GLIDING AUSTRALIA

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GLIDING AUSTRALIA

No. 3 November - December 2011

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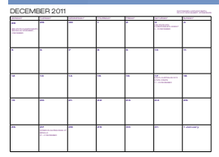

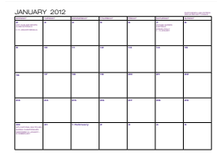

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GFA AWARDS NIGHT AND SEMINAR

At the annual GFA AGM at Attwood Convention in Melbourne on 10 September, six speakers shared their expertise with the attendees, who also had a chance to meet and talk to the GFA Board. Four exhibitors and three sponsors were on hand as well.

Each year the AGM is held in a different state and this was the sixth year it has included a seminar, providing GFA members with an opportunity to hear a keynote speaker and various experts' presentations on gliding and associated topics. The event is capped off with the GFA presentation dinner extending awards, trophies and recognition for the GFA's many volunteers.

MEET THE BOARD

The President Phil McCann opened the 2011 GFA AGM and gave an address covering the year's issues and events, followed by the Treasurer's report and audited accounts. Phil then opened a question and answer session with the Board, who covered several direct questions from the members, initiating topics the Executive could devote time to after the meeting.

Among the 2011 sponsors, OAMPS exhibited and provided drinks for the evening dinner, represented by Bill Galka. Go Soaring, with representative Al Sim, supplied one of our door prizes, and also produced the event promotional flyer and artwork. Ovation entertainment provided a further door prize and also exhibited. Go Soaring was an exhibitor as well, joined by Tasman Instruments' Malcolm Crompton. Jack Hart from the Beaufort Gliding Club described their Hornet Glider Tug project.

FROM TOP: Phil Mccann prepares for his great escape. 2. Speaker, Matthew Scutter 3. Ian Perkins collecting the Wallington Award for George Lee.

The program got underway with an address from Mike Close, President of the Australian Sports Aviation Confederation of which GFA is a member. Mike detailed the ASAC's structure, purpose and politics, and its relationship among other international groups as Australia's FAI representative. Terry Cubley joined Mike to explain the interplay between the International Gliding Commission, the FAI, OSTIV, ASAC and GFA, information that has typically been limited to GFA Exec members.

Geoff Vincent, well known for his experience in flying at high altitude, took the gathering through some recognised locations for wave lift in Australia, emphasizing the necessary terrain and weather and pointing out the various stages of danger, equipment and environmental needs for each place.

FOCUS ON PARACHUTES

Jo Chitty, an experienced Australian parachute rigger, designer, harness and canopy tester and developer, was another speaker. He has had a number of contracts with the military, including work on high performance wings and sails and considerable materials and

repair and life expectancy test program data. Jo talked about the success of the commercial buddy jump program for revenue raising, much like our AEF option, and providing the base income stream for the clubs, operations and the National administration. In some locations the jump package can be $300 to $500 and nationally generates well over $1M per annum. He also talked about styles of chutes, care, life and performance between repacks, deterioration of materials and disposable components and deployment under extreme conditions. It was an interesting session and attracted a large number of questions that continued one-to-one into the next break.

The next session on club based Safety Management Systems (SMS) was delivered by Miles Gore-Brown. His work with his own club at Kingaroy has put a system in place over the past few years. Members have steadily refined and honed its use, resulting actions and processes. Some of the paperwork, process flow, manuals and results were available and Miles discussed how these were integrated into the 'Just culture' policy to encourage regular reporting. Other GFA clubs are encouraged to contact Miles and the Kingaroy club to share their experiences in developing their own club SMS.

GREAT ESCAPE

In a final session before the dinner event, Alan Patching and Vern Rosenfeldt presented the Great Escape Project. This comprises a metal glider cockpit of older design and requires a test subject to don a parachute, climb aboard and follow a directed flight path. The flight has several challenges and on this occasion the test subject was required to join a gaggle nearby, but before he arrived an unseen impact struck the aircraft and he had to bail out. The whole concept is about reaction timing, limitations in escaping, problems encountered and the total time required to exit the aircraft and deploy the chute. To everyone's great delight, GFA President Phil McCann was the test guinea pig on this occasion and, to his credit, handled the situation very well at the fast end of the test range.

The ultimate purpose of this project is gathering sufficient data to help OSTIV and sailplane developers make the necessary modifications to reduce the exit time from the present average of 25 seconds down closer to Phil's time, under 15 seconds. However, remember that this was done at 1 G in a controlled situation, which makes this a sobering and worthwhile project.

FUTURE CHAMP

Following the dinner that evening, Tim Shirley presented the GFA awards and Trophies. Guest speaker and Australian Juniors representative Matthew Scutter delivered an interesting and informative report on his recent experiences at the Junior Worlds, where most days were unflyable or only barely so. Launches were often delayed till late afternoon

and tasks were set over terrain that was landable but only offered a few short options. It was obvious that Matt had learned a lot and promises to be a future champion given his track record so far, here and abroad. Watch this space!

Because this is an annual GFA event for you the members, no money is made on the event but costs are generally covered by registered attendees. We hope the events continue and gain even greater support from the next region. Details of the president's and treasurer's reports are available in the AGM minutes from the secure area of the members' web site.

MAURICE LITTLE
GFA RDO – VSA
magazine@sec.gfa.org.au

TOP: 1 Jo Chitty 2. Miles Gore Brown 3. Tom Holt collected the Bob Irvine and Wally Woods trophies for Swain Johnson.

GFA AWARDS 2011

HOINVILLE AWARD – PETER GRAY

This award was given in recognition of Peter's outstanding and long term contribution to the Operations Department of GFA, as an instructor, CFI, RTO, and Chairman of the Operations Panel. Peter has recently retired from this role as his 5 years tenure has been reached.

J R MULLER AWARD – JOE LUCIANI

This award is given for an outstanding contribution to the promotion of gliding, and this year was awarded to Joe Luciani for his efforts to establish and particularly to promote a new gliding club at Ballarat.

WALLY WALLINGTON AWARD – GEORGE LEE

This award went to George Lee for his outstanding contribution to the Sport over many years. George has provided many Australian pilots with coaching and support from his Queensland base and has been instrumental in raising the standard of flying at the competitive level for pilots at all stages of their careers. It was particularly noted that the coaching that George provided was given without charge for either the flying or accommodation at his property.

J R IGGULDEN AWARD – DARY CONNELL

This award was given in recognition of Daryl's outstanding and long term contribution to the GFA in many areas, including as Chair of the Operations Panel, Contest Director at many Nationals, President and Immediate Past President of GFA.

J R IGGULDEN AWARD – JENNY THOMPSON

Jenny Thompson was instrumental in establishing and running the Decentralised Competition over many years including its transition from a paper-based system into the On-Line Competition – she also has been a driving force in the establishment of the GFA's Safety Management Systems.

MARTIN WARNER TROPHY – GEOFF VINCENT 12,700 FT

Best claimed gain of height for the year went to Geoff Vincent for a gain of height of 12,700ft – perhaps reflecting the poor season last year.

WALLY WOODS TROPHY – SWAIN JOHNSON 824.5KM

This trophy is awarded for the longest claimed flight of the year, and went to Swain Johnson for a flight of 824.5km.

BOB IRVINE TROPHY – SWAIN JOHNSON 803 KM

This is given for the longest flight of the season on handicapped distance – this year also going to Swain Johnson for a flight of 803km. This award must be for a different flight to the one which wins the Wally Woods trophy, but there is nothing to say that the same person can't win both trophies.

FAI AIRSPORTS MEDAL – EDWIN GRECH-CUMBO

This medal It may be awarded, at any time, to individuals or groups for outstanding services in connection with air sport activities like w, training and educating new pilots, or for promoting aviation in general, especially with regard to young people.

DECENTRALISED COMP WINNERS SUMMER 2010/11

Category 1 (top 50 pilots)	Allan Barnes
Category 2 (>200hrs)	Justin Fitzgerald
Category 3(<200 hrs)	Matthew Scutter

AIR EXPERIENCE FLIGHTS

Another soaring season is well underway and with the boundless optimism of the average glider pilot I am confident it will be a good one.

My comments in the last edition of Gliding Australia, while generally well received, did cause some consternation among some of our members with a passion for things vintage in gliding. I encourage those who interpreted my comments as an attack on vintage gliding to go back and read the article in its entirety and reflect on what I was trying to achieve. The message was intended as a thought starter on the implications for clubs relying on aging aircraft as their main trainers.

Continuing to rely on aging aircraft as the primary, and often sole trainer significantly increases the risk that a club will be exposed to significant disruption, or even closure, should that aircraft develop problems such as those we currently face with Blaniks and IS 28s. How to deal with the issue is rightly one for each club to determine, not GFA, but it is essential that clubs are aware of the issues and develop contingency plans to cover their own particular circumstances.

In this edition I would like to address an issue which, based on queries regularly received by the office is widely misunderstood, that of Introductory Membership arrangements for Air Experience Flights.

We gain between 800 and 900 new members each year while carrying out around 5000 AEF's.

With some minor exceptions if a person wishes to engage in gliding in Australia they are required to be a member of GFA. This is laid down by CASA in Civil Aviation Order 95.4. The intent of this requirement is that CASA can be assured that gliding activity is being undertaken by risk aware participants under the supervision of affiliated clubs operating under approved operating regulations.

We use Introductory Membership to introduce people to gliding as risk aware members, which is why when undertaking an AEF they are required to be briefed and sign a declaration to the effect that they understand the risks associated with the activity.

As an Introductory Member of GFA the person experiencing gliding can fly under normal club operating conditions and is permitted to manipulate the controls under the supervision of a qualified instructor. The GFA membership provides the Introductory Member with the same insurance cover as all other members against claims that might arise against them related to their involvement in the flight.

So far so good. The next issue and probably the most contentious is that of Introductory Membership fees.

Over the last three years the Introductory Membership fee has increased from $10, as it had been for quite some years, to $20 and this year to $30. The arrangement is that the clubs purchase the membership forms at cost and then use them to sign up new members as required. Any flying the new member then does is at whatever cost the club believes is appropriate for the flight being provided.

On the basis that all normal membership categories pay a fee to assist in meeting the costs of running the organisation then so to should Introductory Members. Note that this is a membership fee, not an insurance premium. The fact that some insurance cover is provided to temporary members is incidental and the fee is in no way intended to reflect a premium. This may also be a good place to point out that, contrary to some perceptions, GFA members, introductory or otherwise are not insured by GFA policies against personal injury, only for third party claims against themselves.

The unfortunate fact we face is that the vast majority of people who undertake an AEF do not take up gliding. We gain between 800 and 900 new members each year while carrying out around 5000 AEF's. If we allow that some of those new members would have joined anyway, the AEF just being the way we introduce them, the take-up rate is very small.

The cost of running the GFA is currently just under $1m per year, the bulk of which has to be met by the members. I can't speak for the distant past but in recent years the Board and Executive have taken the view that Introductory Members should make a realistic contribution to the infrastructure costs of providing them with the opportunity to experience gliding. Any shortfall in this contribution effectively becomes a subsidy by full members of a large group of people who try gliding once and then move on. I think most would agree that such a subsidy could be justified if a close correlation could be shown between AEF's and new full members, but unfortunately that is not the case.

We regularly receive requests for concessional Introductory Membership fees

for various groups. We do have arrangements with two national youth organisations which allow a 50% reduction for their members, based on the understanding that those organisations carry a significant part of the associated administrative workload.

All membership arrangements are at some point processed in the GFA national office and every hour the office staff spend handling extra work associated with exceptions to the norm, such as concessional rates, is a cost to the broader membership - or in other words, another subsidy. It is for this reason we have limited concessions to the two groups mentioned. It is worth noting that a few years ago when we had a concessional rate available for juniors, most clubs voted with their feet and ceased using it due to the administrative workloads it imposed.

From a club perspective it is worth considering that as the majority of Introductory Members do not choose to continue gliding, and as in the experience of many clubs, higher charges tend to generate more interest, there is not a lot to be gained by charging anything less than the particular market will bear.

There is no one right answer as to how we might structure our Introductory Membership fees and the Executive have spent a lot of time discussing the various options and are in fact at present considering some form of short term transitional concession to assist small winch clubs in adapting to the new rates. What we have in place at the moment is the best the collective wisdom of the Executive can achieve. If any members have strong differing views I would encourage them to discuss them with their Regional Board representatives.

Safe soaring.

PHIL MCCANN PRESIDENT

FAI GLIDING BADGE REPORT JULY - SEPTEMBER 2011

A.BADGE

COOPER IAN LESLIE	11701	NARROMINE GC
JEFFREY BARRY ROBERT	11704	DARLING DOWNS SC
CANTERI LEO	1691	G.C.V.
WERNER CHRISTIAN	11625	SOUTHERN CROSS GC
HARDEN ORAN DAVID	11693	NSW AIR TC
KAY NELSON	11696	NSW AIR TC
HUSSEY ALEXANDER	11700	SA AIR TC

A & B BADGE

SLOCOMBE JASON PHILIP	11702	BOONAH GC
LAWRIE WILLIAM	11706	BEVERLEY SC
MILLER HRISTOPHER	11690	SOUTHERN CROSS GC
RAU GRAHAM LESLIE	1695	ADELAIDE SOARING CLUB

B. BADGE

KELLYSCOTT BRIAN	11572	BYRON BAY
PORTIER FRANKIE DAVID	11667	BEVERLEY SC
BURTON STEVEN	11669	G.C.V.
GRAY LYNETTE GRACE	11244	SCOUT GC
MILLEN MITCHELL	11644	NSW AIR TC
MEGGS TONY	11630	BYRON BAY GC

C. BADGE

PULIS PATRICK	10851	ADELAIDE S
LAWLER RYAN ALAN	1555	CENTRAL COAST GC
BOURKE STEPHEN	11386	SOUTHERN CROSS GC
GRAY LYNETTE GRACE	11244	SCOUTS GLIDING CLUB
KENNY MORGAN	11673	NARROGIN GLIDING CLUB

A.B.C BADGE

WEST JORDAN JAMES	11703	GC WESTERN AUSTRALIA
LANE TROY KELSEY	11705	DARLING DOWNS SC
DIRCKS ROBERT	11707	LAKE KEEPIT SC
HOWELL SCOTT	11689	BOONAH GC
MCMAHON STEVEN JOHN	11692	BOONAH GC
POLE NATHAN GLENN	11694	BUNDABERG GC
SUTTON ANDREW	11697	HUNTER VALLEY GC
MUFFET PETER GILBERT	11698	LAKE KEEPIT SC
DE YOUNG RAJIV EDWARD	11699	DARLING DOWNS GC

SILVER C BADGE

MCMILLAN AILSA	4759	GEELONG GC
MCMILLAN ALFRED HENRY	4560	GEELONG GC
BUTLER ROBERT THOMAS	4758	KINGAROY GC

GOLD C BADGE

MCINNES ROY	1172	BEVERLEY SC
SIM ALISTAIR	1171	KINGAROY GC

DIAMOND GOAL

MCINNES ROY ALEXANDER THOMAS BEVERLEY SC

DIAMOND DISTANCE

MCINNES ROY ALEXANDER THOMAS BEVERLEY SC

DIAMOND HEIGHT

MACNEALL DENIS GC OF WEST AUSTRALIA

FAI REPORT

The latest version of the FAI Sporting Code for gliding is now available on the FAI web site and apply from 1 October 2011. www.fai.org/gliding/sc3

It seems there was one good wave day at Kingaroy during the winter months, when a number of pilots completed their Gold C height claims.

We still need some training in the use of flight recorders so I am hoping that the new coaching manual will provide some assistance to new cross country and badge pilots who struggle a bit with setting up the loggers. Please remember to put your name in the logger declaration when you load your flight declaration.

Now is the time to have your competition licence renewed to be prepared for the soaring season. Send your licence to me at PO Box 275, Narromine NSW 2821. You can make the payment of $10 directly online on the GFA site. www.gfa.org.au. If your licence expired more than 12 months before the last renewal date, please download the application for Sporting Licence from the GFA website, have your CFI sign the required section and send this along with your licence. Safe Soaring.

BERYL HARTLEY

FAI NEW SECRETARY GENERAL

Jean-Marc Badan, the previous FAI Sports Director and Deputy to the Secretary General, has been appointed as the new Secretary General of the FAI – the International Air Sports Federation. He formally took up his appointment in Lausanne, Switzerland on 1 October 2011.

Jean-Marc, 47, joined the FAI more than 9 years ago, after having flown as an airline pilot for over 10 years with the former Swissair Airlines. Among his activities as a volunteer, he has been a member of the Board and Vice President of the Aero Club of Switzerland, as well as Chairman of the Gruyere Airfield (SUI). He therefore has an extensive knowledge of the aviation industry, the Air Sports environment and more particularly of the FAI infrastructure and governance.

On learning of his appointment, Jean-Marc said, "I am very pleased and proud to be taking over this challenging position at the FAI. The FAI and Air Sports not only have a glorious history, but still have a lot of potential for developing new and exciting events in the future. I hope that the experience I have gathered over the past years, especially during the preparation of the 2009 FAI World Air Games, will be of value to all our air sports and members worldwide. I am looking forward to continuing to work with the FAI Family and really believe that, by joining our efforts, we are ready for take-off."

We seem to be dropping - DO SOMETHING!

VALE MANFRED RUEFF 17 FEBRUARY 1929 - 1 SEPTEMBER 2011

Manfred Rueff flies his motor glider near Mt Bogong.

Manfred Rueff, a founder of Mt Beauty Gliding Club, passed away at age 82 years at Mt Beauty on 1 September 2011 after a short illness. Manfred was well known by the Australian gliding fraternity and first experienced gliding as a 14 year old in Germany during World War 2 when he learned to fly primary gliders, the forerunners of today's high performance gliders.

He then took up gliding again at Tocumwal in the 1970's after moving to Australia and settling at Mt Beauty to work on the Kiewa Hydro Power Scheme.

He became interested in forming a gliding club after discussions with his friend Ray Addinsall of Mt Beauty, and in 1976 the Mt Beauty Gliding Club was formed with just 11 inaugural members. Ray Addinsall also unfortunately passed away this year on 15 March 2011.

