

GLIDING AUSTRALIA



Issue 73 November 2025 - January 2026

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MORNING GLORY**

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GLIDING AUSTRALIA MAGAZINE

No. 73 NOVEMBER 2025 - JANUARY 2026

COVER: THE MORNING GLORY AT BURKETOWN BY RICK AGNEW

2 CHAIR OF THE BOARD STEVE PEGLER

Steve Pegler gives the Chair of the Board's Report and shares news from Gliding Australia's AGM.

3 CEO MARIELA POCKLINGTON

CEO Mariela Pocklington is working toward NSO status for gliding, Constitutional Reform and representing all Australian pilots.

4 GAus AWARDS

At the GAus AGM on 12 November, the recipients of the Service Awards and winners of the Sporting Trophies were announced.

9 OSTIV CONGRESS

Set to take place in May 2026, the Congress has issued a Call for Abstracts for papers on meteorology, design & development, training and safety.

10 BADGES - EVENTS

See who's achieved badge flights this season, events to get involved in.

12 AROUND THE CLUBS

Meet new solo pilots, see who's been holding events and find out what the Clubs are doing around Australia.

18 WEATHER AND TASK SETTING WITH SOPHIE CURIO

Top pilot Sophie Curio shows how she uses Skysight for everything from weather planning and deciding where to fly, to in-flight strategies.

21 MEMBER INFORMATION MEETING

Catch up with the new GAus online Member Meeting series, keeping pilots informed of safety, operations, airworthiness and soaring development.

22 RIDING THE MORNING GLORY

Michael Zupanc travels to fly the Morning Glory, one of the world's most extraordinary meteorological phenomena and a holy grail of soaring.

28 QUEENSLAND COMPETITION AND IGC RANKINGS

The State Comps at Kingaroy featured interesting but challenging weather, leading to several AATs, great flights and well-deserved wins.

30 UPDATES ON ADS-B AND FLARM FOR GLIDERS

AAAO Graham Brown gives an update on ADSB usage in gliders and looks to the future.

22 A PILOT'S GUIDE TO FLIGHT COMPUTERS

Nearly all high-performing pilots use a screen in the cockpit. But which one? Craig Blunt gives the low-down on available models, and shares tips.

34 SAFETY

Drew McKinnie assures us that it's OK to change the flight plan - good airmanship requires flexibility and adaptation based on safe decisions.

36 AIRWORTHINESS - THE DAILY INSPECTION

As the pilot's last line of defence, daily inspections need above all to be effective enough to find any airworthiness problem.

39 SOARING DEVELOPMENT

Check out the calendar of events, coaching dates and competitions coming up this season, and meet the Panel's new appointees.

40 SOAR REPORTS

Read about the incidents and occurrences reported around the country.

42 CLASSIFIEDS

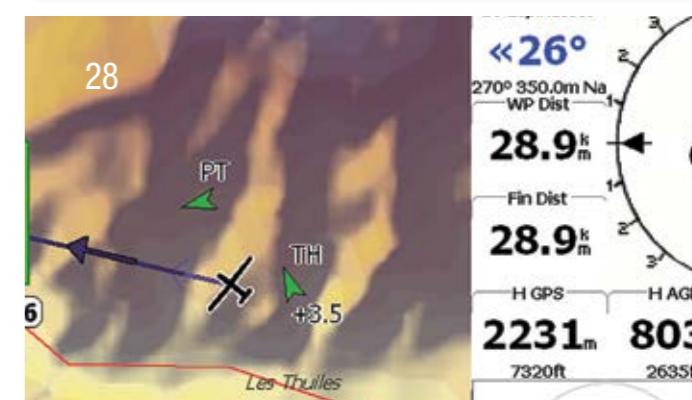
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FROM THE CHAIR STEVE PEGLER

WHERE'S THE YEAR GONE?

It's hard to believe that another year has gone by since the last AGM and what a hectic year it has been, with a mixture of good and not so good happenings.

The one thing that is constant are the challenges that change brings and apart from death and taxes nothing is more certain in life. As humans, we seem to be hard-wired to resist change, yet we are continually confronted by it. I certainly believe that change for change's sake is a waste of our intellectual capacity but change where real improvements and rewards can be realised must be embraced. One of my Dad's sayings that has always stuck with me is – if it comes easy, it won't last and was probably not worth having. I think he was right.

The Board and Executive Teams have had a very challenging year, where lots of new ideas that will bring change have been worked through and adopted.

STRATEGIC PLAN

Our new 2025–2027 Strategic Plan was adopted earlier this year. There was not a lot of change from the previous version as many of the strategies were sound and ongoing. The plan is underpinned by Our Purpose, which is to develop and promote a safe and inclusive environment for experiencing the thrill of gliding, through advocating excellence, providing opportunities and upholding our responsibilities to the aviation community. We aim for lifelong enjoyment through development, training and leadership.

The essential difference to the previous plan is that the current plan has a number of Implementable Actions coupled with defined Responsibilities and Timelines. The plan is challenging and it is unlikely that we will achieve all we've set out to do – but we will give it a good crack.

If you haven't done so yet, I recommend that Members have a look at the Strategic Plan and have a think about how they might best be able to support it. It's on the front page of the GAus website.

