** also Xcom, single harness, boom mic **\$1600** mrsroaring@gmail.com

OzFlarm for sale, just serviced and upgraded by Swift. Complete unit. \$550. Phone **Jeff 0402152511**

Hangar 1/4 share with power, rainwater, toilet and shower. Temora \$39,000. Ph Geoff 02 69221665

GLIDING EVENTS

GCV Gippsland Regatta

Lake Glenmaggie, Gippsland

Fun flying weekend in the Gippsland hills from private 800m airfield with onsite 4-star accommodation. Only 2.5 hrs freeway drive from Melbourne. Etug max performance aerotows, max 10 gliders, motorgliders welcome, independent operators only. Local site checks in Ximango for newbies. Bookings essential. Contact John Gwyther via jgwyther@bigpond.net.au or 0419 309 158.

OLD MATES WEEK

Benalla 12 -16 March 2012 Pilots and friends of all clubs welcome, age no barrier Dinner: Wednesday March 14 (6.30 for 7.30 p.m.) Reservations are essential. Mystery Tour Thursday Fly the new gliding simulator Enquiries to JIM BARTON **(03) 9309 4412** RESERVATIONS: gliding@benalla.net.au or **(03) 5762 1058**

Hunter Valley GC - Vintage and 13.5m Easter Hunter Valley Gliding Club, Warkworth

Hunter Valley Gliding Club, Warkworth. A meeting place for Vintage and 13.5m World Class gliders. Contact Morgan Sandercock **0428 433 484** or morgan@sandercock.com

Gliding Queensland 2012

Easter Competition

Caboolture GC 6 to 14 April 2012 Hosted by the Caboolture Gliding Club at Chinchilla, this traditional event caters for Sports and Club Class entries in a friendly Comp for pilots at all levels. Entry fee is \$250 until 1 March and then \$300 for late starters. www.glidingcaboolture.org.au/Easter12.

Waikerie Gliding Club 75th anniversary

2 June Waikerie Gliding Club, formed on 25th May 1937, is celebrating its 75th anniversary with a special anniversary dinner after flying on Saturday 2nd June 2012. www.waikerieglidingclub.com.au

GFA CALENDAR

Use the 'Contact' function on the header to send your news item to the GFA Secretariat for publishing online at www.gfa.org.au

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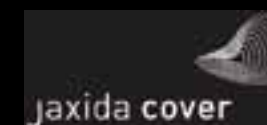
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VERSATILITY

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PW6U

ECONOMY

SZD - 54-2 PERKOZ
42 max L/D (20 m version)
37 max L/D (17.5 m version)



*In its 20m version
it can challenge
Duo Discus and DG 1000 !
Fully aerobatic in 17,5m version!*

- easy rigging
- roomy cockpit, great visibility
- easy ground handling
- 'Disabled' option available
- Even nicer to fly than Puchacz
- Simplified maintenance
- no more 50 & 250 hourly services
- one piece, classic mount, elevator
- spring loaded trim
- gas strut in place of canopy retractor cable
- special automotive-like shock absorber
- hydraulic disk brake (TOST) operated by a lever on the stick
- and there's more... making this glider decisively better than its predecessor

Design life 15000 h

74,950.00 EUR basic config. Ex f.

9,000.00 EUR Avionic AVG Duo trailer Ex f.
(when bundled with the glider)

SZD - 55-1
44 max L/D - measured
wing loading range 28.5 - 52.1
empty weight 215 kg !



continues to prove itself as a leader in standard class

2005, Gulgong, 42 Australian Nationals, German pilot, Michael Sommer, wins on board of a SZD-55 in the 15 m class. There is no error, you did read well : in 15 m class, not in the standard class! In one of tasks, he reached the average speed of 159,55 km/h in a race of 421 km...

2007 Marta Najfeld of Poland on board of SZD-55 sets up new World Record 163.14 km/h over 100 km triangle

2009 Bennala, 47 Australian Multiclass Nationals, Tom Gilbert finishes in second position in Standard Class

...widely regarded by experienced pilots as one of the most pleasant high performance sailplanes to fly

Design life 15000 h
(currently approved to 4500 h)

46,250.00 EUR basic config. Ex f.

6,300.00 EUR Avionic AVG15 trailer Ex f.
(when bundled with the glider)

PW6U
34 max L/D
fantastic value!



Impress your members with this modern all epoxy-glass trainer

NOW with redesigned rear instrument panel

1 cm wider cockpit
Increased angle of opening of rear canopy

- basic aerobatics (exemplary spinning behaviour),
- easy rigging
- delightfully easy ground maneuvering

'...The PW6 proves to be a delight to fly with no obvious vices and is able to perform any of the ab initio exercises when asked to do so'

Design life 15000 h

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8,700.00 EUR Avionic AVG Duo trailer Ex f.
(when bundled with the glider)

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