In the early days of the club, trips were made to Bunn's property between Albury and Howlong and members flew with the Albury Gliding Club using aerotow launches.

During this time the Mt Beauty airfield construction was also underway. Manfred was a key player in this construction and the ongoing maintenance of the airfield. For over 30 years he almost single handedly cut the grass on the airfield for Alpine Shire on a voluntary basis and maintained their tractor mower. He was a voluntary member of the Airport Management Committee from its inception.

After establishing the club, Manfred and Ray Addinsall purchased an IS28 glider, VH-WVQ, from Riley's at Tocumwal and the club used this glider until it was damaged in 1993. With support from club members, Ray and Manfred purchased another IS28 glider VH-WVU, and this glider is still used by club members today for training and dual flights. Manfred purchased a winch from Latrobe Valley Gliding Club in the early days of the club and winch launching commenced at Mt Beauty. Manfred trained to become an instructor and was Chief Flying Instructor until 2005.

He was appointed Secretary at the inaugural meeting of the club in 1976 and held this position until 2001. He also held the positions of Technical Officer Operations and Airworthiness for over 25 years.

Manfred was presented with a Life Membership Certificate by club President Andrew Evans at the club's Annual General Meeting on 9 March 2003. Manfred was also presented with a Living Treasure Award by the Victorian Soaring Association in 2006 in recognition of his substantial services to gliding.

Manfred was a man of few words and many effective actions – a quite achiever. He was very methodical and was always willing to help. He allowed the club to regularly use his tools and workshop for glider maintenance. There wasn't much Manfred didn't know about aircraft maintenance and engines. He was of the old school and never took short cuts.

Aging pilots, like drivers, often become a concern, but Manfred's mind was sharp to the end and only a week before his passing he was engrossed deep in the inner workings of his motor glider engine, pulling it apart for servicing after a flight.

The success of Mt Beauty Gliding Club is due to the major contributions made by Manfred and Ray Addinsall, through their many hours of voluntary work for the club and their substantial financial contributions though provision of gliders, a winch and hangar space.

Manfred's and Ray's contributions over the 35 years since the formation of the club have placed it on a very strong footing for ongoing success in current times when many gliding clubs are struggling to survive.

As well as being greatly missed by his family, Manfred's absence will be deeply felt by members of Mt Beauty Gliding Club for his mentoring and guidance, but they are proud that the club he founded will continue in his memory.

ANDREW EVANS
PRESIDENT MT BEAUTY GLIDING CLUB

SOARING SCHOLARSHIP

The Australian Women Pilots Association (AWPA) has for many years given scholarships to female glider pilots to assist with the costs of retrieves. The aim of the scholarships has now been changed to enhance cross-country skills by providing funds to assist with glider hire, launch fees, retrieval costs and any other costs associated with developing cross country skills. Each scholarship provides $500 on a dollar for dollar basis to be paid to the club of choice

GLIDING TROPHY

This award is for either -
a) The most meritorious flight carried out during the preceding calendar year, not necessarily a record breaking flight, but one involving great effort and tenacity, or
b) An outstanding contribution to the advancement of gliding in Australia.

Diane Davey won this award last year by for her wonderful solo flight from Victoria to Burketown for the morning glory, and return, in a Motorfalke.

If you know of a pilot who can be rewarded for her efforts by receiving this trophy, please let me know.

For further information, application forms and nomination forms, contact Wendy Medlicott. wendymedlicott@optusnet.com.au or visit the AWPA website www.awpa.org.au WENDY MEDLICOTT

FROM THE CHAIR SPORTS COMMITTEE

From the Chair Sports Committee at the end of a booming or challenging day.

I am in sunny Queensland at Warwick for the State Championships. It is a fantastic rollup with 43 entrants. I am particularly interested to note that there are several husband and wife pilot teams here: Lisa and Peter Trotter, Pam and Gerrit Kurstjens, Jenny and Jeremy Thompson, Les Milne and Phil Southgate, Sandy and John Griffin, and Kerrie and Tom Claffey. If you include non-competitors, there are also Julie and Mike Maddocks, Wendy and Harry Medlicott, Val and Bill Wilkinson, Michelle and Luke Dodd, and me 'n Bruce. It really is a family affair this year. Three of the kids are running the ropes (Les's daughters Beth and Kath, and mine, Holly), with two of the Dodd children, Ben and Rachel, running wings. Andy

Les Milne

Maddocks is towing, and Nick Maddocks turned up to fly. My father, Hank Kauffmann is also competing. I so enjoy seeing the gliding community this way. Having several generations all contributing makes it friendly and fun. It's one important way of future proofing our sport. Many clubs go to great lengths to ensure their club culture and facilities are family friendly, and I applaud Warwick for this. Les told me there are a few families that bring their children up to the club to camp over the weekend, and this certainly comes across in the great atmosphere.

Speaking of encouraging our Juniors to stay involved, we also have an up-and-coming champion, Adam Henderson, flying in Club Class at Warwick. Adam flies out of Boonah and had his first ever State Championship day win on Day 1, and followed up with Day 2 and Day 3! A great effort for someone with only a few hundred hours of flying! Adam will be at JoeyGlide again this year, so all you Junior Pilots, please try to make it to a JoeyGlide event in the future. It's a fantastic way to meet other Juniors, get some great coaching and inspire your gliding goals.

In my travels I often speak to pilots who have never been to a competition before. It certainly can be daunting. What is expected? How to prepare? What equipment do you need? How friendly will everyone be? What about crew? There are many questions. There are a few ways you can go about easing into the competition scene to see how you like it, and whether it is for you.

VOLUNTEERING TO HELP

I'll let you know a secret - not everyone involved with competitions wants to compete, gasp! Actually, there IS something for everyone, and each job is important and valued. Things like catering, manning the radio, scoring, marshalling, task setting, weather forecasting, running wings, crewing and manning the bar. I love the buzz of a competition. I get to meet my friends and socialise, it's fun to listen to the bar talk and share in the highs and lows of the day, I learn by osmosis about gliding techniques and it's exciting when the finishers stream in at the end of a booming or marginal day. If you don't know anyone involved in a competition close to home, give the Competition Director a call, because he or she will be able to welcome you into the fold. And who knows, the competition bug might bite you!

CREWING FOR SOMEONE EXPERIENCED

If you are already a competent cross country pilot, but are a bit unsure of what you might be getting into, give one of your competition pilot mates a call and offer to crew for him or her. These days we have many pilots turn up without a crew and I am sure they would love to shout you dinner each night and maybe pitch in for some accommodation for the privilege of having a keen and diligent crew. Your pilot will also be happy to share their knowledge, include you in their task planning and generally mentor you into competition flying. If your club doesn't have a lot of competition pilots, you could try contacting the RTO/Sports for your Region, or maybe the Competition Director, or if all else fails, send me an email.

PILOT PAIRS

Many competitions allow Pilot Pairs. This is where two pilots share the same glider, and fly on alternate days. If you are not used to competition flying, it can be exhausting to fly every day. Pilot Pairing allows you to have regular rest days, means both of you have a crew, and allows you to get to know the other crew and pilots. The best of both worlds! Another option is to bring your club two seater along with a group of you, and have a bit of fun in Club Class. You might also be able to convince a seasoned comp pilot to sit in the back seat for a week and do a bit of coaching.

START WITH A REGATTA OR A COACHING WEEK

In Australia we have many types of events happening all over the country. Events such as Glidefast and Speedweek are specifically aimed at helping you get competition ready. There are more friendly competition events, such as Horsham Week and the QLD Easter Comp with relaxed rules and gentle tasking options. It's less pressure, with coaching and mentoring sessions, so I would recommend starting with one of these, and then building up to State Championships and finally, when you feel ready, leap into flying at the Nationals. I look forward to meeting you somewhere on an airfield this season or next! Go well.

ANITA TAYLOR
CHIR SPORTS COMMITTEE
csc@sec.gfa.org.au

Adam Henderson

HORSHAM WEEK

Victorian Soaring Association
Cross Country Coaching Week
28 January – 3 February 2012
Hosted by Horsham Flying Club, Horsham Airfield

The VSA cross country course will be held again in 2012 from 28 January to 3 February just prior to the Horsham Week competition which commences 4 February.

There will be two categories operating, one for pilots new to cross country and the second for pilots already experienced in cross country.

If you are trying for silver distance flights or, for the more adventurous, gold distance and diamond goal flights, the flying is over some of the safest outlanding country in Australia and your fellow course members will assist you with retrieves and glider rigging.

Bunkhouse accommodation and camping is available at the airfield. Horsham township offers a range of accommodation at 15 motels and two caravan parks.

The course is managed by the VSA coaching team and comprises a mix of short theory lectures, daily weather briefings, daily tasks and post-flight analysis over an evening meal.

As in previous years we will have a range of performance two-seaters available to offer direct one-on-one coaching. Pilots with their private glider or a club glider will be offered 'lead & follow' coaching opportunities as well as direct coaching in a two-seater.

This week is also a good opportunity for pilots attending the Horsham Week competition to fit in some practice flying as we will have adequate aero-towing capacity for all.

A $ 100 registration fee is required which covers event expenses including clubroom facilities at Horsham as well as camping fees at the airfield.

More detail on: the Horsham Week website www.horshamweek.org.au **or the VSA website** www.gliding.asn.au
For enquiries contact: Ian Grant at ian.grant.gliding@gmail.com **Tel (03) 9877 1463 , Mob 0418 271 767**

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

ROPEY UPDATE

We managed some more Safari style launches - that is, two vehicles travelling opposing directions - on the weekend.

The purpose was to trial a new launch vehicle, a 5-litre Ford petrol V8 sedan, larger 10mm diameter polyprop rope, the tension gauge and a new rope winder. All went well with the best launch of over 2,100 foot height gain using 1,500 metres of rope into a light headwin. Turnaround times were fast and uneventful. The 5-litre V8 proved its worth although it needed lots of sandbags in the rear.

The tension gauge was tested on one launch and worked well. For any group who chooses to use this system, it eliminates the problem of the pilot trying to communicate to the driver whether he wants more or less tension. The launch system controls tension and the glider pilot adjusts his speed. The rope was easy to handle and showed negligible signs of wear after over a dozen launches.

The rope winder was used at the end of the weekend to wind the rope in. It was a lightweight structure with a crank handle mounted on the top of a smalled caged trailer towed behind a car. The drum diameter was large giving a gearing effect and making winding in easy as the car drove alongside the rope, winding it in slack.

IN SUMMARY

The Ford 5-litre V8 had one rope wrapped around a pulley that travelled away from the car - a 6 cyl 4-litre Ford car travelled towards the glider with the terminating end attached to a tension gauge which was attached to the car. Gliders used were an ASK13 and a CS Astir.

We also trialled some launches using a V8 twin turbo diesel 4WD as the vehcile travelling away. This had the advantage of needing few if any sandbags for traction.

MICHAEL DERRY

CALENDAR PHOTOGRAPHY

At the GFA AGM in Melbourne special recognition was given to Stephen Smith for his photograph of Southern Cross's DG1000 over Camden Airfield that was featured on the August calendar in the first edition of Gliding Australia. Stephen received $250 for his efforts. We invite everyone to submit photos for our special two month calendar pullouts in each issue of GA. Please use our drop box to send your photos Upload Photos and Artwork www.soaring.org.au/ga

ENGINEERING COURSE NSW AT PIPERS FIELD

Peter Hofman, left, took the Component Rating. He and RTOA Arnie Hartley are examining a part from the BSCs DG300.

Len Diekman, giving one of the daily lectures. Len was RTOA for many years. Some pilots will remember his father Leo Diekman who also served as RTOA.

The annual NSW Glider Engineering Course was held at Bathurst Soaring Club in October. Len Diekman gave daily lectures, aided by Aaron Stroup and Arnie Hartley, the two NSW RTO Airworthiness. They lead a six day practical course for ten students. Engineering courses are held in each state under the umbrella of the state gliding associations for the purpose of training pilots to be certified to carry out Form 2 inspections on gliders.

The Inspectors course has two levels. The first is the Component Replacement Rating and the second level is the Inspectors Rating. The course is normally taken twice to achieve the Inspector Rating.

The NSW Engineering Course has been held annually Bathurst SC for at least twenty years. The course was organised by Peter Newcomb. This year Keith Hayden from Narromine and Athol Holtham helped as an instructors. Athol has many years experience with wooden gliders, which was needed as the Club's K13 had spar damage that needed repair.

The course takes gliders that need a form 2, typically gliders that have some problems, with the objective of completing the Form 2 inspections by the end of the course.

All details needed for a Form 2 inspection are examined thoroughy including attention to relavent ADOs and completing documentation.

The course costs $460, which includes instruction, documentation and meals.

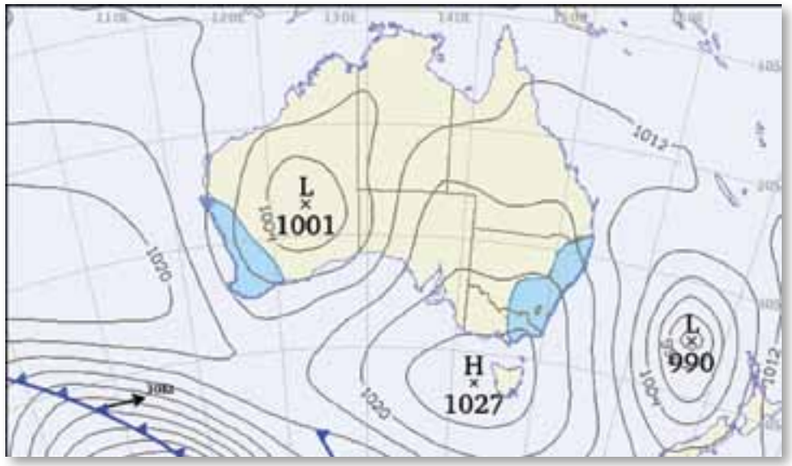
BSC WILL HOLD THE COURSE AGAIN NEXT YEAR, DATES TO BE CONFIRMED. CONTACT THE CLUB SECRETARY OR CHECK www.bathurstsoaring.org.au

Athol Holtham, left, and RTOA Aaron Stroop work on the wing of the K13.

Jenny Ganderton from Lake Keepit working on BSCs LS4. Jenny took the INspectors Rating.

Keith Hayde from Narromine.

CROSS COUNTRY WEATHER FORECASTING

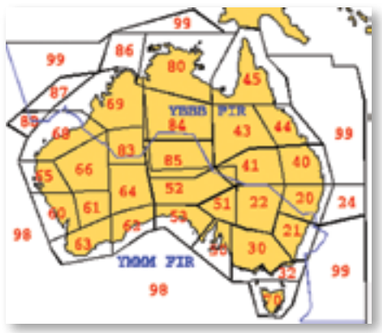


WORDS: MATHEW CAMERON

If you are a member of a larger Gliding Club or are a competition pilot almost certainly you will have access to, or receive a daily briefing on the weather situation. Of all the factors that affect our sport nothing is more important than the weather. It is the basis of what we might be able to achieve on any given day.

One issue that puts some pilots off cross country flying at smaller clubs is the lack of accurate weather forecasting. The same may apply to independent operators. It might appear to be an insurmountable problem without any resolution. However, I suggest that with some application and use of the Internet it is possible for the average pilot to forecast weather to a standard suitable for cross country flying. But it is not an instant fix and it will take time to accumulate the necessary knowledge, just like many other facets of flying a glider.

The Internet is an invaluable tool that will provide access to just about everything you need to know and educate yourself on. The starting point for the required information has to be the Bureau of Meteorology website, www.bom.gov.au. Click on the aviation section - you now have access to surface pressure charts, terminal and area forecasts, plus area QNHs. Of great importance is the temperature chart for your region. Note that the number of stations that issue an aerological (temperature) diagram is limited. The NOAA program mentioned below will provide a similar result for a specific location. Initially it may appear to be confusing but if you break the information into small bits it will make sense.



If at any stage you do not understand exactly what you are looking at or find it impossible to interpret, help is at hand. Initially, use the resources within this site or any search engine. Australia is a big country so the forecasting areas are split up either by specific aerodrome forecasts or an area forecast. Each area is designated by a number, for example, most of Victoria is in area 30. A larger state such as West Australia has six or more different areas. This information is found in more detail on the AUS PCA, Planning Chart Australia, part of the en-route supplement and a requirement for all independent operators. All Gliding Clubs should hold a copy.

Each station that reports the weather, including Aerodromes, is designated by a four letter ICAO code. Each one is listed on the back of the PCA chart, and it is useful to become familiar with the code of those within your area. Note that the Australian designator is the letter Y and each code starts with this letter.

At first both aerodrome and area forecasts may appear to be a meaningless jungle of numbers and symbols. A full rundown of all symbols etc are available in the Met section of the Aeronautical Information Publications.

TAF

You should note that forecasts are not provided for all Aerodromes. This information is contained in ERSA. However the following is a brief précis on how to interpret the basics. An Aerodrome forecast might look something like this. I A TAF (Terminal Area Forecast).

Kingaroy YKRY
TAF YKRY 101834Z 1020/1108
VRB05KT CAVOK
FM102300 21012KT CAVOK
RMK
T 02 08 15 16 Q 1019 1021 1020 1019

Note (1) YKRY is the ICAO designator for Kingaroy (2) This is a date/time format with times expressed in UTC (Z), for eastern Australia + 10 hours (3) Forecast issued at 1834 hours on 10/7/2011 (4) The forecast is valid from 2300 hours on the 10th = 0600 East Aust standard time on the 11th to 0800 hours on 11th =1800 hours East Aus standard time, total time 12 hours. (normal) (5) VAR 05, is the wind strength in knots (5) and VAR = variable (6) Cavok= Ceiling and Visibility ok, no cloud below 5000 feet and visibility of 10 Km (7) From 10th (Date) time 2300 Z (0900 AEST) the W/V will be 210 degrees at 12 knots and CAVOK (8) T= Temperature, note increase at 3 hourly intervals during forecast period, Q = QNH for the same period

All of this may appear strange at first but if you use it all the time it becomes much easier to decipher.