CASR Part 149
In my report last year I spoke about our conditional CASR Part 149 approval. It was conditional as CASA did not initially grant us enforcement (disciplinary) powers. The problem was the result of a discourse between two competing federal jurisdictions and our decision to adopt the National Integrity Framework under Sport Integrity Australia.

Following further negotiations that took over a year and, with a few minor tweaks, we finally got there. GAus is now a fully accredited CASR Part 149 Approved Self-administering Aviation Organisation.

Now to the audits – the first is due any day now.

CLG AND NSO

A few months ago I advised Members that the Board had decided to embark on a course to recommend to Members that we change our legal entity from an Incorporated Association to a company structure, specifically, Company Limited by Guarantee (CLG). The background behind this was that GAus was no longer recognised as part of a National Sporting Organisation (NSO), as the Air Sports Australia Confederation (ASAC), of which GAus is a member, decided not to adopt revised Australian Sports Commission requirements.

By 2026, all Australian state governments will require NSO recognition of a sport's peak body to qualify for state grant funding. As a precursor to applying to become an NSO we must first adopt a company structure, ie, CLG.

Our early advice was that this should be a fairly straightforward process, but alas, the reality is that it is complex, requiring fundamental change to our constitution and governance practices. NSO applications to the ASC will open in the second quarter of 2026 and we need to adopt a CLG structure prior to lodging our application to become an NSO. We have a lot of work to do, and to assist us we have engaged a legal firm experienced in the area.

Of course, any change to our Constitution will require Member approval.

PAWNES – THE ONGOING SAGA

Gliding's love affair with Pawnee tow planes has certainly been challenged over the past 18 months. In my view, the Pawnee issue has posed the biggest enterprise risk to gliding that we have ever faced.

Following the initial grounding, many clubs are back in operation, albeit with an ongoing intrusive and expensive inspection regime. Other clubs have decided to take an alternate path using other aircraft as tow planes or have incorporated winching as an alternate

launch method. There are also a number of clubs that have opted to install new spars and we expect to see these aircraft take to the skies soon.

We have been fortunate to have some very talented, skilled and dedicated people within Gliding that have been actively working with CASA in the pursuit of obtaining Alternate Methods of Compliance (AMOCs) against the Argentinian ADs. Without these AMOCs it would be difficult to see how any Pawnee in Australia would ever fly again. To Anthony Smith and his team – a huge thank you.

OUR CEOs

Our inaugural CEO Doug Flockhart resigned at the end of June 2024. Although Doug had only been with GAus for a little under two years, his impact on our organisation was immense. Doug was an inspiration for all; he led the Executive and Head Office Support Teams in a cohesive way that encouraged excellence, individual input and creativity, but with a collective result that focussed on delivering GAus' strategic intent. He worked seamlessly with the Board and helped to guide us through many important decisions.

Sadly, Doug passed away on Saturday 8th November. On a very much brighter note, our new CEO, Mariela Pocklington, is quickly settling into her new role. Mariela is a down-to-earth person with a friendly and approachable disposition. Her broad background in sports administration and extensive knowledge of good governance practices will be invaluable as we take on future challenges.

We are indeed a fortunate organisation where we have been able to recruit such high-calibre individuals to lead our management team.

FROM THE CEO MARIELA POCKLINGTON

It's been a busy and rewarding start to my time as CEO of Gliding Australia, and I'm delighted to share an update on what's been happening across the organisation and within our vibrant gliding community.

Since stepping into the role, my focus has been on listening, learning and connecting – taking the time to understand the unique strengths, opportunities and challenges that shape our sport. Gliding in Australia has a proud and enduring history, built on the passion, skill and dedication of our members, volunteers, instructors, clubs and regional affiliates. Having now met many of you, I've been genuinely inspired by the enthusiasm and commitment that continue to drive this sport forward.

A key area of focus in these early months has been strengthening our governance and strategic positioning. We've commenced the process of achieving National Sport Organisation (NSO) recognition, a significant step that will elevate Gliding Australia's profile nationally and ensure alignment with the Sport Australia frameworks. NSO status will also create opportunities for future growth, partnerships and investment in the

THE BOARD

Eleven people sit on the GAus Board, all from diverse backgrounds and life experiences. Everybody brings something different to the table, but we all work with one goal in mind, ie, for the betterment of Australian gliding. Debate at Board meetings can be robust. We have serious, respectful discussions, along with some fun and I think we all get to know each other quite well.

This year we have a number of people leaving the Board. Peter Brooks (SA/NT), Lisa Turner (Qld) and Chris Bowman, our Treasurer extraordinaire, have completed their five years. Bev Alden, who was always an active contributor to Board deliberations, has also resigned. I would like to thank them all for their contribution.

KEEPING IT SAFE

Our sport is an inherently dangerous one, but with good management practises many of the risks can be effectively mitigated. The cause of the recent fatal accident at Darling Downs involving a well-known and experienced competition pilot may never be determined but it must raise the awareness of all glider pilots to the inherit dangers associated with our sport. Please be vigilant in maintaining IAMSAFE protocols and effective airworthiness safety standards.

I'm looking forward to the next year and working with you all to address the challenges it will bring towards meeting our strategic intent.

Fly safe and be kind to each other.