In similar fashion let us look at an actual area forecast.

ARFOR

AREA FORECAST 102300 TO 111100 AREA 22.
OVERVIEW:
BROKEN LOW CLOUD S OF BANCA/YGIL UNTIL 24Z.
WIND:
2000 5000 7000 10000 14000 18500
200/15 200/20 210/25 220/25 MS01 230/30 MS08 250/45 MS18
CLOUD:
BKN ST 1000/3000 S OF BANCA/YGIL TILL 24Z. BKN CU/SC 3000/6000, FEW S
OF YBHI/YSDU, BECOMING FEW THROUGHOUT BY 02Z.
WEATHER:
NIL SIGNIFICANT.
VISIBILITY:
GOOD.
FREEZING LEVEL:
8500FT S / 10500FT N.
ICING:
MOD IN CLD ABV FZL.
TURBULENCE:
OCNL MOD BELOW 8000FT SE OF YSDU/YNAR TILL 05Z. MOD IN CU.

If we reduce the forecast to plain language the following is the result:

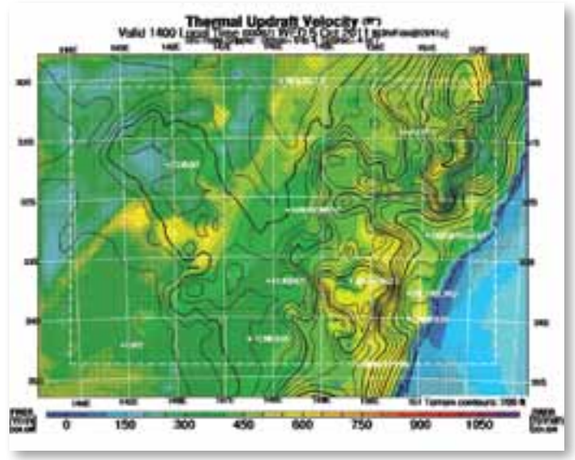
- The forecast is valid from 2300 hours on (0900 hours AEST) 10/7/2011 to 1100 hours on 11/7/2011 or 2100 hours EAST for area 22 which is a big area of N.S.W. (See PAC)
- The overview shows low broken cloud (S) south of a line between BANCA(Area 51) and YGIL(Gilgandra) on the eastern border of area 22.
- Winds for each altitude are in degrees true and the speed is in knots.
- MS = Negative temperatures at altitude
- Cloud:- Broken Stratus with a base of 1 to 3000 ft South of BANCA/GIL until 2400 Z =midnight. Broken Cumulus and Strato Cumulus bases 3000 to 6000 A few south of YBHI(Broken Hill) and YSDU(Dubbo) becoming a few throughout by 0200 Z =midday
- Weather:- NO significant weather.
- Freezing level 8500 ft in the South and 10500 ft in the north
- Icing, moderate in cloud above the freezing level.
- Turbulence :- Occasional moderate turbulence below 8000 ft South East of a line between YSDU(Dubbo) and YNAR(Narranderra) until 0500 Z (1500AEST) Moderate in Cumulus

The area forecast is what we really need to look at for cross country flying. Be aware that long flights or flights originating near boundaries may involve two different forecast areas. Another service on the internet at www.pemet.com.au shows the area forecast and associated aerodrome forecast in both BOM format and plain language. This site is a great way to learn how to decode the normal aviation shorthand. All you have to do is to click on the area site number.

The vertical temperature and wind profiles are of great importance to the glider pilot as they provide information on cumulus cloud bases or, in their absence, the height of convection.

There is plenty of information available on both the temperature website and the internet generally on how to interpret the information available on the aerological diagram. It might take time but it is necessary that you be able to use this information. There are some quite good explanations about this diagram on www.downunderchase.com, a site that has much information about those who chase extreme storms. They are, in my opinion, good tutorials.

Two other sites are invaluable - Blipmaps, developed in the USA, at blipmap.walsys.net/NEWSOUTHWALES/index.html (no www), and NOAA in the USA at www.arl.noaa.gov.



BLIPMAPS

The Blipmaps are developed for glider pilots in the USA but are available for Australia. Read the required explanations online. They provide the following information:

Thermal updraft velocity
Height critical updraft strength (Hcrit)
Surface W/V
Cu Cloud base- if applicable.

All are colour coded, but note the scale variation between sites.

For the NOAA site select READY and then Meteorology Tools. We are interested in soundings and stability. Note that the times used are in UTC, which you will have to allow for.

Also note that the sounding may be more accurate than the Met' Bureau, simply because they are location specific. Also note that the southern latitudes are entered preceded by a minus sign with the actual longitude in decimals of a degree. For the sounding you need the maximum forecast temperature at your location. This may be obtained from www.eldersweather.com.au. Actual locations are postcode specific.

Both sites are able to forecast conditions with some accuracy at least 48 hours in advance. NOAA is actually capable of forecasting a week or so ahead but in my experience this changes and will be much more accurate in the 48 hour time frame. Both are useful tools. Ask for assistance in using them if necessary. If you have to, develop your own system of looking at all the available information and deciding for yourself if the conditions are suitable for a cross country flight.

Get into the habit of making your own forecast and then comparing it with the actual conditions during the course of the day. Remember that all forecast are just that, forecasts, and not even the Met' Bureau is right 100% of the time. Many gliding clubs have a met' section within their websites and provide quick easy access to all of the required information. All you have to do is decipher it for your specific location. Other sites may also be useful, based on your own personal needs.

Weather forecasting is much more accurate that it was in the past. Technology has enhanced the distribution of the information that we as glider pilots need to know to ensure a successful cross country flight, no matter what the distance.

GA

IMPORTING A USED GLIDER FROM THE USA

WORDS: GARY STEVENSON
PHOTOS: BRIAN WOOD

With the Australian dollar exchange rate at an all time high, now may be a good time to consider importing a glider. Here are some tips and advice on what can be a complicated process.

You maybe wondering how to begin, and what the necessary steps are. I went through the process last year, starting from scratch as a complete novice. I took delivery of my aircraft (a Schempp-Hirth Discus 2b), in Melbourne after a sea voyage that lasted nearly 2 months. By the end of the exercise I had the satisfaction of finding and buying a glider and completing a form 2 and test flight. The glider was also entered on the Australian Register and issued with an Australian Certificate of Airworthiness.

INITIAL CONSIDERATIONS

There are certainly many steps that must be correctly executed, and while the sequence is usually not so critical, they should be approached in a logical manner. Nothing can be skipped, and some of the steps will be time consuming!

Once the glider arrives, there is as much work to do to get it flying as there is to get it into the country in the first place. It is highly desirable to start the Australian-end steps before the glider has even left the country of origin.

Before you contact a seller think about potential problems, write them down, and only then contact the seller with your list of questions. Most of your communication with the seller will be via email. It is important that you file every email sent and received because it gives you a written record. It may be necessary to make an occasional phone call, but try to avoid this because there will be no record.

It is also in your interests to get in writing a list of everything that the seller will forward with the glider. Usually all sorts of useful bits and pieces and some spare parts will be included. Find out what manuals will be supplied and have the seller list them. As a minimum you will need the flight manual, the maintenance/repair manual and the glider log book. Make sure the seller provides all the necessary download/upload cables for the electronic gear fitted to the glider, describes, lists and marks them for identification, and tells you where he has packed them. Get photographs of everything, especially close-ups of the panel and instruments. If the glider has been damaged and repaired, or been refinished, see if you can get a copy of the log book entry. Who did the work? Is this person/company still in business? What is their reputation in the US gliding community? Are there workshop photos available? Ask!

In this exercise you will need the sustained goodwill and cooperation of the seller. Once the final payment has been made the seller has no financial incentive to help you get the glider out of the USA. In my case, to ensure ongoing cooperation one of the key points that I negotiated as a condition of sale was payment for the glider in two instalments. One instalment was paid up front, and a last instalment was paid immediately to the seller by the USA Shipping Sub-agent following the successful delivery of the undamaged goods as listed on the Bill of Sale to the US Agents depot.

This payment arrangement is far from common practice. The seller had to agree, the USA Agent had to agree and I had to ensure that the funds were received before the glider was delivered so the agent was not financially inconvenienced. The concept worked to my entire satisfaction. A Bank Guarantee might have achieved the same thing, but arranging and paying for this from Australia was too hard. I also think a Bank Guarantee would further remove the seller and agent from the action. The least preferred method, but possibly the one most used, is to just pay up and hope!

GETTING STARTED

I suggest that you start by going to the GFA web site, www.gfa.org.au. Enter 'import' in the search window on the Home page. The first three items that come up are relevant.

I strongly suggest that you employ a freight forwarder and customs broker, or shipping agent, to handle the shipping, customs, quarantine and payment of taxes for you. I used International Trade Management (ITM) at Tullamarine. Maurice Little, a fellow gliding club member, just happens to be a specialist in importing gliders, and works for ITM. The office phone number is 03 9335 5133. Regardless of the Agent you ultimately select, have a chat to Maurice. He will be able to tell you exactly what services a shipping agent should provide. Maurice wrote the original material on the GFA website about importing gliders. I note that this data has been updated, and includes a very useful table by Owen Jones on what happens after you have taken delivery of your new toy.

THE GLIDER

The big problem is the difficulty in inspecting and flying a glider located far away. When you consider that a refinish on a 15m span glider may cost in the vicinity of $25k -$30k, it puts into perspective the $2k - $3k for an airline ticket to go and have a look at what you are considering buying! Do you really know what you are buying? If the glider has been refinished, find out who did the work and what reputation that re-finisher has. As in Australia, the gliding community in the USA is far flung, but tight knit, so this information should be available with a bit of digging.

As a suggestion, from information on the Soaring Socitey of America web site www.ssa.org you should be able to contact committee members of clubs located in the same vicinity as your glider. You should be able to communicate with an independent person, perhaps a gliding professional with suitable maintenance experience and enough gliding knowledge, willing to carry out an inspection for you. This inspection and report should give you a starting point, or maybe enough information to make an informed decision. Be prepared to pay for this. Regardless of cost, I am sure that a favourable report is worth every cent, and a negative report is probably worth much more!

SHIPPING & TIME LINES

In my case, the entire process took about 6 months including about one month lost due to the glider just waiting to be shipped. The time at sea, and almost certainly the cost too, will vary, depending on where the glider is shipped from - east coast or west coast - and the route for the vessel. Bear in mind that there are many fixed costs regardless of the length of the sea voyage and consequently the end cost will not be directly related to the distance sailed. I shipped out of Newark, New Jersey through the Panama Canal and then north to the Aleutian Islands and Taiwan. There was a one week wait in Taiwan, where the container was off-loaded prior to being trans-shipped to Australia. The first ship departed Newark on 18 July, and the ship out of Taiwan arrived in Melbourne on 8 September.

Another possible route from the US East Coast is across the Atlantic to Europe, and then around the Cape of Good Hope with Fremantle as the first Australian port of call.

Do you have time constraints? Paying more or using a carrier with a different embarkation port may save time. Using a different destination port - for example, Sydney instead of Melbourne - may also save time. Apart from different routes, your agent can juggle other variables for you. If minimizing costs instead of minimizing time is more important to you, discuss this with your agent early as possible. For many reasons, ships diverge from their published schedules. Your agent should be abreast of these developments and if you and the agent are sufficiently flexible, it may present you with an unexpected opportunity.

There are further aspects to the issue of keeping the seller on your side. In your role as the buyer I suggest that you are engaged in something of an adventure. Your adventure can be the seller's

adventure, too, if you keep him or her onside and in the loop by providing regular updates on your progress on tasks that must be done at your end. For example, they may be happy to help take the glider off the US Register.

If your glider is inland in the USA you will have to get it to a port somehow, by road or rail, creating an additional complication. Check with your shipping agent and ask the seller if they can help. In my case, the glider was on the coast, but over 400 miles as the crow flies north of Newark. The seller agreed to tow the glider to Newark at no extra cost as part of the deal.

Check with your agent what ports are available to you for loading and unloading the glider. Delivery directly to any of the Australian state capitals is very possible.

PAYING FOR YOUR GLIDER

Your bank can send a telegraphic transfer, however, this can be costly. Dedicated web based Foreign Exchange businesses may transfer money more cheaply. Check out XeTrade, www.xe.com/fx or Ozforex Foreign Exchange Services, www.ozforex.com.au . I used Ozforex, and was happy with their service. They offered me two free trades with a minimum transaction of $2000. The greater the sum transferred, the better the exchange rate they offered.

You will also need to know a little bit about the International and the US banking systems to ensure that your funds get to the right account. Look up Swift Code and Routing Transit Number on Wikipedia. These are codes that are used to identify financial institutions.

I used the nine digit Routing Transit Number (RTN). It is used for everyday banking in the USA, and is sometimes called the ABA Number because it was designed by the American Bankers. The reason I used this code rather than the Swift Code was that after I finalized my deal with Ozforex, I had my funds in US dollars. The exchange conversion had been done at this end so I simply nominated via the Ozforex website where I wanted my US dollar funds to go.

Make sure you have your funds ready and be prepared to move quickly once you have selected your glider and agreed to terms with the seller. It will take at least one business day to get your funds to your broker. Using the RTN, allow at least another 2 to 3 business days for the seller to see the funds in their account.

BILL OF SALE, DUTIES PAYABLE & AGENTS FEES

You will need to get a Bill of Sale from the seller. Its main function is to provide a base for the calculation of duties and sales tax by the Australian Government.

continued over page

Your shipping agent will need a copy of the BOS and will handle making the payments to the Australian Customs Service.

Note that for import purposes a glider trailer is treated differently to the glider itself. This is because, although sailplanes are not commercially manufactured in Australia, trailers are and therefore attract a duty of 5%. This duty is added to your total bill and then 10% GST is calculated on the grand total. You pay duty on the trailer, plus GST on trailer, GST on the trailer duty, GST on the shipping costs, and GST on the glider and associated items.

One point of interest is that your transactions will be in US dollars, but Australian duties/taxes are payed in Australian dollars. Somewhere along the line your US dollar costs have to be converted to Australian. The calculation of taxes payable on your shipment is determined by the daily deemed rate of the date of embarkation of the vessel carrying your glider from the USA. The deemed rates are gazetted each Wednesday and can be found on the Australian Customs web site, www.customs.gov.au Go to the menu on the left of the Home Page, select Import Export and then select Exchange Rate.

My agent's fees, which included freight and insurance, came to approx AU$7,800. The GST was an additional and separate payment. You may need to lodge funds into your agent's account prior to taking delivery.

BILL OF SALE

DATE

SELLERS NAME & ADDRESS

SELLERS PHONE NO.

Received from **BUYERS NAME AND ADDRESS** the sum of US$ **XXXXX.XX** being for one integrated gliding package, consisting of the following items:

	VALUE (US $)
1 No. used **NAME OF MANUFACTURER, MODEL, SERIAL NUMBER** glider complete with all instruments, oxygen system, batteries, manuals, various spares, ...	**XXXXX**
1 No. second-hand, purpose built **NAME, MODEL**, trailer, VIN: **XXXXXXXXXXXXXX**	**XXXX**
1 No used set of ground handling equipment consisting of a wing wheel, tail dolly, tow bar and wing stand	**XXX**
1 No. second-hand Parachute	**XXX**
	XXXXX.XX

The goods are sold free of debt and encumbrances.
The package is to be delivered by seller to **CITY AND STATE** for shipping to **CITY** Australia. All export charges are to the purchaser's account.

Signature here

_____
SELLER'S NAME

THE TRAILER

Be aware that you must get an 'Approval to Import a Small Trailer' from the Department of Transport and Infrastructure in Canberra. Note that all glider trailers are defined as small trailers. Getting this approval is extremely important, as failure to do so may end up costing you tens of thousands of dollars. Always get the approval before you ship the glider. Be sure that the information submitted to support your application (like the VIN number) is 100% correct. The International VIN Code for trailers is 17 characters long. It is essential to get a high definition, close up photograph of the identification plate from the seller, before you make the application.

You will need to complete a 4-page form and pay a $50 fee. With a bit of searching you can download the form and instructions from the Department's website, or get it from your agent. I was told it might take 2 to 3 weeks to get this approval. In fact after much hassling, I think I was fortunate to get the permit within 5 weeks of making the application. Contact the relevant section and get a process time estimate.

BE WARNED: Obtaining this approval is absolutely vital. Time consuming or not, it must be given your utmost attention. The approval, as a legal document, will be mailed to you – not emailed or faxed. You must produce it, or a copy, when you apply to register the trailer in your home state. The shipping agent also needs a copy.

You have to agree that the trailer will comply with the current Australian design rule requirements as a condition to getting your Import Approval. If the trailer does not in fact comply, it will have to be modified before it can be registered. I had to fit 6 side clearance lights to my trailer.

INSURANCE CONSIDERATIONS

Think about insurance on your new glider. When is it legally yours? Who pays if the former owner writes off the outfit while transporting the glider for you to the docks? What if you do this on your way home from the port of disembarkation? What if the ship carrying your glider sinks? I ran these questions past the shipping agent who was able to have the normal maritime insurance policy extend to also cover the transport at both ends. I had also made arrangements with my aviation insurance broker to activate a new policy once I knew exactly when I needed to do this. When arranging the aviation insurance, get a statement in writing from the broker that the insurer will honour the agreed sum due, especially if this has been set months in advance of the actual implementation date.

The expected date of berthing of the ship in Melbourne kept changing, and the time period kept extending. I did not have a firm idea of exactly 'when' until a few days before the ship actually docked.

AFTER THE SHIP DOCKS

You do not have to be there when the container holding your glider has been offloaded from the ship and passes the Australian Quarantine Inspection Service (AQIS) inspection. But I am sure that every owner will aim to be present if possible to try and expedite the process and to prevent possible damage due to careless handling. Your 40 foot container will have been sealed in the USA and will now be opened for the first time since leaving that country. The key used is a giant set of bolt cutters. After the rig passes the inspection you can just hitch up the trailer and drive it away. Well, sort of – see below. Oh what a feeling!

It is somewhat embarrassing, time consuming and expensive to arrive at the AQIS inspection without the key and find the trailer locked! I arranged to leave the trailer unlocked – remember, it will be going into a sealed container – with the trailer keys placed by the seller in the glider side pocket.

Passing the AQIS inspection straightaway is not a given, but if you have a diligent agent who has attended to all the issues, you will not have any problems. Because your very competent Australian agent cannot be in two places at the same time he has to liaise with and rely on other people at the end of a chain at some distance from Australia. In most cases, your competent agent will network with a similarly competent agent in the USA. Unfortunately, this cannot be guaranteed!

Before picking up the glider and trailer, think about what you may need to do. Do you have the right sized tow ball to fit the hitch on the trailer? Do you have everything necessary with you to test the electricials and change the plug and wiring so that you can connect the trailer to your car? Most US trailers use a 4-pin system. Where are you going to do this work? On the roadside? What if it is raining?

Do you have a permit to legally tow the trailer to your destination? My experience of permits is limited to Victoria. Enquire with your State Road Authority. In Victoria an Unregistered Vehicle Permit can be issued across the counter or, with a credit card, probably by phone. Have your Import Approval document, or at least the trailer VIN number handy. Cost is currently $20.80, and the permit is generally good for 28 days. Check the VicRoads website for conditions of use. If you have not already done so, don't forget to pick up or download the latest copy of the 'Glider Trailers' Information Bulletin, dated Nov 2009, and put it in your towing vehicle glove-box. Full details were Gazetted on 6 January 2010 – Special Gazette Number 12. Carrying one or the other of these documents is a legal requirement when towing a glider registered in Victoria.

REGULATORY & TECHNICAL MATTERS

Only the owner can take the glider off the US register. Your seller will have to do this before you can put it on the Australian register, which is done at the FAA office in Oklahoma City. The applicable information, but no pro forma, is on the FAA web site and is quite brief. Impress upon the seller the importance of following the instructions - also on the website - exactly. For example, he needs to supply ID documents and original Bill of Sale, and use RED INK in parts of the process. I made up a pro forma for the seller to use. I was told by GFA that getting a result could take weeks. In my case it took less than 2 weeks. The FAA response goes directly from FAA to CASA, and then to the GFA under GFA's delegated powers. Get your seller to de-register the glider ASAP after you have settled the sale.

You will have to select a valid Australian registration mark and pay a $416 first registration fee to GFA. You will get a kit of documents which includes an Australian Logbook, the Form 2 package applicable to your glider, the AN referred to below, CASA Form 1329 –Application for Initial Registration, and a form to make application for an Experimental Certificate. This Certificate is required so that you can legally carry out the evaluation flight. Paying the fee also triggers GFA to order the brass registration plate for your glider which will need to be fixed to the instrument panel.

All available registration marks are listed on the CASA website except those starting with 'G', which are only available from the GFA and listed on the GFA's site. The US markings on your glider must be removed according to specific instructions – see CASR Part 47. GFA supply an AN on this subject. Get CASR Part 47 from the CASA website for the current requirements. Under-wing markings are no longer required.

As part of your application to get an Australian Certificate of Airworthiness, you must submit to the GFA the original glider log book(s), other relevant documentation from the factory, and the current type certificate – the latter is usually available online. GFA will photocopy these documents and return them to you.

You must also carry out a Form 2 inspection on the glider. For the first inspection include a copy of the completed Schedule of Inspection. Some things to watch here are – the glider must have a nose hook (the AN says a nose release AND a CG release, if winch launching), the ASI must be graduated in knots, and the altimeter must be graduated in feet. It is highly likely that any altimeter in a USA glider has a subscale in inches of mercury. Although not mandatory, This must be changed to mb. The cost is about $100. All ADs must be complied with.

Complete the application for the Experimental Certificate, carry out a weight and balance, and send these papers to GFA with the rest of the documents. I was issued with an Experimental Certificate that was valid for one week. The STOA requested that, following the evaluation flight, I submit a written report on the handling of the glider. He also requested that in the event of abnormality I report the steps taken to remedy the problem.

My thanks to John Viney STOA, now retired, and to Maurice Little, my shipping agent's representative, for their patience, advice and expert guidance through a potentially difficult system, containing traps for the novice or the unwary.

I would be interested in knowing what methods other private importers have used. Pilots seriously considering importing a glider can also contact me at this address if they have issues that are not addressed in this article.

gstevo10@bigpond.com. GA

GLIDING IN VICTORIA

WORDS: JOHN SWITALA
PHOTOS: CVC ARCHIVES

ABOVE: Glider GRG soaring over Benalla.

The Gliding Club of Victoria (GCV) is the oldest gliding club in Australia. Two years ago we held a big party to celebrate our 80th birthday. GCV was formed in 1929 by a group of enthusiasts 20 years after the first manned heavier than air flight in Australia in the Taylor glider.

As a continuing organisation, we must be one of the oldest aviation organisations in Australia and indeed, the world. However, a long lineage doesn't mean the Club is coming to an end. Rather it means the achievements of the past provide a firm basis for ongoing development. In fact, GCV is a very dynamic club with many exciting things happening.

HISTORY

The club operated around Melbourne for the first years of its operation, flying out of places such as Coode Island adjacent to Fishermen's Bend – now the site of a car engine manufacturing plant and only 3 kilometres from the CBD. Another site was the low rounded hills around Beveridge 40 kilometres north of Melbourne, which involved bungy launches of primary gliders, those were the days! But after a few seasons of away camps to Benalla the club made a permanent move there in late 1952.

The airfield at Benalla was a RAAF training field during World War 2, home of the Number 11 Elementary Training School and as such had a great deal of infrastructure, being the base buildings and hangars. As the air force didn't need these facilities any longer we managed to make use of them in the clubs early years. Many of the old large hangars are now gone, but one remains and is being used as the site of the local aviation museum. One great advantage of the Benalla airfield is its only 1 kilometre from the township – an easy walk or bicycle ride.

LOCATION

Benalla is situated on the Hume freeway 200 kilometres north east of Melbourne. It's a 2 hour drive or about the same time by train as it's situated on the main Melbourne to Sydney rail link. Benalla is on the inland side of the Great Dividing Range so is sheltered from sea breezes and has great gliding weather.

FLYING

Open flat land to the north offers safe gliding and good outlanding opportunities over the grain and grazing country. There are usually several opportunities to achieve a 1,000 kilometre flight during the summer season. To the south the mountains of the Australian Alps offer more adventurous flying. Mt Kosciusko is a 420 kilometre round trip, the ski fields of Mt Buller are 140 kilometres round trip, Mt Bogong, Victoria's highest mountain, is only 100 kilometres away. There is much fun in any direction you fly.

The club is a full time operation between November and March and operates on the weekends outside these times. That being said, there is always the opportunity to contact one of the locally based tuggies and armed with your independent operators rating you can fly at just about anytime.

Within the GCV environment there are 73 gliders, motor gliders and aeroplanes associated with the operation at Benalla. This includes Club aircraft and private aircraft owned by members, not other GA aircraft based on the airfield. Since the late 1970's the growth of private ownership has been on the increase, so it is now the pattern of the Club - learn to fly with the Club and then buy a glider or buy into a syndicate.

FACILITIES

Our club received a boost when we hosted the 1987 World Gliding competition with 119 gliders participating. As part of the bid the Federal and State governments contributed funding, the Benalla Council provided the land and the club provided additional funding to construct the State Gliding Centre – our clubhouse. This facility is arguably the best in Australia and provides a number of briefing rooms, administration offices, commercial grade kitchen, the all important bar and a large function room.

The club engages a commercial caterer for three nights during the gliding season so evening meals are provided with good menu variation. There is WiFi around the club house for that all important weather analysis.

The club offers a variety of accommodation. Many club members are also a member of the Aeropark, a caravan and bunkhouse accommodation facility situated adjacent to the airfield. The club has a number of bunkrooms within the Aeropark that offers good but modest rooms. There is a separate ablution block, laundry facility and disabled toilets. Visiting pilots flying at GCV can bring their own caravan for short term stays. There are two motels within 500 metres of the clubhouse and more in town as well.

The club operates a glider workshop with an engineer on site so maintenance or repairs can be performed on site.

Many of our members come to Benalla for a weekend of flying and because of the ease of accommodation stay for Friday and Saturday night. This lends itself to a great social atmosphere after a days flying. The combination of infrastructure, large gliding community and terrific weather make Benalla as one of the world's great gliding sites.

COMPETITIONS

The club has been very active in the last six years hosting competitions of various levels. We have hosted three National Club Class competitions with another comp in 2012, the 2009 National Multi Class, a National Junior comp and various Victorian State comps.

OVERSEAS VISITORS

Every year the club is visited my numerous overseas pilots, some of them have been regulars to Benalla for over a decade. Many of the visitors stay for the whole summer. One group, from the UK, bring over a container with six gliders in it every year.

☛ continued over page

TOP Glider MMD, a Nimbus 3, over cloud in wave in the Australian Alps.

ABOVE: What we used to fly.

LEFT: Those were the days, check out the jackets and tie which were required for flight!

DATA SHEET

- 7 day operation between October and March
- Four tugs – no waiting
- Great flying conditions
- Mountain flying close by
- Active training programs
- Great social activity
- Close to town
- Easy 2 hour drive from Melbourne
- Serviced by a regular trains
- Glider workshop on site

www.glidingclub.org.au
Tel 03 5762 1058
Gliding Club of Victoria
Samaria Road Benalla Victoria

RIGHT: Duo Discuss GCV on a cross country flight north of Benalla.

KHANCOBAN

One of the club's annual camps is to the New South Wales country town of Khancoban. Nestled just 30 kilometres from Mt Kosciusko, it's the perfect spot for some mountain flying and social activities. While we have flown to Kosi from Benalla, it is much better to be based at an an away camp based there. Many pilots from other clubs come and join us on the Melbourne Cup long weekend on the first Tuesday in November. We have a regular contingent from South Australia, as well as others from the ACT, NSW and Queensland who take the opportunity to join us for some flying around the mountains. Drop us a line if you'd like to join us.

THE eTUG
THE FUTURE OF AEROTOWING

Over the past 2 seasons, GCV has been fortunate to have had the eTug as part of our launching line-up (1 eTug, 2 235 HP Pawnees and 1 Scout). For readers who don't know, the eTug is a Pawnee airframe with a General Motors LS1 V8 347 cubic inch (5.7 litres) capacity, all-alloy automotive water cooled engine in front. The eTug is an Australian registered tow plane (VH-CUR) in the experimental category which has been developed by The eTug Group, based in Sydney, to address the needs of the gliding fraternity for a tow plane customised to meet its needs. Further information www.gfa.org.au search for etug.

The results of two seasons operation of the eTug at Benalla are very favourable. The eTug is more economical to operate using less expensive fuel - premium unleaded at a lower burn rate. It gives shorter launches and quicker turn-arounds and for these reasons is very popular with glider and tug pilots alike. For example, GCV offers an air experience 'Deluxe' flight with a launch to 4,000 feet. Our powerful Pawnees typically achieve this with a launch time of 11 minutes whereas the eTug does it in eight.

The installation of the water-cooled V8 engine is very impressive. When the eTug arrived at Benalla we didn't really know what to expect. The eTug operates most weekends so come along and see the future of aerotowing.

SIMULATOR

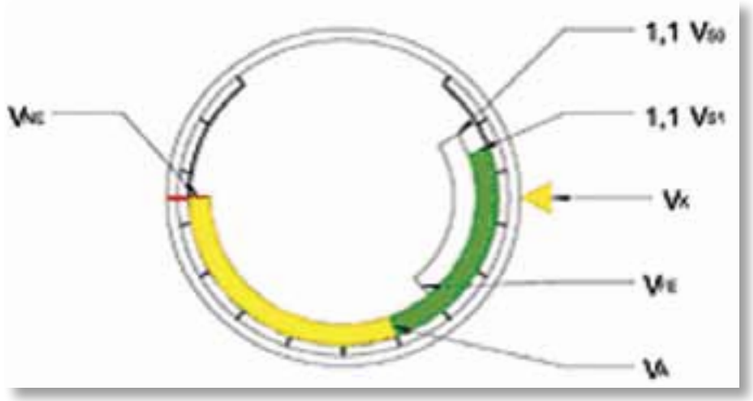
The club is in the process of constructing a gliding simulator. This two-seat simulator is being installed in a permanent position in the clubhouse. Its purpose is to provide an additional training resource to up skill our pilots. The two-seater was used to provide a training platform for instructors in a realistic cockpit environment. The three projector displays coupled with local scenery provides a great tool to build confidence and skills in trainees, cross country pilots and instructors. ***GA***

THE GLIDING CLUB OF VICTORIA WELCOMES VISITING PILOTS AND THEIR FAMILIES FOR FUN OR COMPETITION FLYING.
www.glidingclub.org.au

RIGHT: Duckworth in a Hawk over Coode Island, probably in the 1930s.

BELOW: Pilots and Crew at a Club Class Nationals.

INSTRUMENT COLOUR CODING



Over 30 years ago as I sat for my glider pilot's exam in good old Germany, I was sweating over one of those multiple choice exam papers. One question related to the colour-coding of the airspeed indicator and today I'm happy to admit I was a little unsure whether I got the answer right.

About 10 years later I put on a quiz night at my Australian gliding club and, as the cheeky person that I am, I inserted a question on instrument colour-coding. I think it is fair to say that quite a few were struggling with the correct answer but on reflection it became clear to me that I had an unfair advantage due to my theory exam experience. Surely I would always remember what all those coloured arcs on the ASI mean, or would I?

Well, fast forward another two decades. About six weeks ago I was half way through rearranging the front instrument panel on my ASH 25 when it was time for a coffee break. Holding my brand new airspeed indicator (ASI) in one hand and a cup of coffee in the other I realised that I was a little unsure as to what exactly the bottom of the green arc signifies. I could hardly believe it! History was repeating itself and I was struggling with the finer details again.

Of course you are right when you say that every solo pilot should know that the speed range of the green arc indicates the safe manoeuvring speed. No question at all – that is basic knowledge! But right now we want to know what speed the very bottom of the green arc signifies, don't we? To get the answer let's look at a slightly modified extract from the 'Winter' brochure – the world's leading mechanical instrument manufacturer.

To start with, flight manual speeds are almost always given as indicated airspeeds. This means that pilots can read them directly off the ASI and the colour-coded markings give the pilot an immediate reference as follows:

VNE = RED LINE AT TOP END OF THE YELLOW ARC

The Vne (or the never exceed speed) of an aircraft is the velocity that must never be exceeded due to a risk of structural failure or due to the danger of inducing aero elastic flutter. Vne is specified as a red line on the airspeed indicator. This speed is specific to the aircraft and represents the edge of its flight envelope.

YELLOW ARC

The yellow arc signifies the caution range as speeds in this range may overstress the aircraft in certain situations. However, within this speed range it is still safe to operate the aircraft as long as the air free of turbulence and the pilot refrains from using abrupt control inputs.

VA (OR VRA) = TOP OF GREEN AND BOTTOM OF YELLOW ARC

(Velocity Rough Air) Speeds below this mark on the ASI ensure that the aircraft is operated within its design parameters. Even abrupt control inputs with full control deflections will not cause a properly maintained aircraft to exceed its G-force limit.

VFE = TOP OF WHITE ARC

This is the maximum speed for flap extension. Please note that the flight manual may specify a different maximum speed for a partial flap extension.

VS0 = BOTTOM OF WHITE ARC.

This indicates 1.1 times the stall speed in landing configuration. On a glider this usually means 'flaps in landing position, airbrakes and landing gear extended'.

VX = SLOWEST RECOMMENDED APPROACH SPEED.

Self explanatory - normally highlighted by a yellow triangle.

GREEN ARC

The green arc indicates the normal operating range where full control deflections are acceptable even in turbulent conditions.

And now back to our original question. I have saved the answer for last.

VS1 = BOTTOM OF GREEN ARC.

Vs1 indicates 1.1 times the stalling speed at maximum weight in straight and level flight and in a 'clean' configuration. On a glider this usually means 'flaps in neutral, airbrakes closed and landing gear retracted'.

As always, we need to refer to the applicable flight manual for a definitive interpretation and note that a colour-coded ASI is not necessarily mandatory for all gliders. However, colour-coding needs to be complied with if specified by the flight or maintenance manual. It goes without saying that it allows the pilot to identify the critical speeds at a glance which greatly contributes to flight safety, especially when pilots operate a particular aircraft for the very first time. BERNARD ECKEY ***GA***

QUEENSLAND STATE SOARING CHAMPIONSHIPS

WORDS: LES MILNE
AND PHIL SOUTHGATE

Left to Right, Brian Allenby, Nigel Andrews, Adam Henderson, ?, Rachel Dodd, Ben Dodd and Luke Dodd.

The Queensland State Soaring competition for 2011 was a friendly event with the who's who of Australian competition soaring pilots in attendance, flying approximately 40 gliders.

It was hosted by the Warwick Gliding Club from 24 September to 1 October 2011 at Massie Aerodrome in Warwick, Qld – the first competition of the new season. Our Competition Director, Michael O'Brien, Competition Scorer Matt Anglim, Val Wilkinson Tug Mistress, Errol Spletter Chief Task-Setter, Nigel Andrews Weatherman and Erich Wittstock our Safety Officer all held key roles in making the event a great success. Four race days were completed with three days cancelled due to adverse weather.

25TH SEPTEMBER 2011, DAY 1

CLUB CLASS– BY PHIL SOUTHGATE

A 3-hour, Assigned Area Task was set for Club Class, Maryvale 15km, Dalby AF 40km and home. The wind direction was 15 knots from the WSW and increased in strength over the morning. Cu formed with cloud base around 5000' AMSL (3500' AGL). Club Class launched first and I guessed the conditions would remain like this for most of the day so I was keen to get going. At the first opportunity I left shortly after the Start gate was open. The wind direction was cross tail and initially favoured the first leg. however it swung more to the West and at times reached 20 knots by the time I had reached the first circle. It was a real struggle in the Hornet to grind out and away from the first turn circle and it quickly became a case of two steps forward and one back with the headwind.