STEVE PEGLER
CHAIR OF THE BOARD



sport's long-term sustainability.

Alongside this, work has begun on Constitutional Reform. This process aims to modernise our governance structure, ensuring it reflects best practice, supports strong decision-making and represents all areas of our community

continued over page



– from our grassroots clubs through to national operations. These reforms are vital to ensuring Gliding Australia remains a contemporary, transparent, accountable organisation that can meet the evolving needs of our members and partners.

Equally important is strengthening our engagement with Regional Affiliates. We've commenced a series of meetings across the country to enhance communication and collaboration. These conversations are invaluable in helping us understand regional priorities, share information and build a stronger national alignment.

We also recently made the difficult decision to postpone the Human Factors Conference. While this was not taken lightly, it provides an opportunity to relaunch the event at a time and in a location that better supports member participation and ensures the program delivers maximum value. Our aim is to make this relevant event engaging and accessible for everyone involved.

At the same time, communication has gone out to clubs confirming that their Memorandum of Understanding (MOU) will be deferred by 12 months. This allows additional time for clubs to meet the new compliance and alignment

requirements as we continue to roll out governance and operational improvements. We appreciate the ongoing cooperation and patience from clubs as we work together through this transition period.

Finally, I encourage all members to note that the Annual General Meeting (AGM) will be held on 12 November 2025. The AGM is an important milestone in our governance calendar and an opportunity for members to engage directly with the Board and management. I look forward to providing further updates and hearing from you as we continue to shape the direction of our sport.

In closing, I want to extend my sincere thanks to everyone who has welcomed me so warmly and shared their insights and experiences. Gliding Australia has a strong foundation with enormous potential, and a dedicated community. Together, we have the opportunity to build on that legacy – creating a united organisation that is sustainable and forward-looking, and supports our members, celebrates our achievements and secures the future of gliding in Australia for generations to come.

MARIELA POCKLINGTON
CHIEF EXECUTIVE OFFICER
ceo@glidingaustralia.org

GLIDING AUSTRALIA AWARDS AND TROPHIES

At the GAus AGM on 12 November, the recipients of the GAus Service Awards and winners of the 2024-25 Sporting Trophies were announced. Congratulations to all recipients.

SERVICE AWARDS

BILL IGGULDEN AWARD - SERVICES TO GLIDING AS A VOLUNTEER BEVERLEY MATTHEWS (POSTHUMOUS)

Beverley Matthews is posthumously awarded the Bill Iggulden award for Services to Gliding as a Volunteer.

Beverley passed on 14th October 2025 after an extended period of ill health. Despite having experienced ill health for a substantial part of her life, including MS, she has nevertheless made a succession of contributions in a number of fields including gliding at local, regional and national levels.

Beverley's experience in early electronics and computers in the 1960s was used in membership management, competition scoring and allied areas of record keeping. Beverley's expertise was formally used to assist the GFA (now Gliding Australia) with decision making around early computing and technology. Beverley's contributions in regional contest scoring earned her a SportSA Merit award in 2000.

In 1988, Beverley founded the SA Gliding History Trust which lead towards the formation of the Monarto Sailplane Museum which remains operational today. Beverley's preservation of documents and artefacts allowed various



ABOVE:
Bill Iggulden Award given to Beverley Matthews

RIGHT:
The Ryan Award given to Ben Terrell

previously-used construction methods to be preserved which would have otherwise fallen into disuse.

Gliding Australia recognises the late Beverley Matthews for her contributions to Gliding Australia with the award of the Bill Iggulden Award for Services to Gliding as a Volunteer.



RYAN AWARD - SERVICES TO AIRWORTHINESS BEN TERRELL

Ben contributed significantly to liaising with CASA during the recent groundings of the Piper PA-25 tow aircraft fleet. Ben developed the alternative testing procedure to allow the Eddy Current Inspection to be carried out on the variant of PA-25 wings typically found in Australia. Ben is a professional aeronautical engineer and generously made his time and expertise available during this process. Without his effort, the Beverley Soaring Society and many other gliding clubs around Australia would have been grounded for a longer period following the initial grounding and associated delays.

Furthermore, Ben remains on the Gliding Australia PA-25 working group, which continues to assess strategies and opportunities to aid the airworthiness of the gliding fleet into the future.

JR MULLER AWARD - SERVICES TO PROMOTION AND MARKETING ANNE ELLIOTT

Anne Elliott's contribution to Promotion and Marketing has resulted in a consistent, long-standing and altruistic promotion of the sport through social media.

Anne is an administrator of multiple pages on Facebook devoted to gliding, where she posts gliding news and historical pieces to viewers on a daily basis. Viewers of Anne's posts extend past Gliding Australia members, to members of the international gliding community and non-gliding people alike. This content builds the external

profile of Gliding Australia within the wider community.

Anne's ongoing and dedicated contribution to the continuation of our sport is appreciated by the Gliding Australia community. We hope that members will continue to value her efforts for many years to come.

HOINVILLE AWARD - SERVICES TO OPERATIONS JUSTIN FITZGERALD

Justin Fitzgerald has provided substantial support to gliding in the AAFC over the past two or more years that has benefited gliding operations for youth in NSW, Queensland and South Australia.