On the second leg, I selected outlanding paddocks enroute to Dalby on more than one occasion! It was more of the same, pick a paddock, find a scratchy broken thermal, work it and drift back away from the turn point. Then the day warmed up and I was easily over taken by the other hot ship 15m and 18m gliders blasting away as the conditions magically turned it on. Those that still had water on board really made the most of the excellent conditions and left me far, far behind.

By the time I reached the second turn circle near Dalby the conditions had changed again and a blue air mass had moved in from the South West. I turned towards home from about 6700' AMSL on the third leg and aimed for a distant cattle feed lot a few kilometres southeast of the Darling Downs Soaring Club. At 3800' I stumbled into a weak 1.5 knotter, which turned into 3 knots. This took me back to 6800' and really felt like the last gasp of a dying

'Little Petunia' Trevor West

day with still 80kms to get home. I hit a nice, smooth 6 knots and this took me to 9800' and the glide home turned out to be much better than I expected. Congratulations to Adam Henderson flying in an LS3, who won the day in a Club Class at 72.7kph.

26TH SEPTEMBER 2011, DAY 2

BY LES MILNE

After the drenching of the previous season, just being able to task was a novelty. Club Class were sent on a 3hr AAT to Millmerran AF, Kumbarilla then home - a challenging enough task with the wind blowing steadily. In fact, it proved too much of a challenge and the placings were based on how far you landed out. The wind kept us drifting away from home, so the task-setters almost got it right because the first-place-getter, Adam Henderson, landed less than 10km from home. This was my first ever day in a competition so I was very happy to have made a safe outlanding about 40km from Warwick on the way home.

30TH SEPTEMBER 2011 DAY 4

BY LES MILNE

The task for Club Class was a racing task to Brookstead, Broadwater, Millmerran Power Station and home. I turned at Millmerran and thought getting home might be possible - even the glider computer said I'd make it. I didn't believe it and took a completely unnecessary thumping thermal near Leyburn and got home with height to spare. Aaaah, the beauty of a tail-wind!

AWARDS NIGHT

The last day of the competetion was cancelled. It turned out to be a very good call by our Comp director and task committee as a thunderstorm rolled across the strip in the late afternoon which took out multiple power poles in the Warwick/Allora area. For the first time in many years the club had no electric power, just as the meals were about to be prepared for the Awards Presentation Dinner. True to form and with a 'show must go on' attitude, the Warwick Gliding Club was not going to out done by a bit of Mother Nature. The Awards night was held by candle light, to the sound of a warbling generator.

The Warwick Gliding Club would like to congratulate all the day and overall class winners and express our thanks to all the pilots, tuggies, ground crew, and many helpers from all over that made this a memorable event. Thanks also to Gliding Queensland, the Southern Downs Council and our sponsors Go Soaring, Web Adventures, Telstra, BioPak and Gliding International magazine.

statecomps11.warwickgliding.org.au GA

Matt Anglim in BK Lisa Trotter achieved 2nd in Standard class flying her LS8.

Matt Anglim in BK

CLUB CLASS

1. 3586	DLJ	ADAM HENDERSON	BOONAH	LS 3
2 .3197	GKJ	PHIL SOUTHGATE	WARWICK	HORNET
3. 2482	GKJ	LES MILNE	WARWICK	HORNET
4. 2273	IZW	DAN PAPACEK	WARWICK	SPEED ASTIR
5. 2224	WVF	COLIN MAY	BUNDABERG	PIK 20 B
6. 1659	GWR	ANDRES MIRAMONTES	WARWICK	LS 1 F 5

STANDARD CLASS

1. 3728	NSO	DAVE SHORTER	LKSC	DISCUS
2. 3668	PNL	LISA TROTTER	KINGAROY	LS 8
3. 3332	GKU	ERROL SPLETTER	WARWICK	LS 8
4. 3267	XJW	BEVAN LANE	KINGAROY	DISCUS
5. 2982	ZBK	MICHAEL O'BRIEN	WARWICK	DISCUS

COMBINED 15M/STD

1. 3636	NSO	DAVE SHORTER	LKSC	DISCUS 2
2. 3574	PNL	LISA TROTTER	KINGAROY	LS8
3. 3370	GKU	ERROL SPLETTER	WARWICK	LS8
4. 3097	XJW	BEVAN LANE	KINGAROY	DISCUS
5. 3074	ZBK	MICHAEL O'BRIEN	WARWICK	DISCUS

18-METER

1. 4000	YZT	BRUCE TAYLOR	LKSC	JS1
2. 3514	ZBB	JOHN BUCHANAN	KINGAROY	ASG29
3. 3373	ZKT	ANDREW GEORGESON	KINGAROY	VENTUS 2CX
4. 3347	ULZ	LARS ZEHNDER	LKSC	VENTUS 2CX
5. 3343	XTK	TOM CLAFFEY	NARROMINE	ASG 29

COMBINED 18M/OPEN

1. 4000	YZT	BRUCE TAYLOR	LKSC	JS1
2. 3559	ZBB	JOHN BUCHANAN	KINGAROY	ASG29
3. 3447	ZKT	ANDREW GEORGESON	KINGAROY	VENTUS 2CX
4. 3415	XTK	TOM CLAFFEY	NARROMINE	ASG29
5. 3404	ULZ	LARS ZEHNDER	LKSC	VENTUS 2CX

GLIDING AUSTRALIA

DECEMBER 2011

PHOTOGRAPH: ANTHONY SMITH.
PIK 20 D NICK GILBERT, STONEFIELDS

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
28 NSW STATE CHAMPIONSHIPS TEMORA 26 NOVEMBER - 3 DECEMBER	**29**	**30**	**1**	**2**	**3** VSA STATE 2012 CHAMPIONSHIPS ARARAT 3 - 10 DECEMBER	**4**
5	**6**	**7**	**8**	**9**	**10**	**11**
12	**13**	**14**	**15**	**16**	**17** SOUTH AUSTRALIAN 2012 STATE COMPS 17 – 23 DECEMBER	**18**
19	**20**	**21**	**22**	**23**	**24**	**25**
26	**27** WOMEN IN GLIDING WEEK AT BENALLA 27 - 31 DECEMBER	**28**	**29**	**30**	**31**	**1 January**

GLIDING AUSTRALIA

JANUARY 2012

PHOTOGRAPH: LISA PATRICK.
DISCUS ZBK MATT ANGLIM

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2 31ST CLUB AND SPORTS CLASS NATIONALS 2 -13 JANUARY BENALLA.	**3**	**4**	**5**	**6**	**7** VINTAGE GLIDERS AUSTRALIA ANNUAL RALLY 7 - 15 JANUARY	**8**
9	**10**	**11**	**12**	**13**	**14**	**15**
16	**17**	**18**	**19**	**20**	**21**	**22**
23	**24**	**25**	**26**	**27**	**28**	**29**
30 50TH NATIONAL MULTICLASS GLIDING CHAMPIONSHIPS NARROMINE 30 JANUARY – 10 FEBEBRUARY	**31**	**1 February**	**2**	**3**	**4**	**5**

TEXAS THE FRIENDLY SKIES

WORDS: BRUCE TAYLOR
PHOTOGRAPHS: TERRY CUBLEY, ANITA TAYLOR

Our time in Texas could not have gone much better. Before arriving we prepared carefully, resulting in things running our way for most of the competition period. A couple of times out on track, when facing a difficult situation, the odds may not have been so kind, but the coin consistently fell our way. Though I'm not really a believer when it comes to good luck, the absence of bad luck was noted in our camp!

ABOVE: Brian captures a magnificent view of the dark side of Mt Cook and the Grand Plateau.

Our good fortune began when John Buchanan found an ASG 29 and a Duo Discus available in the US via some old contacts, and soon afterwards he decided that he and Gerrit Kurstjens would fly the Duo, leaving the '29 available for me. I grabbed it with both hands, as my searches to date had yet to net anything at all.

OUR BEST SHOT

It belonged to Richard Kellerman, who happens to be 'Mr ClearNav'. This was perfect for me, as I have been using the ClearNav flight computer for some time and feel very comfortable with it. It also came with a Cambridge 302/303, so the panel is virtually identical to my own. This particular '29 turned out to be an extremely well-loved example, and I was always happy with its performance among a range of other 18m gliders.

Texas looks to offer the Aussies a good opportunity to do well, so we set about giving this competition our very best shot. Our last world champion, Brad Edwards, came to the 1991 WGC at this site. Brad likewise saw a chance on the horizon all those years ago, and set about putting in a really serious effort beforehand. As part of our plans this year, we managed to persuade Brad to come along and fly the Pre-Worlds with the Aussie team. This was mainly done to help us learn about the contest site, but there was also the opportunity to indulge in a little celebration of past glories! I think Brad had a great time, but more about him later.

TOP CREW

We arranged for Paul Weeden from Pennsylvania to come and help as a crew member for both Brad and myself. Paul already knew the glider I would be flying, and had crewed at Uvalde on a number of occasions. He had a handy selection of tools and equipment that would be advantageous if we ran into problems, plus a wealth of gliding knowledge. Having Paul around worked a treat, and we found him to be a willing and very easy-going part of our team. His trip from Pennsylvania to Texas, not far short of 3000 km, began with some drama, as the car that Richard lent us with the glider came to a halt way up in Tennessee with an expired transmission.

Quite amazingly John and Linda Murray were passing by and brought the trailer the rest of the way to Texas for us. Linda was the competition manager, and John was running the weighing station. What did I say about good fortune? I needed to be in Texas early to complete my FAA licence validation, so without this help I would have been stranded. The car took about 5 days to repair, so this meant that I had the glider available pretty much when I expected it – a huge relief.

GOOD SIGNS

So, first day I am ready to fly… it rains! It never rains in Texas in August… but wait… it's only 31 July! The next day,

LEFT: Bruce Taylor and Brad Edwards celebrate a succesful day at Uvalde.

which was August, I check the forecast and it looks OK, so I set off with no particular plan except to look around some of the task area, and I put in an easy five hours. I was amazed to see later that I had flown more than 710 kms! Wow, what a place. Circling time was well below 20 per cent, and the miles just rolled past.

This was a sign of things to come. I did a few alterations to the vario system that night, but otherwise the glider seemed well-sorted. Up until then I had only had about 20 hours in an ASG 29. QV had a new air extractor vent fitted on top of the fuselage, which meant that the standard fuselage ballast tank could not be fitted. So, I flew the competition about 30kg underweight. After many hours in the glider I was convinced that this was of no consequence.

The following week I flew every day, sometimes in company and sometimes alone. One-by-one the rest of the team arrived and we began to figure out the Texas weather and countryside. After a few days of fiddling, I settled on a vario setup that worked to my satisfaction, which made everything much easier. Texas is HOT! It over over 40 degrees every single day for the whole time we were there, and the humidity was high. Keeping up with hydration and physical fatigue was a priority, and not an easy task. Early mornings are cooler, but by about 11:00am it is seriously warm and the trend continues well into the evening. We struggled to manage the time available after flying and before we needed to be in bed to recuperate. However, by the end of the week I felt that I had acclimatised well to the heat, and I was ready to do battle.

CONSISTENT WEATHER

On the upside, the weather is incredibly consistent. Each evening the entire airmass is replaced by a fresh lot from the Gulf, which is south-east of Uvalde about 300 km. First thing in the morning there is usually a layer of stratus at about 1,000 feet, and this gradually breaks up, so that when we get out of briefing around 10:30am the sky is full of cu, by then at

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ABOVE: Day 4 18m Assigned Speed Task, Distance 430km. Bruce won the day and Brad came a close second.

BELOW: Day 3 Turn Area Task. Distance min 430, max 855km. Bruce and Brad numbers 1 and 2.

about 2-2,500 feet. By the time you are ready to set off on task it has risen to 5-6,000 feet, and later in the day you usually see up to 8,000 feet. This year things were slightly different, as Texas was in the grip of a horrendous drought. This meant we saw more blue days than normal, and cloudbase got over 10,000 feet a few times, neither of which bothered the Aussies too much. In fact, I think the blue weather gave us a big advantage early in the competition.

I found that I liked the conditions, and that I seemed to have a reasonable understanding of how the weather was working. In many ways it is similar to my flying at home. The terrain is slightly intimidating with miles of scrub and few outlanding possibilities, also a bit like home! However, the lift is usually consistent enough that I found I was not often concerned by this aspect of the flying, and whenever I got a bit low there was usually some pretty good lift nearby.

THERMAL TECHNIQUES

While we were practicing, Brad and I made a habit of starting together, and I quickly noticed a couple of things that I needed to do to improve my performance. Firstly Brad was making a good job of looking a really long way ahead on track, and often out-flew me when I took what appeared to be a better short-term option. Visibility is normally good enough to see about 60-70 km, and you need to be selecting a path that takes you well out to that distance. The glides that are available if you do this well are astounding, and it is possible to really ramp up your speeds if you don't stop to climb.

The other thing is that finding an area of lift was not such a challenge, but to quickly find the core seemed more difficult than I am used to in Australia. Brad commented that he didn't remember this being the case in '91, so maybe it is another by-product of the drought conditions. I needed to change my thermal entry technique, and also adopt a variation of Brad's thermal search. Anyone who has flown with Brad might know the way he does this, with a couple of wide, searching turns that gradually tighten into the best lift, while somehow missing all the sink. It is uncanny to watch, and I don't pretend to have mastered it, but I hope I have learned something. We thought that the thermals were more bubbly than those in Australia, and if you arrive going too fast it is easy to get lost and waste precious time finding the best bit.

STREETING CONDITIONS

I worked hard at these changes, and managed to win the 1st official practice day. This was surprising, as we had been set an Assigned Area Task with the final turn a l-o-n-g way out from home, and it was difficult to judge when to turn back. I was about 170 km out, with my computer saying I was about 15 minutes over time. The streeting can be phenomenal, but it was late in the day. Would the conditions hold, or would it all fall apart? For the first 90 km it was going well, then it got better and better and I arrived about 6 minutes early. Oh well, only a practice day. We have a tradition here in Oz to set a 'time soak' reasonably close to home that will allow pilots to make adjustments to avoid this problem, but in the US they don't appear to do this, and the combination of great streeting and tasks that can run late into the evening make some of the decisions difficult.

I had been flying every day, and chose to have a rest for the last practice day before the competition began. It was nice to sleep in a bit, sit in the air-con, read a book and leap in the pool with Holly, instead of battling the heat.

Blow-by-blow descriptions are really only fun for the person in the cockpit, so I might just choose some highlights from the eight competition days. In hindsight I can say that my confidence grew as the competition progressed, as I learned more about the Uvalde weather, the tricky thermals and those never-ending final glides.

BLUE DAYS

DAY 1 was blue, and as we have found over the years, the Aussies are pretty good at blue. There is a line that can be drawn through blue conditions, below which it is too difficult to travel quickly on your own, and above which it is good enough that there is really no need for help or company. Mostly the blue days in Uvalde were good enough to go it alone; thermals were close enough together, strong and high enough that you did not need to waste too much time searching for them. Many overseas pilots are truly intimidated by blue weather, and choose only to travel with the gaggle in these conditions. When the gaggles get too big, they become more of a hindrance than a help. Anyway, this day was a great start for the Aussies, and we all did well, with David Jansen and me winning the 15m and 18m classes respectively.

DAY 2 was, according to some, a 'classic Uvalde day'. I struggled all day with thermals that were difficult to find and glides that were mostly sink. Interestingly there was another day later in the competition when I had an easy day and others found it difficult, and an Aussie debrief helped us to decide that it was important to relay throughout the team just where the lift was located on these days. I knew all day that I was close to being in the right place, but was just out of sync with everything. It felt like I couldn't stay high and the lift was always broken and weaker than expected. I basically stayed out of trouble and finished 5th, but was disappointed with my points at about 850. I was back to second overall and the top positions were all close.

DAY 3 gave the 18m class a turn to have a long day, and we were given a 5 hour AAT. It was hard work, all in the blue, and I had to use every trick I knew to keep the show on the road. I used haze domes, ground features, wind direction and careful feel of the air, occasionally even other gliders. It was a big flight of more than 680 km and we were all very tired by the time we crawled home. It was really satisfying to do well on this day, when I took back the lead, but not half as satisfying as the next day…

TEAM WORK

DAY 4 I shall remember for a long time. It was to be blue again, and with a reasonable chance of sea air coming into our task down south, Brad and I had decided to leave early. We had a significantly lower start height limit today, which meant we needed a good climb straight out of the gate to get running. Mostly Brad and I had tried to start together, but usually we had found that our individual styles had us separating not long after the start to do our own thing. We have flown together and against each other for years, and have huge respect for each other's flying, but the team thing has often eluded us, even at a world comps when we tried hard to make it work.

ABOVE: Late finishes and 40° heat were the norm.

Today we simply clicked, and for the entire flight were not more than about a kilometre apart. We started well but were together with all the good guys, and I thought it was going to be a hectic day of dodging fibreglass. However, even on the first climb we began to pull a little gap, and by the time the crowd joined us in the second climb we were up and away. It was a little more difficult to find the good climbs, and that special sense that Brad has for centring them was in full swing. He was fascinating to watch. I tried my best to get good glides, and sometimes to direct us to promising haze-domes I could see ahead, while Brad guided us into most of the climbs. We steadily pulled ahead and it was just the two of us together until we saw a few 15m gliders down at the southern turn. Brad was worried that they were 18m gliders

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LEFT: Gliders get a tow to the launch point.

catching us, but it was one of those days when I was sure nobody could have been going as well as we were.

Slightly low coming up to the final turn we made a deviation to a good haze dome and climbed reasonably well. We left it early and found a stronger one close to the turn. As we left, my computer said that we were within about 1500 feet of final glide. Heading home into the sun, we had all the haze domes visible in front of us and it just got better and better as we barrelled along to the finish. What a ripper! This day must have been tough for our opposition, as third place only just scraped over 800 points. I was almost drunk with the joy of our success today, and Brad and I giggled about it for most of the night. A day I won't forget for a very long time – thanks, Brad.

At prize giving the next day I had the pleasure of reminding the room that it was exactly 20 years to the day since Brad had won the world comps in Uvalde, and they all gave him a round of applause!

BELOW: Widespread thundershowers were forecast but the task was completed.

STORM BREWING

DAY 5 brought another change in weather, with lots of cu, very low bases and after my early launch it was really quite difficult just to stay airborne. The task was changed in the air, which they do in the US, complete with a roll call to ensure that you heard the change. Today it went from a racing task to an AAT. By this time I had a reasonable lead in the competition, and felt that it was completely unnecessary for me to take any real risks. There was a chance of some storms building later in the day, so I started early. I was among all the others before the start, and was interested to find that none of them had come with me. Unfortunately Brad had an instrument problem and needed to return to the field to correct it, so I was all alone.

Initially it was still quite a low cloudbase at around 3,000 feet agl, but with solid climbs of 5 knots or more, and I found the conditions predictable and very familiar. I had an amazing run around the first two turns to the south, but the air remained very moist and I figured that it would be drier and faster if I extended my legs to the north over the higher, drier ground. However, as I went north there was some influence from a big storm brewing way out to the west and it became much slower for some of this leg. Finally I could turn away from this scrappy, blue area and head east again into some super-looking, fat cus. It did indeed get better and better, and I could see some stunning streets lining up for the trip home.

TURNING FOR HOME

When to turn back? Flying at right angles to the streets, I picked the best-looking line ahead and figured that it was at about the right distance out to be the best place to turn. When I arrived under the street, my box said I was OK for 15 minutes over time. I was slightly disappointed that I didn't connect with a good climb here, as my rule is to always turn on a climb, and my last leg was into wind and I was a little low. The next cloud away from home was of course a big deviation from my current track and too far away to consider, so I turned for home. 120 km to run and 4,500 feet below glide on a 3 knot setting. Why not just forget circling and fly home? So I did, and what a sensational glide it was. By 20 km out I was 1,000 feet above a 4 knot glide home! Everything on the '29 was whistling and humming and I could not get it down. I finished 3 minutes early, but how could I be sad about that? Uvalde allows stuff like this to happen, and I was still laughing to myself as I rolled up to Anita and Paul in the tie-down area.

We had a day's rest at this point, which was we all welcomed. Conditions had been hot and tiring, and it looked certain that we could still fly on every day available. I filled in the day laying about in the air-con, reading and smiling at how things were running for me. It

was the best of competitions for me so far, and I was having plenty of fun. We had dinner with a crowd of other pilots about half an hour out of town before visiting a cave renowned for its bat population. Just before dusk the 12 million bats start to exit the cave to find a feed during the night. It was a bit stinky downwind, but an interesting sight nonetheless.

LONG BLUE GLIDE

DAY 6 was shortened to a 2.5 hour AAT to the south, with warnings about the instability that would bring storms later in the afternoon. Today's highlight was getting to fly with the Trotters for a while as we ran past a group of showers down at the southern turn. It was fun to see them working together, after the frustrations they had with instruments early in the competition. Today the weatherman and task-setters got it very right. Any further and I would have been either on the ground or in Mexico, which is strictly forbidden. Once again the run home was like a highway in the sky. Sometimes quite large deviations are needed to use the best lines, but the rewards are certainly worth it. I arrived just 55 seconds over my time - perfectly lucky.

DAY 7 was controlled by some reasonably serious weather up to the north, and even on the grid Dan the weatherman gave us another warning about its movement and the possibility of getting cut off later in the day. And, as you might expect, there was no problem at all. We all left earlier than we could have, but I had no interest in tossing coins. It was another day of fun in the office, with some blue and some cu. There were good runs to be found, and I fell into a big smooth 10 knot climb just before the final turn, which got me right through a long, blue glide before connecting with the (usual) sensational streeting as we covered the last 80 km home.

WET AFTERNOON

DAY 8 was the last day, and as task-setter John Good said, "You only have to get to the bottom turn and land out, and you'll still win!" I had no need to do anything special.

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LEFT: Peter and Lisa Trotter (left) and Tom and Kerrie Claffey enjoyed the events at Uvalde.

RIGHT: Uvalde is at the southern limit of the Texas Hill Country.

However, the best way to mess it all up is to change what you are doing, so away we went again with a well-considered plan. Brad was slightly lower at the start, so he waited a while before leaving. Points-wise he was close to the two US pilots for second position. Today I had a 'tail' with me, and while the flight was OK, I didn't really put the whole flight together like I had been doing. The start and finish went well, but in the middle of the afternoon the sky became a little wet and it was more difficult to pick the best lines using bigger clouds that stayed around a while after they had finished working. I felt like calling the 'tail' and asking them to help me out here, but I think they were content to stay behind.

Unfortunately Brad had an average day, and the two US representatives did well, securing their places at 2nd and 3rd. Brad finished in a creditable 5th place, but I think he was slightly disappointed not to keep hold of the 2nd position he had been in for most of the comp. He was a wonderful partner, and of great use to the team over the entire period. I certainly owe him for some of the advice and techniques that I learned being next to him.

SATISFACTION

Once again the run home was superb, gliding downwind along a street that gave about 3,000 feet of free height. It was a nice way to end the competition, and as I rolled into the tie down area I felt a huge sense of satisfaction with how I had managed my flying. We had done a good job - the glider went well, the crew kept everything in perfect shape, there was a variety of weather thrown at us, and I felt as though I had given my best possible performance. The climate was tough, and we were all suffering some fatigue, but we had smiles on our faces.

I want to thank Anita for her endless support. It is hard going on the ground in these conditions, but she always kept our show on the road, reached beyond the call of duty while we were arranging cars and getting the glider organised, had congratulations for the good times or words of advice when things didn't go perfectly. I also want to thank Paul for his crewing duties. We had to rig the glider each morning and derig every evening, and it was Paul who dragged himself out of bed early to get this done, along with help from Team Captain Terry Cubley, before the heat arrived. He attacked all problems with a smiling face, and I think he enjoyed our success as much as we did.

WHIRLWIND FAREWELL

Richard Kellerman lent me a lovely glider, with his only regret being that he can't blame the glider for a poor performance ever again! Plus he and his wife Elsie put me up for a night in their beautiful home in Pennsylvania while I helped to clean all the Texas dust out of the '29!

Our trip ended with an earthquake in Washington DC while visiting Anita's brother, Kris and his wife, Sam, and then we got out of the place just before Hurricane Irene arrived on the doorstep. There appeared to be an excess of energy everywhere we went! All good fun!

I think all of the Aussies are looking forward to next year's worlds. Uvalde is a fast, fun place to fly, and it is as close our own conditions as anywhere we have been for years. We need to be fitter, better acclimatised and completely in tune with the unique conditions that make this site so special. And maybe if we concentrate hard, we'll even be able to understand the Texans. GA

UVALDE GLIDE 2011 CONTEST RESULTS

AUSTRALIAN PILOT RESULTS

18 METER

#	PTS	PILOT	GLIDER
1	7394	BRUCE TAYLOR	ASG-29-18
5	6595	BRAD EDWARDS	JS-1

15 METER

4	6961	PETER TROTTER	VENTUS 2A
8	6850	TOM CLAFFEY	VENTUS 2B
11	6727	DAVID JANSEN	ASW-27
13	6545	LISA TROTTER	ASW-27

Test your knowledge of flying rules and regulations for glider pilots, instructors and operators with this challenging quiz. Complete answers with references are provided to help you pick up information you may have been missing. Further quizzes will appear in future issues of Gliding Australia.

INDEPENDENT OPERATIONS

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

It is a GFA requirement that all operations, except those conducted by pilots holding an Independent Operator authorisation, shall be directly supervised by a Level 2 Instructor [Ops Regs 7.1.1]. Therefore, unless you have been specifically endorsed by your CFI to fly as an Independent Operator (this is by log book endorsement), you may not fly any type of sailplane in command, whether you own it or otherwise, without a Level 2 Instructor supervising.

I don't have an Independent Operator authorisation but there is a Level 1 Instructor around. Can I fly under his supervision?

No. A level 1 Instructor is not authorised to supervise Club operations or the operations of other pilots [Ops Directive 03/06].

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

Level 1 Instructors who also hold an Independent Operator authorisation may be authorised by their CFI to undertake in-flight instructing duties within the privileges and limitations of the Level 1 Instructor rating without the direct supervision of a Level 2, or higher rated Instructor [Ops Directive 03/06]. However, such authorisation excludes the supervision of Club Operations or the operations of other pilots.

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

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

I have a Level 1 Independent Operator authorisation. Can I fly independent of the club's operations?

No. Club operations can only be conducted under the supervision of a Level 2 Instructor. A Level 1 Independent Operator's authorisation only allows the holder to exercise the privilege where there is no Level 2 Instructor on duty [Ops Directive 03/06]. When at a site which has a Level 2 Instructor on duty, Level 1 Independent Operator privileges do not apply and the Duty Instructor's jurisdiction will prevail.

I have a Level 2 Independent Operator authorisation. Can I fly independent of the club's operations?

Yes. Unlike the Level 1 Independent Operator authority, where club responsibility of independent operations is of primary importance, holders of Level 2 Independent Operator authority are solely responsible for all aspects of their operations when operating independently [MOSP, Part 2, 19.2.5]. Notwithstanding, it is expected that the normal courtesies apply when operating in conjunction with other operators, either at the pilot's own club base or as a visitor to other sites.

I am a Level 2 Instructor. Do I need an Independent Operator Authorisation to operate independently?

No. A person holding a Level 2 Instructor Rating does not need a separate authority for Independent Operations but must be in possession of current aeronautical charts and documentation.

Powered Sailplanes

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

No. Pilots holding qualifications as detailed in MOSP, Part 2, 26.5 may be issued with a self-launching Powered Sailplane Endorsement at the discretion of a Level 2 or higher rated Instructor. However, pilots must be trained and be familiar with glider operations to solo standard [Ops Directive 01/07].

I hold an RA-Aus Pilot Certificate. Can I fly a powered sailplane under this certificate?

No. Pilots holding qualifications as detailed in MOSP, Part 2, 26.5 may be issued with a self-launching Powered Sailplane Endorsement at the discretion of a Level 2 or higher rated Instructor. However, pilots must be trained and be familiar with glider operations to solo standard [Ops Directive 01/07].

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

Yes. Pilots must be suitably trained and endorsed to fly cross country in powered sailplanes 'engine-on'. [Ops Directive 01/07].

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

Not without appropriate endorsement. Pilots must be trained and endorsed in order to operate powered sailplanes 'engine-on' in controlled airspace [Ops Directive 01/07].

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

No. Operations of power-assisted sailplanes as described in MOSP, Part 2, 26.7 do not require Powered Sailplane Endorsement [Ops Directive 01/07].

MUTUAL FLYING

What is a mutual flight?

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

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

Pilots must hold a 'B' Certificate to carry out mutual flying and may only fly with a pilot of similar or higher qualifications, under the direct supervision of the Duty Instructor [MOSP, Part 2, 16.2.2].

My friend and I are now flying mutual. How do we log the flights?

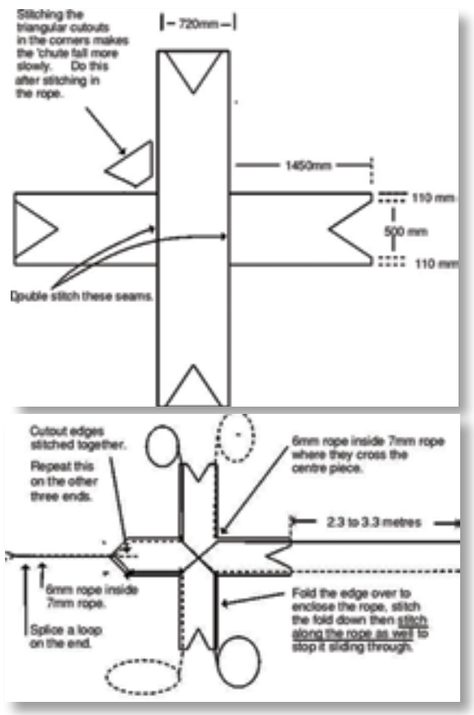
Before you undertake a mutual flight you must obtain permission from the Duty Instructor who shall designate the command pilot for the flight [MOSP, Part 2, 16.2.2]. The non-command pilot will record the flight as P2 in his logbook. GA

MAKING A DROGUE 'CHUTE

WORDS: JOHN ANSLEMI

The idea for this style of 'chute first came from a professional parachute designer on the Canadian team at the World Comps at Waikerie. He was talking about tail parachutes at the time. The following article applies to wire winches. Rope winches do not need drogue 'chutes.

Our requirement was for a drogue 'chute which will not inflate readily in front of the glider, will fall away from the glider before opening, while allowing a slow descent without spinning or veering to one side. The 'chute needed to land close to the winch and not over the nearby barbed wire fence. The design here fulfills those requirements. However if the ends of the panels are not brought to a point it is much more likely to inflate in front of the glider.



Equipment: Heavy duty sewing machine.

Components: One new woolpack.

2 pieces each 11 metres long of 6 mm Polythene Plaited Rope.

2 pieces each 12 metres long of 8 mm Polythene Plaited Rope. This can be 6 mm but it makes it difficult to splice in the eye. 7 mm rope would be better but seems to be unavailable.

CONSTRUCTION

Unstitch the side panels of the wool pack. It uses a running stitch that makes unstitching easy, but means that the centre section must be re-sewn.

Mark the cutouts with a marker pen allowing ample width (25 mm) for a lapped seam in the V and space to stitch in the rope (60 mm) - in our case the cutout is an equilateral triangle with a side length of 500mm. Cut the Vs out using a hot knife. I use a Scope soldering iron, and thick newspaper protects the carpet. If you do not cut by melting the fabric the edges will fray rapidly.

Mark the centre of each piece of rope and mark each 600 mm each side of the centre. This length (1.2 m) is a little longer than the diagonal of the centre of the 'chute. Tape or melt the ends of the ropes.

Slide the thinner rope into the thicker rope at the first side mark, and out again at the second side mark so that the rope is double thickness where it is exposed at the centre of the 'chute. Combining the ropes is not essential, but it protects the inner ropes from wear and also makes a neater 'chute that is easier to handle.

Lay the 'chute on the floor with the cap seams upwards (inside) and lay the ropes over the chute so that one thick and one thin rope are at the end of each panel. Pin the ropes to the 'chute or otherwise mark the ropes and 'chute. I can assure you that the time taken to do this is much less than that needed to unstitch the ropes and restitch them again. Fold the edges of the panels over the rope so that the seam is on the inside of the 'chute and the raw edges are doubled under and concealed and sew them down. Double stitching may add strength. Pull the rope tight and sew along it. If you wish, the V cutouts may be sewn into the corners between the panels. This slows the rate of descent a little, does not seem to cause the 'chute to inflate too quickly, and protects the corners but may cause the 'chute to spin.

Stitch the sides of the V cutout using about 10 mm overlap, then fold the seam over so that both the raw edges are covered and restitch the seam.

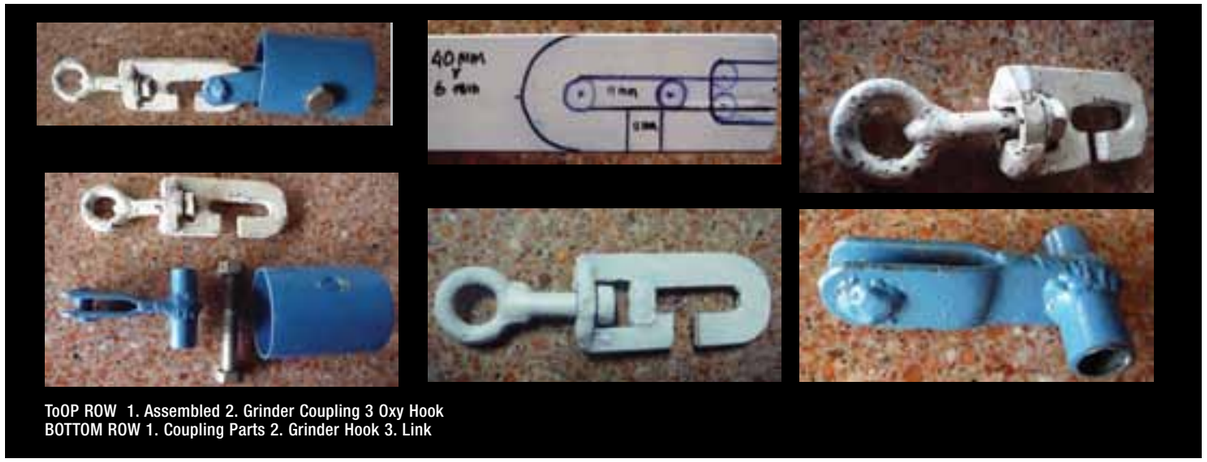
Hook the ropes at the 'chute cap securely, pull the ropes taut and use a felt pen to mark the free ends of the four thick ropes so that their lengths are equal and about 300 mm from the end.

At the ends of the four panels, slide the thin ropes inside the thick ropes bringing the thin ropes out through the side of the thick ropes at the marks. All four double-thickness ropes must be the same length.

Trim the lengths of the ropes and melt the ends using a match or candle. Try not to have a lump on the end of the rope as it will make it much harder to push into the other rope.

Splice eyes onto the ends of each rope. We use the splicing technique from a now discontinued Kinnears pamphlet. A useful web site is http://www.youtube.com/watch?v=6sQn5ZMKgNI. It is rather difficult to slide the thicker rope inside the thinner one so 'Fids' are recommended. If you can't get Fids, a piece of 6 mm rod may be used to open up the rope. Slide a length of winch wire through the centre of the rope to allow you to push it along.

Repairs to the 'chute may be done with a hot glue gun, preferably ironed in with a clothes iron with paper between the iron and the fabric and the floor. Remember - the plastic fabric melts easily! These have been tested and give good service, although not as good as sewn seams - perhaps use both. I have not tried this for construction of the 'chute although it may be good for tacking it prior to sewing.