His influence and input into Air Force Cadets gliding policy, activities and support has been significant in both the operations and soaring development areas. Justin Fitzgerald has worked with the AAFC and Gliding Australia to progress the instructor pipeline for GTS through the facilitation of the inaugural cross-country capability and a national cross-country course being organised for the end of the year at Temora. This new capability has been supported by his vision and his efforts to purchase new equipment, such as Oudie and oxygen systems, that is now being introduced into the fleet.

Justin Fitzgerald has brought his considerable gliding experience from the UK and Australia to the AAFC, assisting with both operational and safety elements through introduction of our Safety Supervision training and passing on his skills and experience to our gliding students.

WALLY WALLINGTON AWARD - SERVICES TO THE SPORT OF GLIDING NICK GILBERT

Nick Gilbert is recognised for the work he has put into the organisation and administration of gliding competitions over the previous decade and beyond. In addition, Nick has overseen the development of various gliding technologies and platforms that have assisted in advancing and modernising the sport.

Nick developed his administrative skills in the organisation and delivery of JoeyGlide events in the 2000s. In the late 2010s, with the help of a team of dedicated volunteers, Nick developed and delivered the SkyRace Grand Prix as an accessible form of competition for aging gliders and their owners.

More recently, Nick has overseen the development of tracking technologies, which developed the external profile of Gliding Australia for several years. Nick is now in the process of delivering the 2025/2026 Australian Multiclass Nationals, which have so far seen a significant increase in entries with respect to recent trends. The Board of Gliding Australia identifies Nick Gilbert for his Services to the Sport of Gliding by implementing his skills and experience to further the national competition scene and, if possible, return it to a state of health.

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ABOVE: Anthony Smith recipient of the ASAC Recognition Award.

BELOW: New Life Member Drew McKinnie

ASAC AUSTRALIAN AIRS SPORTS RECOGNITION AWARD

ANTHONY SMITH

Anthony Smith has made outstanding contributions to gliding and standards of aviation and airworthiness over many years.

In the last few years he has made particularly noteworthy contributions to the resolution of urgent airworthiness issues affecting light aircraft involved in glider towing operations, strengthening linkages with overseas airworthiness and regulatory authorities.

He has driven many improvements and changes in airworthiness training, standards and processes, manuals and guidance, materially improving airworthiness safety and associated operations risks.

He has led the GAus executive working group in developing the Exposition, Manuals of Standard Procedures and supporting manuals, forming GAus' successful application to CASA for approval as a Part 149 Approved Self-Administering Aviation Organisation (ASAO).

Anthony has established a reputation as a superb airworthiness professional in RAAF and contractor environments, particularly in support of Maritime reconnaissance aircraft capabilities. He has translated those insights and practices into more rigorous airworthiness systems, practices and training in Gliding Australia. He has been the Regional Manager Airworthiness for SA, the Deputy Chair of Airworthiness Department and more recently the Chair of Airworthiness Panel in the modernised GAus organisation.

Anthony has driven major improvements in formal airworthiness training systems and was instrumental in our recent CASA approval in managing glider weight and balance systems and training. He is now serving in

support of GAus in addressing changes in airworthiness directives, service bulletins, test and maintenance requirements for PA-25 Pawnee glider towplanes affected by South American accidents and airworthiness directives. Overseas gliding and civil aviation authorities are also benefiting from his superb leadership of complex airworthiness issues and fatigue analyses. His contributions to airworthiness and air sports are stellar examples of professionalism, initiative and dedication, benefiting gliding and the broader aviation industry.

LIFE MEMBERSHIP DREW MCKINNIE

Drew's gliding journey and passion for the sport started as a 14-year-old flying in the skies over Woomera in South Australia, making his first solo flight at age 15.

He has contributed significantly to gliding in Australia as a volunteer at club, regional and national levels.

Regionally, he was the Regional Manager Operations for NSW from April 2013 to June 2014 where he was responsible for overseeing NSW gliding operations, safety and training. He was actively involved in the development of improved training, safety and operational procedures, the conduct of safety audits, accident and incident investigations and remedial actions and the provision of education on contemporary safety and operations issues.

Nationally, Drew chaired GAus' operations Panel comprising Regional Managers of Operations for five years from 2014. In this role he was responsible for the management of nationwide initiatives to improve operational safety, training standards and regulatory compliance reporting directly to the GAus Board as a member of the GFA Executive Team. As part of this work Drew was responsible for developing safety cases and risk response strategies for key airspace access and safety issues affecting glider pilots, and gliding operations in shared airspace. He has played a pivotal role in liaison with CASA, ATSB, Airservices Australia, Defence, BoM, international gliding associations and aviation industry safety groups.



In 2021, in the lead up to Gliding Australia's application to become a CASR Part 149 Approved Self-administering Aviation Organisation (ASAO), Drew took on the pivotal national role of Safety Manager. Once again he joined the Executive Team and became the Board's Advisor, responsible for GAus' Safety Management System. He was the key developer of the current Safety System (MOSP 5) and Emergency Response Plans and played a leading role in the crafting of GAus' application for ASAO recognition. Drew has also been a key contributor to the Manuals of Standard Procedures, including Operations, Airworthiness and Administration. To this day, as Safety Manager, Drew is a Key Person defined under GAus CASR Part 149 ASAO accreditation.