ToOP ROW 1. Assembled 2. Grinder Coupling 3 Oxy Hook
BOTTOM ROW 1. Coupling Parts 2. Grinder Hook 3. Link

This drogue 'chute fulfills the requirements listed above and generally lasts well – provided you can persuade the winch drivers not to drag it over the barbed wire fence.

COUPLING ROPE

The lengths of the 'chute to glider coupling vary from club to club. The basic parameters could be:

1 Long enough to keep the 'chute away from the glider at all times and

2 Long enough to prevent tangling on parts of the glider. I know of a glider that was launched by the tail skid after the rope hooked on it, so I think that the hose stiffened coupling should be longer than the distance between the hook and the tail skid/wheel. We use 5 metres.

The coupling can be 10mm rope in 10mm hose. This is neat but tricky to do unless you make a tool to pull the rope through. Alternatively 6mm wire rope is easier to thread through the hose and works well.

'CHUTE HANDLING

Some clubs put the drogue chutes in a vehicle, some tow the wire through the 'chute and some tow the wire and drag the 'chute. We use a Subaru wagon with the 'chutes in the vehicle.

Tangled traces can interfere with the performance of a drogue 'chute, preventing it from opening properly or causing it to spin. Untangling of the traces can be time consuming and annoying so it is best to minimise the tangling. Having only 4 traces to untangle is a good start.

The drogue 'chute is usually stopped close to the winch so it can be uncoupled from the wire without the wire coiling up. Starting at the 'chute end of the traces, repeatedly loop them through themselves as shown in the photo. This prevents them from tangling. Fold the sides of the 'chute in, lay the traces on it, roll it up and wrap the glider rope around the 'chute to preventing it unrolling during the tow out.

QUICK RELEASE COUPLING AND SWIVEL

The rope end is made from 20 to 25 mm x 3 mm flat mild steel, 50 mm exhaust tubing, a 10 mm bolt, a bit of 10 mm rod and some short pieces of tube. These pieces of tube are welded on to hold the pieces and the ropes in place during assembly.

The hook for the wire end is made from 80 mm of 40 mm x 6 mm strip, a 10 mm bolt and other assorted bits. The slot needs to have clearance on the 10 mm rod on the rope end. The example shown was made by oxy cutting and welding. Because no one in the club still has an oxy welding set due to the price of the cylinder rental, an alternative design has been developed using only a drill, an angle grinder and a welder.

JOINING BROKEN WIRES

You should take precautions such as wearing gloves or wrapping tape around the sharp cut ends of the wire. The wire can spring violently, so eye protection is important.

The 'farmer's figure of 8' knot is successful if the wire is not bent through too small a radius at the winch. Experience on one winch has shown the wire to slowly wear down where it enters the knot, resulting in eventual failure. It is also difficult to pull the knot tight without marking the wire where the tool grips it. Alternatively the loose ends can be taped down - do a launch or two on the wire before trimming the ends.

The reef knot and twitch seems more successful and holds until the wire wears away. The 3 or 4 twitches around it stiffen the wire where it enters the knot and reduces the wasting and eventual failure. Use a suitable key to wind the wire around. This knot has the advantage that it can be tightened by pulling on the loose ends.

Electric butt welding has been used successfully elsewhere but I have not tried it. It may be difficult to do welding in the field so knots may be an interim measure until it is in the workshop. The problem with any welding is that it changes the structure and tempering of the steel. If anyone is successfully using this method I would like to see how it is done.

AEROTOW - A BRIEF EXPERIMENT

Some time ago I was thinking about how to get the aerotow to stay behind the tug instead of dangling behind it into the fence. I had some offcuts of wool packs so I made a small drogue 'chute to go between the aerotow rope and the glider.

It has only been tried once but Brian reported that the aerotow rope popped up above the glider and remained very steady. I suspect that it could be a problem if the rope became slack as in turbulence and ferrying. *GA*

Looping traces

VGC INTERNATIONAL RALLY

WORDS AND PICTURES: MARTIN SIMONS

SPITZERBERG, AUSTRIA
30TH JULY - 5TH AUGUST 2011

The annual Vintage Glider Club Rally traces its origins to an informal meeting of pilots and old sailplanes at Husbands Bosworth in England in 1973. On that occasion Christopher Wills, son of the 1952 World Champion Philip Wills, was inspired to form the VGC as an international group to encourage and promote the preservation and flying of old sporting gliders of all kinds.

ABOVE: The Majestic Minimoa takes to the air.

Chris, after a long period of declining health, died in April, a few weeks before the 2011 rally. He is greatly missed but lived to see his dream become a vigorous reality.

The club has grown in strength and the annual rallies have been astonishingly successful. To attend a meeting of this kind, even without bringing a glider to fly, is like coming to a great and happy family reunion. The feeling of kinship pervades the gathering. People come to the VGC rally to fly, to admire and delight in the aircraft, but above all to meet old friends and make new ones.

BELOW LEFT: The SHK is probably the best performing production wooden sailplane.

RIGHT: The Hutter 28, with a 12 metre span, was originally designed in the 1930s.

This year the site of the meeting was at the Spitzerberg airfield in what is known as Lower Austria, meaning it is not part of the mountainous Tyrol. Spitzerberg lies south of the Danube between Vienna and Bratislava, somewhat nearer the latter than to Vienna.

To the VGC members who attended, lower is not an appropriate word. They will always think of this event as a high point in their experience. Thanks to the splendid efforts of the Spitzerberg crew, all wearing red shirts, the organisation worked perfectly. Key personnel toiled for weeks and months beforehand to prepare and to clear up afterwards. The local club members sacrificed a week of flying for us. Every aspect of the arrangements was close to ideal. If anything was not quite perfect, the friendly and energetic crew were quick to put it right - the camping facilities, the other accommodation, the meals and celebration and of course, above all, the flying. The weather was mixed with some heavy rain, but there was flying every day and some exceptionally good soaring. Nobody was disappointed.

THANKS TO ALL!

This year 165 pilots registered 74 sailplanes. Strangers sometime ask if the VGC is for old pilots or old gliders. It is tempting to answer that it's for both, but in the list of pilots dates of birth range from 1930 to 1990 indicating ages from 80 to 20 years. We were visited for several days by Fritz Ruth, who is 92! He worked with the Hütter brothers who designed the H-17s and the H-28, which flew with us during the week. There were many young children, too. The VGC is for people of all ages.

Dating the gliders is not so straightforward. A few have been built quite recently from the original plans, rescued as they are sometimes from damp and mouse-ridden lofts, or unearthed from dusty forgotten archives. The Hols der Teufel, which flew most successfully at this year's event and several previous meets, was designed in 1927 but this example was built only a few years ago. The spectacular aerobatic Habicht, flown brilliantly as always by Christoph Zahn, is structurally new but several were used for displays at the 1936 Olympic Games in Berlin. The design is over 70 years old but the performance is thrilling. The pretty little PIK 5 is likewise very new, but came off the drawing boards 50 years ago.

ABOVE: The PIK 5 was produced in Finland and first flew in 1946. About 34 were built.

Some of the truly old aircraft, like the Minimoa and Kranich 2, pre 1938 in origin, may have been damaged and restored so often that, like grandfather's cricket bat, not much of the original structure remains. They still generate enthusiasm.

The Phönix, the first glass-reinforced-plastic sailplane from 1957, marked a most important turning point and rightly flies at our rallies. Several types which were designed and built later than 1957, but of traditional wood and fabric, are counted as vintage simply because they are not plastic. The all-metal Caproni Calif A 21 was present, with a performance very little short of the modern composite structured, large span aircraft. This year for the first time two Schempp Hirth SHK sailplanes arrived and flew. In 1968 they were at the top of the competition lists. It may prove necessary soon to make a clear definition of vintage. These matters will have to be addressed eventually. Some very modern-looking gliders, like the Libelle, ASW 17 and Nimbus 2 are certainly candidates already for a classic category.

Chris Wills really started something great in 1973. The VGC has a new President now. The future looks good. Next year's meeting in Lithuania, with a special extension to the sand dune site at Rossitten, which was one of the great centres of the sport in the 1920s and '30s, is likely to attract new members from Russia and all the Baltic states. The fortieth VGC Rally in 2013 will be at Lasham in England.

SATURDAY 30TH JULY:

Since members and sailplanes were still arriving and registering, some formal ceremonies were postponed untill Sunday. The visiting pilots and crews were welcomed by Rudi Wenighofer and Andreas Baumann of the VGC Team Spitzerberg. After a late briefing some flying took place. Launches by aero tow and winch were available.

SUNDAY 31ST JULY:

The Rally was dedicated to Chris Wills. A memorial ceremony occupied most of the morning. Speakers from four countries told of their admiration for Chris and his friendship. Accompanied by an accordion player and a female singer, one of his favourite songs was sung.

Jan Forster, Chairman of the VGC, spoke about Chris's contribution to the vintage movement and his brother, Justin, told of his early life and subsequent career. Chris will be greatly missed.

After briefing, flying began in moderately dull weather. A Farmer's Market and wine tasting was arranged during the day.

MONDAY 1ST AUGUST

The weather was overcast early but there was some flying and soaring after a clearance in the late afternoon. This was followed by the traditional 'International Evening', every nation offering a selection of foods and drinks for the multitude to sample. The celebrations continued long into the night.

TUESDAY 2ND AUGUST

The VGC Council meeting was held during the morning. Details of this meeting appear in the minutes kept carefully by Didier Fulchiron. Again, the day began with

BELOW LEFT: The delightful Scheibe L Spatz 55 was produced in Germany, France, Italy and Spain.

RIGHT: The Hols der Teufel was bungee launched from the Spitzerberg hill.

continued over page

ABOVE: Christoph Zahn flew the spectacular Habicht.

overcast skies but conditions improved later. There was some flying but not very much soaring.

Visits to local archaeological discoveries and reconstructions of the Roman town of Carnuntum were organised. A cruise on the Danube to Bratislava and return to Hainburg was arranged

WEDNESDAY 3RD AUGUST

The VGC Annual General Meeting took place after briefing. Nick Newton was elected as President, Graham Saw taking his place as one of the three Vice Presidents with Harald Kramer and Neelco Ossinger. As well as confirming the general recommendations of the Council, special attention was drawn to the On-Line Soaring Competition, which has a large international following and which in future will have a special division for Vintage Gliders. Members are encouraged to enter their flights to help achieve recognition for the Vintage movement.

A very good flying day with thermals to cloud base about 5000 ft. followed and many flights of more than an hour were made.

A display of model aircraft was held during the afternoon with some very fast and rather scary powered models allowed to operate even while full sized gliders were flying and landing nearby. The scale model sailplanes were much more attractive to the knowledgeable spectators. Afterwards Christoph Zahn in the Habicht performed his spectacular aerobatic routine, accompanied by music, to close the day's flying. Some local excursions to wine taverns were arranged for crews and visitors.

THURSDAY 4TH AUGUST

Very bad weather prevailed most of the day with heavy rain showers and overcast skies. Despite this, flying became possible for a time in the afternoon. Christoph Zahn took the opportunity to pilot the Hols der Teufel, landing safely after a winch launch on the rough ground on top of the Spitzerberg hill. After this the glider was catapulted off by bungee to glide down to the main airfield. This exercise was repeated. Less determined people missed this display, having departed on various excursions. The National Evening was a celebration by the Austrian hosts, with band, meals and dancing until after midnight.

FRIDAY 5TH AUGUST

This was the best soaring weather so far. Early morning mist, caused by the high humidity of the previous day's rainfall, evaporated soon to clear the skies. Thermals at first were very feeble but as convection began there was some over development. By early afternoon thermals to near cloud base at 5000 ft were plentiful and many long soaring flights were made. Launching continued into the evening. A double aero tow with the Habicht flown by Christoph and a Meise, flown with bare feet as usual by Ulf Kern, was arranged, with another display of aerobatics by the Habicht on the way down after release at about 6000 ft in clear sky. Some members enjoyed a bus tour of Vienna. Several fine scale model gliders were flown before dusk.

SATURDAY 6TH AUGUST:

Dawn came with clear sky. As before, overcast developed but soon the clouds dispersed and the day turned out to be good for soaring. Most pilots and crews were now packing up for departure but those not anxious to leave had good flying. Many of the crews who had been working all week, were at given the chance to fly in aircraft unfamiliar to them, especially the Slingsby T -21s which were kept busy all day. There was a large attendance by the general public. An Antonov 2 biplane owned and flown by Peter Gabriel flew in. The Antonov spent the whole day carrying members of the public on joy flights around the district, up to twelve passengers at a time. The local Harley Davidson motorcycle enthusiasts brought their glittering

and powerful machines for an impressive static display. Among them were several remarkable vintage machines.

The day ended with the formal closing ceremony and annual dinner, with the ringing of the VGC bell to mark the end of the rally. The bell and the VGC Flag were handed on to the Lithuanian group who will organise the next rally in 2012.

ABOVE: The Italian Caproni Calif A-21 is hoisted to save hangarspace.

SUNDAY 7TH AUGUST

The official Rally was over and most members left early. Some remained to take advantage of a good morning sky. Many of the weary crew who had helped so much to make the meeting a success, took flights in the Antonov over the Danube before rain developed again in the evening. The last of the visiting gliders were towed away in their trailers. Parting is a sweet sorrow but we will meet again in another place.

GA

UGO ZANNIER

The second International Vintage Glider Meeting 'Ugo Zannier ' took place in Rivoli di Osoppo, Italy, from 9th to 16th July 2011.

The meeting was held on the airfield of the Associazione Volovelistica di Rivoli di Osoppo (AVRO), which is situated in a very favourable geographic area with excellent gliding conditions.

The airfield is located at the foot of the Pre-Alps Giulie, near the mount Cuarnan. Just a short tow from the airfield is the imposing and scenic Canin and Goglians massif, which is ideal for mountain thermal lift.

Pilots from Switzerland, Germany, France, Nederland and Italy attended Vintage Glider Meeting. It was a long journey for many of the pilots (up to 12 hours driving) but it was worth while both for the unique flying conditions of Rivoli di Osoppo and also for the warm welcome and hospitality of the people of club AVRO

From the left: 1. The Schleicher Ka6.
2. The Meise/Olympia originated in Germany in 1939
3. "French Fauvel AV 22 two seater (Yellow Wings)
4. Taking photographs from the Kranich backseat.

ABOVE: Beautiful scenery with the Robin launching the Kranich.

WORDS AND PHOTOS BY VINCENZO PEDRIELLI

SOARING IN ART

WORDS AND PICTURES: RALPH KELLER

Artist Ralph Keller combines his love of gliding with painting pictures of gliders belonging to fellow pilots. Here, he shares his approach, technique and experiences of airborne artistry.

My enjoyment and appreciation of gliding began when I learned to fly with the Avro Gliding Club in northern England in 1967. Later, when introduced to soaring and cross country flying in our fabulous Australian conditions, enjoyment quickly grew into passion. Painting has been an equally passionate hobby for me from my earliest boyhood memories in Switzerland and has endured to the present day. I could hardly have avoided combining these two interests sooner or later, and started painting aircraft.

Aviation Art is as varied as aviation itself - from the fastest military jets to leisurely drifting hot air balloons, all have inspired dedicated professional and amateur artists to paint these exciting flying machines in every conceivable situation.

On this large canvas, gliding takes up just one small corner. However, it is a corner occupied by some of the most beautiful and elegant aircraft in the sky today.

LEFT :Figure 1
AWS 28

RIGHT: Figure 2

My personal involvement in aviation is limited to flying gliders only. For this reason, when I put paint to paper, I respect the old but true wisdom of "don't paint what you know nothing about" and confine myself to capturing the world of gliding alone.

However, even in this small field there is certainly no shortage of subjects for the artist - the quaint and flimsy wooden contraptions of the early years of the 20th Century, striving to fly a few hundred metres, are as interesting in their way as the incredible carbonfibre racing machines into which modern sailplanes have evolved.

HOW IS IT DONE?

A glider painting usually combines three quite different elements - the aircraft itself, the skyscape in which it flies and the ground below. Sometimes there is a fourth element as well - soaring birds share the sky with us and, as a wildlife artist as well, it is always a pleasure when I am able to include an eagle, falcon, ibis or pelican.

Most of my painting projects are commissions from glider owners who, as well as flying their planes, would also like to see them as pictures on the wall.

Of course, every commission starts with a discussion with the glider's pilot. I need to know what he or she has in mind, however vague this may be at the time. It avoids a disappointed client later - never a happy situation to be in as artist. The result of this talk is a number of very rough initial sketches which do no more than express basic wishes and ideas. FIG. 1 is one such sketch, representing the very beginnings of a painting commissioned by the owner of a brand-new 18m ASW 28 glider.

Some quiet contemplation in my studio then produces several drawings which explore the various possiblities around the basic idea. After further consultation - and usually more changes - one concept is finally agreed on that the owner is happy with and that I, the poor artist, am also capable of painting. After all, one has one's limitations! (SEE FIG. 2)

The next step is the construction of the glider. Here I need to make use of the technical drawings of the particular model, in this case Alexander Schleicher's ASW 28. In fact, I'm creating my own technical drawing of the plane, but in the chosen flying attitude (SEE FIG. 3). This is always the single most time-consuming part of a painting, involving a lot of detailed work on the drawing board - as well as swearing muttered under my breath. However, there is no way round this as the aircraft is the central point of any such picture and simply has to look correct. In this task Martin Simons' excellent 'SAILPLANES' books are always an invaluable help to me. Various other aspects of the glider also remain to be sorted out - registration letters and other markings, the individual paint scheme or, as was requested for the ASW 28 commission, a recognisable image of the pilot in the cockpit. (SEE FIG. 4)

A final black pen layout combines all the elements which make up the composition - sky, clouds, aircraft and landscape. Then everything is traced onto the painting surface. In my case, this is heavy, smooth watercolour paper. When stretched wet onto a board it gives a nice flat surface, absolutely essential for detailed work. I am finally ready to dip brush into paint.

THE PAINTING

I work with Acrylics, a relatively new, plastic-based paint. It is water-soluble and dries almost instantly. Like every other medium, acrylic paint has advantages and disadvantages, but it suits my particular painting style and I now use it exclusively.

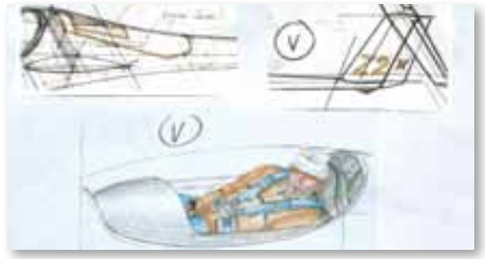
Most often I start with brushing in the background. The reason for this is the fact that most modern gliders are white, which makes it difficult to paint on a piece of paper which is also still white.

Therefore, the glider outline is first covered with Masking Film (a kind of sophisticated Glad Wrap)and this allows me to paint sky and ground over the whole surface without worrying about the aircraft in the middle. When the film is removed, the glider re-appears untouched underneath. This brilliant product was shown to me by a friend and has made my painting life dramatically easier - thanks, Phil.

The actual painting of the picture is, of course, the fun part, the time when all the preliminary work should come together and culminate in the end product - a pleasing colour picture with which artist and client are equally happy.

THAT'S THE THEORY ANYWAY

In practice, lots of things can go wrong at this stage. Perhaps the sky, rather than being the smooth expanse of blue it should be, has come out blotchy, the delicate shades of brown I tried to create for the grass



TOP :Figure 3
BELOW: Figure 4

paddocks below look more like mud, clouds have taken on unreal, odd-looking shapes, the damn paint has seeped under the Masking Film again and left great patches of blue all over the glider's wings, and so on - I think you'll understand.

Naturally, these problems do not occur every time. But when they do one simply has to accept it philosophically. The way I use it, acrylic paint does not cover well, so there is only a limited amount of rescue work I can do by trying to overpaint mistakes. In such cases, somewhere during the painting process realisation sets in that, very unfortunately, you've stuffed up another attempt and a new start is required. Sadly, no 'UNDO' key for painters has yet been invented!

While always annoying, having to begin again is really not a big issue. The actual painting work on, say, a glider flying through a cloudscape rarely takes me more than three or four days from blank sheet to completion. So, if it all goes wrong, I've wasted a bit of time, a piece of paper and a negligible amount of paint - not worth crying about, it happens to every artist. I once told a friend how great one of his landscape pictures looked. He replied, "It bloody well should, Ralph, I did it five times!"

Eventually, though, everything comes to an end and you stand in front of a finished work to which you are happy to sign your name. Nothing is ever perfect, but looking at a completed picture does feel good and never fails to give me a sense of satisfaction and achievement.

After a short rest - to let the strained nerves recover - I can look forward to my next project which, with a bit of luck, might even show some improvement over the last one. GA

SPORTS CAMERAS FOR GLIDING

In the first edition of Gliding Australia, I was honoured to have one of my recent photos published as one of the calendar images. I took the photograph using a GoPro sports camera. The camera is an easy way for any pilot to capture high definition video and still images while in the cockpit. It can also be mounted on the wing or fuselage of your glider.

WORDS AND PICTURES: STEPHEN SMITH

ABOVE: The DG1000 was taken here by the GoPro Hero mounted on the wing tip.

There are different versions of the GoPro with different costs. The 960 version is a bit cheaper and will capture HD video up to 960p. The GoPro Hero records video up to a HD resolution of 1080p. Both versions take 5mp still images.

The Hero is offered with different mounting systems for various sports. I have the Motorsport version because I liked the idea of having the suction cup, which makes it more versatile.

The suction cup is guaranteed to 200MPH. After a couple of flights with the camera attached to the outside of the aircraft, I am happy to say I can believe this to be correct. Ingo Renner was interviewed by Channel Ten at our club a few years ago. The camera crew were using the SD version mounted on internal surfaces and also on the wing and on top of the tail using the suction cups. They were very confident that they were not going to lose one.

The camera has a fixed focus and no zoom. The positive aspect to this is that turbulence while flying or vibration on take off or landing will not affect the images or video taken by the camera.

The camera, suction cup and mounting arm feels very secure on the glider wing.

The camera has five different settings in video mode. The settings change the frame rate, definition/resolution and aspect ratio.

You can mount the camera on the outside of your glider and set it to automatically take a still picture at 2/5/10/30/60 second intervals or to take video continuously. You can also take video or still pictures one at a time by pressing the shutter button. However the camera will need to be in the glider with you - there is no Bluetooth or other remote activation facility.

When I took the picture that was used on the calendar I had the camera set to take a photo every 30 seconds. The battery life is stated at 2.5 hours. Set to 30 sec intervals during a flight of 2.5hours the camera would take 300 pictures. You can purchase SD and SDHC memory cards from any electronics store. The Hero can take SD (SDHC) cards up to 32gb. A 32gb card will provide you with more storage for either video or stills than you can use during the 2.5 hour battery life.

For best results you should use the camera in good lighting conditions and, if mounted outside the aircraft, you will need to buy Anti-Fog Inserts to put in the camera's mounting case. As you climb, the cooler temperatures tend to condense the moisture, causing fog to form right on the dome of the lens cover.

The camera also has a built in microphone, which works well and enables you to give live commentary, and will record the radio chatter if you have it mounted inside.

For editing I have an iMac computer and use iMovie. As a complete beginner I can tell you it is very simple to get fantastic results. You can use other programs on Windows computers.

Once you have the video you can think about sharing it. Youtube www.youtube.com is a great medium and it costs nothing. All you need to do is open an account and upload the video. There is a lot of help on the website on how to prepare and upload your video.

Youtube can also be used to advertise your club. Include the club's details and website in the information about the video and you may just attract another member.

It's all a bit of fun and a great way to share some of the sights, sounds and memories that come with every flight. I also noticed if the yaw string is in sight you have an excellent reference to how well coordinated your flying is going.

Late last year before I had purchased my GoPro I was flying our club's Astir locally at Camden and saw a wedge tail eagle traversing from my right to left and about 100 ft lower. After we crossed paths I decided to follow him to see if I could get a close-up view. We have all heard the killer raptor stories of eagles attacking gliders so it was with a bit of caution that I followed him. The pictures I could have taken would have been wonderful. Imagine if I'd had the GoPro then. I would not have to tell you about the experience but could show you the uploaded video on YouTube. **GA**

DUE CARE AND CAUTION!

CHANGING THE PROFILE OF YOUR AIRFRAME COULD BE INADVISABLE. MANY AVIATORS INCLUDING GLIDER PILOTS ARE USING SPORTS CAMERAS ON THEIR ARICRAFT. YOU SHOULD CHECK WITH AN RTOA OR OTHER QUALIFIED PERSON TO MAKE SURE THAT YOU WILL NOT COMPROMISE YOUR AIRFRAME BY PLACING THE CAMERA IN AN UNSUITABLE POSITION.

The GoPro Hero is available from gosoaring.com.au

CLASSIFIED ADVERTISING www.gfa.org.au

Please send classified advertisements with payment to: The Gliding Federation of Australia - Classifieds
Level 1, 34 Somerton Road
Somerton VIC 3062.
Tel: 03 9303 7805 Fax: 03 9303 7960
Email: secretary@sec.gfa.org.au

Once payment has been received, your ad will be placed on the GFA website for a period of 1 month and published in the next edition of Gliding Australia. For the current advertising charges, please go to www. gfa.org.au and click Classifieds.

GLIDERS FOR SALE

LS6a GMT approx 3,200 hours. Ilec SJantar Standard 2. VH-IIW 365Hrs, yes 365Hrs. Fresh Form 2. Microair radio, Cambridge M-Nav, Tasman Vario, Compass, OzFlarm, Dual battery setup with chargers, Towout gear, Canopy cover, Eyeball air vent in panel. Thomson Enterprises professionally built trailer. Located Darling Downs SC. POA. Robert Bradley 0427 728811 R_Bradley@bigpond.com

Dimona H36,VH-GOE due to club fleet restructure is available for sale.Low engine and prop Hrs, $65,000
(offers accepted) (08) 87 565 019 or peter.brookman@bigpond.com

Ventus CT; 800Hrs engine top condition, all surfaces excellent. Instruments include Cambridge L Nav. Cobra metal trailer. Aust $93000. Landed at nearest port in container. camerons@iconz.co.nz

Brasov IS29D all metal fully flapped single seat glider Excellent second level solo pilot or entry level competition glider
No life limitations on airframe Standard Instrumentation ICOM IC-A6 VHF air band transceiver BORGELT B400 averaging vario Low hours and landings - 1248 hours, 925 landings Presently situated at Caboolture Airfield in an enclosed trailer $ 8975.00 ono Contact Vince Everett Ph: 5309 5631 M: 0403 563 251

DG500M VH-GUE based at Boonah one fifth share available. Ph Jim Grant 0738211246 or email hjrgrant@iprimus.com.au

DG 800 A 1994 - 184 landings/852hrs TT/ 51hrs on reliable Rotax 505 air-cooled engine.Great Cross country machine with reliability and independence, approx 3 litres/launch. Includes - LX8000/Cobra Trailer/Tow out gear / Wing-Tail covers etc. Excellent Condition - POA For further Details contact Swain Johnson on 0412827252 or email swain.johnson@bentley.com

LS6 (b) VH GST Price now reduced by $6,000. Great glider, only selling because new glider is arriving soon. 3,000 hours. 3,000 hour inspection done, all newStreifeneder seals.Cambridge 302 + 303, Flarm, Borgelt electric vario,iPaq 4700 running SeeYou mobile, wired (via switch) to 302 or Flarm input.Becker 760 ch radio. Blue Tinted Canopy. LS Winglets.Wings refinished (poly) Joe Luciani.Spare tyres and tubes (both wheels), spare water ballast bags.Komet clamshell trailer, brand new gas struts, new LED back lights, new radial tyres, rego till Jan 12.$62,000. Ed Marel. 0419 231 299 or ed@marel.net.au

Discus 2b in top condition, 2 pack PU paint finish, winglets and straight tips, MH oxygen, limit switches added on U/C and airbrake, large screen Altair nav running XCSoar, Flarm, Vega and B40 varios, voice warning software, Garmin GPS and Cambridge 20 logger backup, Dittel FSG70 radio with boom mic, National parachute, 3 new 9Ah batteries, Cobra Al trailer with hydraulic jack, 15min unrig. The Discus 2 is the top standard class glider in International comps. Goes fast and lovely to fly. New form2 Sept 1600hrs priced to sell at $98,000 ono. Option to purchase half share with interested overseas pilot. 0429 429 539 or 02 6656 1979

Sinus Motor glider 15m plane with 80hp rotax two place plane 7 years old 800 engine hours and 1500 total airframe hours. This is a fine a/c with little maintenance pics at adshedsyd@hotmail.com or call 0413963438 $75K

Nimbus 3 VH-MMD 1/2 share for sale hangered at Benalla enquiries to Mark 0407 878 441 Proven 1000km machine

Pegase 101A 40-1, spacious cockpit suit larger pilot, (unflapped ASW20), flexible wings give great feel, 120 Ltr ballast. Trailer, all tow out gear, mech & B50 varios, instr. lift with canopy. Recent form 2. At Warwick Qld. $35 k neg. Ph 02 6283395 Greg.

Ventus2cx VH-ULZ 800hr excellent condition regarded by fellow competition pilot as best performing Ventus in Aust. Comes with everything Metal top cobra trailer, Altir & Vega computer , Cambridge 302 & 303, Becker radio, winter vario and basic inst, factory U/C warning alarm, LED Flap position indicator , All tow out gear etc. $130,000 ph Lars 0428 492 783 lars@activecampers.com.au

GLIDING EVENTS

NSW State Championships - Temora
26 November - 3 December
Tom Gilbert tnjgilbert@internode.on.net

VSA State 2012Championships - Ararat
3 - 10 December www.gliding.asn.au/
Entry form, Local Rules, State rules, Turn points and start points all available from the VSA web site www.gliding.asn.au Go to "what's on"
As an incentive to competitors, this years State Championships will reimburse the entry fee to all class winners. Interstate entrants are encouraged. Team flying is also encouraged. Competitors can vie for overall championship and will compete in the same classes and on the same tasks as non team flying pilots. Handicap adjustments will be in use. We are anticipating part or all of the GFA International team to use this as a practice session for the worlds.

Women In Gliding week at Benalla
27th to 31st Dec Final night, 31st December, WIG presentation evening and New Years Eve party. Contact Rhonda at the GCV office to book your place. GCV Benalla Victoria 3672 Tel: **03 5762 1058** gliding(@)benalla.net.au www.glidingclub.org.au

South Australian 2012 State Comps
17 – 23 December 2011.
Adelaide Soaring Club at Gawler.
Tel: **08 8522 1877** adsoar@adsl.on.net
www.adelaidesoaring.on.ne

31st Club and Sports class Nationals
Monday, 02 -13 January 2012
GFA National Sports and club competition with 20 meters 2 seater class will be conducted at the State Gliding Centre Benalla. Come along for some safe, fair and fun competition at one of the best equipped gliding sites in the country. Full details and entry form at www.deltone.id.au/Benalla2012 or contact the comps director Tim Shirley at tshirley@internode.on.net

Vintage Gliders Australia
Annual Rally 7 - 15 January 2012
It's on again – all welcome!
Contact Ian Patching 03 94383510

Horsham Week 2012 '4 - 11 Feb 2012'
The new north south runway is complete and the competition room has been completely renovated so that the games can begin. Entry forms and local rules are all available on the club website www.horshamweek.org.au so please get your completed forms in to the Contest Director by mail to 13 Montrose Crt, Greenvale 3059 or by email cd@horshamweek.org.au

Entry remains at $100 and the competition is held in a friendly and relaxed manner.

WELCOME BACK

WORDS & PHOTOGRAPHS: RON BOXHALL, SC OF TASMANIA

Ron Boxhall and Mark Bland fly in the wave over Mount Beauty 19 August 2011.

Many moons ago, about 30 years in fact, gliding was fresh, challenging and exciting, but something gradually changed. Maybe it was the drudgery of circuit bash instructing, maybe the aftershock of a club rebuilding after a multiple fatality, maybe the financial strain of self employment, or maybe thoughts of moral responsibility towards a new wife and children. Whatever the reasons, I dropped out, leaving lasting memories and some great friends behind me.

Twenty five years later, times have changed. Some may call me an empty nester, but I perhaps describe the situation as sparse times. But thoughts have returned to the good times. I again get that feeling, suitably portrayed in the introduction of that old classic movie, 'Those Magnificent Men & their Flying Machines'. Once again I feel the need to get my ample bum off the ground. I take a big step forward by rejoining my old gliding club, but then two steps backwards. No two seaters are available, as Blanik groundings and pilot weight issues with a replacement ASK13 mean another year passes unfulfilled. With no imminent resolution to my dilemma in sight, it's time for a commercial gliding operation and, on the recommendation of an old mate, I roll into Lake Keepit.

I am warmly greeted by acting CEO Ian Downes, responsible for an enviable spread of facilities and, of course, countless hangers full of fiberglass beauties. Garry Speight, my instructor, demonstrates a dedicated passion for gliding, and his pearls of wisdom make me think that all pilots would gain from a bit of a refresher. It's Friday night, club pilots, hanger-ons and some more youthful instructors begin to turn up for the weekend. After my extended absence from the gliding club scene, it was great to re-absorb the diversity of characters, and depth of knowledge, found in the sport. Despite all the new electronic gee wizardry, final glide computers, flarms, etc - and my newly acquired string of pearls - I go from the Twin Astir to a soaring flight in a Jantar single seater. It's great to be P1 again.

I'm off to catch up with that old mate Mark Bland. Some even call him a gliding tragic but, enviably, he is living his dream, building an inspiring hangar house with back to front and front to the airstrip, if you know what I mean. The town of Mount Beauty is a beautiful place, greenest of green paddocks on the valley floor, snow melt swollen rivers and heavily wooded hillsides surrounding it on three sides, rising into Victoria's highest mountains capped with vivid white snow. On Friday 19 August, as fog patches dissipate around the valley, commercial aircraft in holding patterns leave vapor trails emulating Olympic rings. In a clear blue sky, the underside of a wide lenticular cloud is high overhead. It stretches maybe 100km to the NE/SE horizons, and a waterfall cloud - now there's a new one! - rolls downwards in the lee of the snow capped top of Mount Bogong. A high pressure system moving through Bass Straight is directing a 15 to 20 knot south easterly airstream across the Victorian Alps, but in the valley all is calm and birdsong. Mark reckons, let's go. I reckon, let's go breakfast, still not foreseeing the opportunity that was about to unfold.

Our ASK21Mi gliders self launch to 4000ft, taking no longer than your average aero tow, and into some uncomfortable turbulence where I would have expected ridge lift. But with motors shut down, cooled down and retracted, we soon establish solid climbs. We check out the lift areas to windward and push from hill to mountain, then tallest mountain, and quickly up and away to 10000ft plus. Climbing past the windward side of cloud faces, I think of the times that thermal generated cumulus clouds seem to put a lid on the enjoyment of gliding, but now we soar, only turning occasionally. It's fantastic. I am entering an unfamiliar world, looking downwards, not upwards, at cloud formations.

All the classic lenticular shaped clouds have gone, but fascinating cloud streets become apparent, lined up across the wind direction and lee slopes. As we cruised these toll free, speed unrestricted, dual carriageways in the sky, thoughts of airline cabin service food and drinks cross my mind. Landmarks such as Mount Hotham, Falls Creek, Dartmouth Dam, Mitta Mitta and Cooryong regularly slide under our wings, and the horizon has got that 'on a clear day, you can see forever' feel about it. Mark's experience, gained from wave flying in New Zealand, and his knowledge of the terrain around Mt Beauty now confirm the existence of `The Bogong Sleigh Ride'. During the four and a half hour flight, we rarely go below 10000ft and after downloading our flight data from one of those little black box logger thing-a-me bobs, we find we have cruised in excess of 400 kilometers.

That flight may only be the 33rd longest distance logged that day onto the worldwide On Line Competition website, but my thoughts definitely are – I am back! GA

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