The toughest role for Drew has been his involvement in as many as nine fatal gliding accident investigations in which he has either led or been a major contributor to the analysis of the accident, identifying causal factors and developing remedial actions. While this work proved harrowing, Drew persisted in order to identify ways to improve the Safety Management System, training, risk assessment and procedures so that pilots may enjoy a safe experience in their pursuit of gliding as a sport under an umbrella that provides an effective and highly developed safety culture.

His contribution to gliding has been enormous and remains ongoing. He is truly a Living Legend of Australian Gliding.

STEVE PEGLER CHAIR OF THE BOARD

SPORTING TROPHIES

WALLY WOODS TROPHY

Longest flight 2024-25

TOMAS SUCHANEK

1178km

BOB IRVINE TROPHY

Flight with Highest WeGlide points 2024-25

TOMAS SUCHANEK

1239 points 1108km

MARTIN WARNER TROPHY

Greatest gain of height 2024-25

RICK AGNEW AND JOSH DAVIS

DG 1001M

20,318ft

ROGER WOODS TROPHY

Best place by an Australian at a World Championships 2024-25

SOPHIE CURIO

Womens WGC 2025

4th place

RAeS SHIELD

Highest speed by an Australian at World Club Class 2024-25

JAMES NUGENT

WGC Club Class 2025

120.67 kph



INGO RENNER CUP

Best 3 flights 2024-25 Summer

TOMAS SUCHANEK

Narromine Gliding Club

4208 points

INGO RENNER CUP

Best 3 flights 2024-25 Winter

CHRIS WOOLLEY

Kingaroy Soaring Club

1761 points

WEGLIDE AUSTRALIAN LEAGUE

Accumulated points from a club, weekend flights

GLIDING CLUB OF VICTORIA



ABOVE: The RAeS Shield won by James Nugent

BELOW: The Martin Warner trophy won by Rick Agnew and Josh Davis.



LEFT: Former CEO of GAUS.
In his professional life prior to joining GAUS, Doug served for 11 years as CEO at Clubs Queensland, peak industry body for the community club sector, and took other senior roles during his career. Doug's son Bodhi is a member of Kingaroy SC.

VALE DOUG FLOCKHART

I am deeply saddened to advise that our inaugural CEO, Doug Flockhart, passed away last Saturday, 8th November. Doug was one of those special, inspirational people that left an indelible mark on anyone lucky enough to have known and worked with him. Doug's warmth and passion for gliding was always evident and he created an environment of cohesion and inclusiveness.

Doug came to GAUS at a time of great change and helped us work through many challenges. His time with GAUS was a little less than two years, but his contribution was enormous. Our thoughts are with Doug's family and friends, in particular his son Bodhi and partner, Alison. They say only the good die young – fly high, fly fast, Doug.

STEVE PEGLER

FROM THE ARCHIVES THE ADVANCE OF GPS



GPS turnpoint confirmation

Sample of things to come

by Ian Aspland

At the recent Queensland championships, Terry Kelly and I decided to fly the ASKA2 two-seater around the task each day, and among other things, evaluate the global positioning system applicability to our task. Turnpoints were set.

On the practice day we installed a Prism-GPS in the rear panel, not a difficult job as the instrument only required 420 from the aircraft's 12VDC power supply. A 100mm antenna was quite adequate to receive the weak data signals from 20000km out in space.

As far as the task went, I was able to punch in the lat. and long. of all of the pre-printed turn points in the memory. Other competitors struggled to work out

12

Australian Gliding



In this case we used this as a pitot probe to measure the turn point camera. The moment the preprogrammed lat & long is achieved the display switches over to the turn leg and proceeds to count down the turn time.

There is an instantaneous ground speed reading in km/h.

Unfortunately, it is not programmed to compute the ground speed in turn mode.

Instead, it does nothing like calculate ETA or total time enroute based on the ground speed at that instant.

The moment the turn point for gliding was the turn point function. This allows the pilot to store his present lat & long, as area measured during the flight with the press of a button. For example, if the auto switch button is pressed over the turn point the memory location is automatically given a name and your present lat & long, stored there.

Unfortunately the way the Prism is internally programmed, it is possible to write over the total information.

As you buy the unit, it is given a name and a few other details. If you press the write over button, it will write over the total information.

Another attractive feature of the global positioning system is that it can now give the aircraft's position in the vertical plane as well, and give a reading in metres above

the earth's surface.

Also, as with most electronic equipment, putting a timer on an event is no problem. The Prism has several timers.

Unfortunately the two standard timers have to be set to the same time for the auto switch on departure and arrival at prescribed lat. & long. would be nice. No doubt great minds like BORGES and Cambridge etc. are working overtime on programming the system to take advantage of precise positioning data, raising out of the hexagons five of charge components of the USA.

The GPS satellite system has been in use since the late 1980s and is now ubiquitous. But in 1992, it was just beginning to become common with the introduction of cheap, lightweight GPS receivers.

This article from Australian Gliding in January 1992 looks at the challenges pilots faced at the time.

Ian Aspland with the ASKA2, fitted with a GPS receiver, which he flew in the recent Queensland championship at Kingaroy (see page 20).

GPS turnpoint confirmation

Sample of things to come

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12

Australian Gliding

BUSHFIRES

With summer almost upon us, the Civil Aviation Safety Authority is reminding all general aviation pilots to stay well clear of bushfires.

Any crewed aircraft not involved in aerial firefighting should remain at least 5 nautical miles (9.26km) from fire boundaries – but ideally much further.

Aerial firefighting operations often fly at low altitudes and may change direction suddenly, posing risks to other airspace users nearby. Pilots are reminded to always consult NOTAMs before embarking on a flight. Hundreds of aircraft are approved for use in aerial firefighting and fly, on average, a total of 30,000 hours each year in firefighting operations across Australia.



OSTIV CONGRESS CALL FOR ABSTRACTS

The OSTIV Congress takes place every two years at the site of a world gliding championship. It offers scientists, specialists, and interested glider pilots the opportunity to exchange ideas on all topics related to the technology, safety, meteorology, training and operations of soaring and related sports. The congress is one of the means OSTIV employs to encourage and internationally coordinate the science and technology of soaring and the development and use of the sailplane in pure and applied research. As soaring poses major challenges in terms of technology, science and operational standards, but is also a recreational sport, OSTIV Congresses are characterized equally by their high standards and informal atmosphere.

The XXXVII Congress will be held 18 to 22 May 2026 at the site of the 40th FAI World Gliding Championships in Czestochowa, Poland. The congress is planned as a hybrid meeting, during which the presentations will be streamed online. However, to facilitate informal discussion, presenters are expected to attend in person. Part of the contribution to the Congress is the publication of an extended abstract of the proceedings. See ostiv.org/congress/congress-events/congress-details/xxxvi-congress.html

The next relevant date for anyone interested in contributing is 5 December, when short abstracts (maximum length 2 pages) must be submitted. More details can be found in the Call for Abstracts on the OSTIV webpage.

Opportunity for presentation and

discussion of papers is given in the following categories:

METEOROLOGICAL SESSIONS

- Weather forecasting for soaring flight (gliding and paragliding)
 - Deriving useful information for gliding from routine weather information
 - Boundary layers above complex terrain
 - Large Eddy Simulation (LES) of thermals, mesoscale, or microscale structures
 - The present and future role of artificial intelligence
 - Airborne data acquisition
 - Linking meteorology with Sailplane Design, Aerodynamics and Safety

SESSIONS ON SAILPLANE DESIGN AND DEVELOPMENT

Sessions will cover all aspects of the design, development and operation of sailplanes. Topics may include

- Airworthiness, structural concepts, new materials, fatigue, crash-worthiness and manufacturing processes
- Aerodynamics and flight mechanics
 - Trajectory optimization
 - Stability and control
 - Airframe vibration and flutter
 - Propulsion systems
 - Design integration and optimization
- New developments in flight testing
 - Airworthiness requirements
 - Cockpit instruments, including navigation instruments
 - Autonomous soaring

TRAINING AND SAFETY SESSIONS

Training and Safety sessions will be held on subjects covering disciplines such as

- Flight training, theory and analysis of techniques and results, psychology, objectives, training facilities and material
- Human and medical factors in aircraft design and operation
- Piloting techniques
- Flight operation in controlled airspace
- Safety devices
- Advanced Risk Management or Safety Management Systems (SMS) focused on soaring operations

JOINT SESSIONS

Joint Sessions cover topics of general interest in the field of gliding such as

- Soaring history
- General philosophy of competition classes
- Documentation of badge and record flights
- Common interests with other air sports like hang-gliding, paragliding, microlights and ultralights
- Human-powered flight; solar-powered flight.

DEADLINES FOR ABSTRACTS AND FINAL CONGRESS CONTRIBUTION

The deadline for the Abstracts - maximum two A4 pages including figures - is 6 December 2025. Letters of acceptance together with instructions for paper preparation will be mailed by 20 December 2025. Final four-page summaries of your contribution to be included in the conference booklet are requested by 31 March 2026. The four-page summaries of all presentations will be published as part of the Conference Proceedings. The Proceedings will be referenceable by its ISBN. Please use the form below to send a copy of your Abstract to the OSTIV Secretariat, admin@ostiv.org. This form is also available on the OSTIV Website, ostiv.org

CONGRESS PRESENTATIONS

Congress presenters are expected to attend in person. Oral presentations will be limited to 30 minutes. There is no registration fee.

OSTIV encourages submission of full papers to the international journal Technical Soaring (ISSN 0744-8996) after the Congress. ostiv.org



GA CALENDAR

Use the **Contact GFA** menu at glidingaustralia.org to send event details to the GFA Secretariat for publishing online and in **GA**.

ROOGLIDE 2025: 20-35YRS SOCIAL CROSS COUNTRY WEEK

15 - 21 November 2025
Narromine Gliding Club
Organiser - Rhiaan Bennett
Email is krisaan200@gmail.com

NARROMINE CUP

22 - 29 November 2025
Narromine Gliding Club
For more information, Contact Beryl Hartley
arnie.hartley@gmail.com

CARTER CUP WA

24 - 30 November 2025
Gliding Club of WA
Cunderdin WA
Contact Rob Hanbury 0429 082 520

VSA STATE COMPETITION

29 November - 6 December 2025
Event held at Corowa by Geelong Gliding Club
Event organiser David Meredith
jantardave@gmail.com

The comp will be using the Distance Handicap Tasking (DHT) tasking in three classes:

Ballasted
Club (no ballast)
Rookie (first or second competition)
Entry is \$300 early bird, \$400 after 30 September.
Register on glidingcomp.au/vsa2025

NSW STATE CHAMPIONSHIPS

6 - 13 December 2025
Temora Gliding Club
The comp will run in the GP format and use the DHT tasking for all classes:
Club
Standard
15m
18m
Open
Entry is \$380 with a discounted entry for Juniors at \$300. Register on temoragliding.org.au/nsw-state-championships/
Enquiries: 0418 433 665

SA STATE CHAMPIONSHIP

12 - 20 December 2025
Gawler
Friday 12 Dec will be an optional practice day.
Entry and website TBA

NATIONAL MULTICLASS CHAMPIONSHIPS

6 - 16 January 2026
Leeton NSW

For further information either go to leetongliding.com or contact Nick Gilbert on mobile 0430 099 771

JOEYGLIDE JUNIOR NATIONALS

17 - 24 January 2026
Benalla
Contact Anoushka De Cleard on email admin@juniorsoaring.org

WAGA STATE GLIDING CHAMPIONSHIPS

5 - 14 February 2026
Beverley Soaring Society
Beverley WA
The comp will use the Beecroft Wedge tasking and run with one big class
www.beverley-soaring.org.au

HORSHAM WEEK

7 - 14 February 2026
Horsham VIC
Registrations are open at tinyurl.com/Horshamweek

20M TWO SEATER NATIONALS

8 - 15 March 2026
Narromine Gliding Club
We are pleased to announce that Narromine Gliding Club will be hosting the event for this year, a well proven site and, with the expertise of Beryl, Arne and team, a well-rehearsed establishment for the Two Seater competition.
Sunday 8 March - Practice day;
Monday to Sunday, 9 - 15 March - Competition days
Sunday night 15 March - Final dinner.

COACHING COURSES AND CAMPS

NSW

NSW GLIDING INSTRUCTOR TRAINING COURSE

Narromine, 17 - 21 November 2025

NSW GLIDING'S XC COACHING WEEK - NARROMINE

Narromine, 2 - 7 March 2026
Saturday afternoon 1 March - Rigging, welcome dinner and briefing. This week precedes the re-scheduled 20m Two Seater Nationals. (see above in EVENTS)
Contact: Matthew Atkinson (NSW SDM) coaching@nswgliding.org

JUNIORS COMPETITION / CROSS COUNTRY COURSE

To be held at the March 2026 Two Seater Nationals at Narromine.

LAKE KEEPIT

LKSC run 365 day operations with intensive instruction courses run weekdays by manager Jenny Ganderton and weekend training by our volunteer instructors and coaches which can be linked together.
By arrangement LKSC can provide high level XC coaching by Andy Aveling, Allan Barnes and Matthew Atkinson in a 20m DG1000S. Andy Aveling is a retired airline pilot and flies about 800 hours per year at Lasham UK, Lake Keepit, New Zealand and Namibia.

LAKE KEEPIT REGATTA

21 - 28 February 2026

The Keepit Regatta is where fun meets skill-building — a friendly, low-pressure event designed for pilots of all levels. Entries are limited to just 30 gliders for safety and quality, so every pilot gets the attention they deserve.

In 2026, we're going back to the Regatta's original mission: Helping early cross-country pilots fly further, with confidence

Giving seasoned pilots the tools to sharpen their edge

The coaches - You'll have the rare chance to fly at least once with one or more of the following coaches: Brad Edwards, Bruce Taylor, Allan Barnes, Andy Aveling.

Gliders - Two seaters include ASG32Mi (x2), Duo Discus (x2), DG1000 and Arcus M.

VIC

VIC State Championships - Corowa 29 November - 6 December. With a special class for first and second comp pilots.

JoeyGlide Junior Coaching Program - Benalla 18 - 25 January

Competition stream and two seat coaching
Horsham Coaching Week - Horsham 31 January - 6 February. Registrations are open at tinyurl.com/Horshamcoaching

WA

Narrogin Gliding Club will hold an XC week commencing Saturday 24 January 2026. We will offer a Flying Further Course on 26 - 30 January as part of that week. Coaching may also be available.

Cross Country Week at Beverley 10 - 15 November

Carter Cup at Cunderdin 24 - 30 November

12 Day Cross Country Camp at Beverley 8 - 19 December

Cross Country Week at Beverley 5 - 14 February

Beverley Regatta 23 - 27 February

Narrogin Women in Gliding Development Weekend

28 - 29 February

Cross Country Week at Beverley 9 - 13 March

Easter Regatta at Beverley 3 - 6 April

QLD

Silver Coach Course at Kingaroy 8 - 9 November

Further Silver Coach (SC) training will be integrated into general instructors courses unless otherwise advised.



FAI GLIDING BADGES

TO OCTOBER 2025

SILVER HEIGHT

MILLIE WILLIAMS - WARWICK GC

HENRY ELLIS - AAFC GTS FLIGHT BATHURST

SILVER DISTANCE

MARK WAHL - KINGAROY GC

SILVER HEIGHT, SILVER DISTANCE

LACHLAN KUDZIUS - WARWICK GC

RICHARD PIEPER - BOONAH GC

TRISTAN EMMS - AAFC GTS FLIGHT WARWICK

MATILDA KAY - AAFC GTS FLIGHT WARWICK

JADE CLARKE - AAFC GTS FLIGHT WARWICK

SILVER BADGE - HEIGHT, DISTANCE, DURATION

SEBASTIAN KUDZIUS - WARWICK GC

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Available to GA Members.

Go to tinyurl.com/yhvtt8bt

or scan the QR code



AROUND THE CLUBS

GC of Western Australia
Two of our newest junior members recently flew their first solo. It was an absolute joy to see Lexie and Oscar take to the skies. Onward and upward!



Darling Downs SC Open Day
Darling Downs held an open day in August. A great day was had by all with over 20 Air Experience Flights, plenty of action on the simulator, and loads of great chats about gliding with curious visitors. The club was buzzing all day - it was fantastic to see so many new faces sharing the fun.



Gliding Club of Victoria
In September, GCV welcomed visitors from Tomorrow Today Foundation! Twenty young people and their mentors came to experience their first glider flight. Thanks to Tomorrow Today for making this happen and all our Instructors and ground volunteers for giving the young people of Benalla an amazing experience to fly over their town in a glider.



Mount Beauty GC
Introducing the next generation to our sport, with some nice wave for Oliver and strong gusty ridge lift lower down.

Gliding Tasmania
Kathy and Gretta had some great flights. Gretta flew with the CFI Richard, who checked their flying after a long period away.





Gliding Training School AAFC

Matilda Kay (above) received congratulations on accomplishing her FAI Silver Distance from her Instructor Sofie Curio, current Australian Club Class Champion and now an instructor with GTS FLT WCK. This is a significant milestone for the Gliding Training School in our journey to a full Cross Country training syllabus for the cadets.

Congratulations to CSGT Xavier Barreau (left) from 222SQN Coomera on his first solo flight.



Narrogin GC

Abinitio course and our cross country coaching course. It's always great to see juniors take to the skies..

Congratulations to Josh Christie on your successful first solo on the last day of the Ab-initio course.



Kingaroy Soaring Club

Juniors take to the skies at Kingaroy. Kingaroy local Thomas Waring trained with Todd Edward (left photo), and Josh Herbert from Sunshine Coast gliding club conducted his tow pilot rating (right).

Temora Gliding Club

In September, the club staffed a display as part of the Youth in Aviation event at the airport, with the Gliding NSW simulator caravan onsite throughout the event. At the end of the day, its logbook showed a massive 93 flights.





Southern Cross GC
First solo for Henry Stead on 25 October 2025

Henry took his first solo flight in one of Southern Cross Gliding Club's ASK-21s on the weekend. Next year, he is joining the RAAF to do his degree in Bachelor of Technology in Aeronautical Engineering and then will go on to the RAAF Pilot Training after completing his degree. Congratulations on your first solo, Henry. Well done!

First solo for Tomer. Tomer started flying with Southern Cross Gliding Club age 13, alongside his father Amos. He was sent solo on his 15th birthday in one of the club's ASK-21s. Happy birthday Tomer! Congratulations on a great effort and well done.

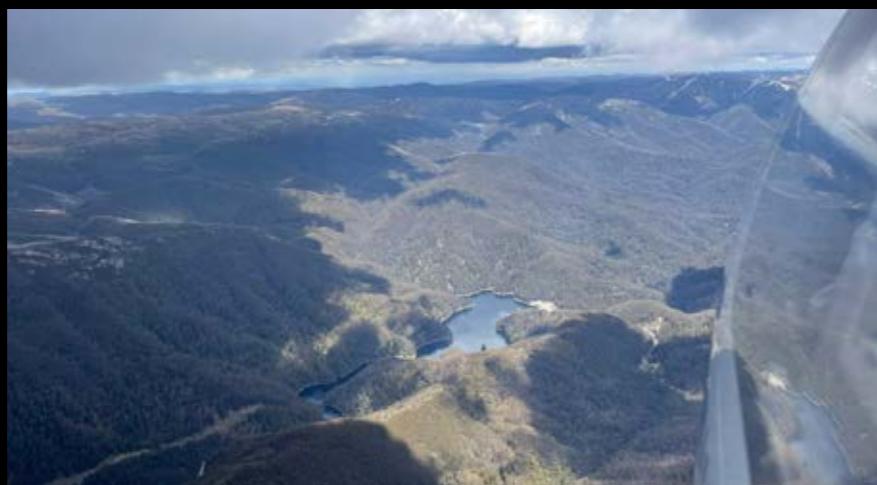


Khancoban Camp
Fabulous day at the GCV
Khancoban camp soaring along the Great Dividing Range and the many dams of the Snowy Mountains Hydro Scheme.



Canberra GC
Thanks to the hard work and dedication of many club members, the huge support from Gliding Australia, the technical prowess of South West Aviation and other clubs around Australia, we are incredibly happy to welcome home our venerable tug VH-MLS today!

VINTAGE

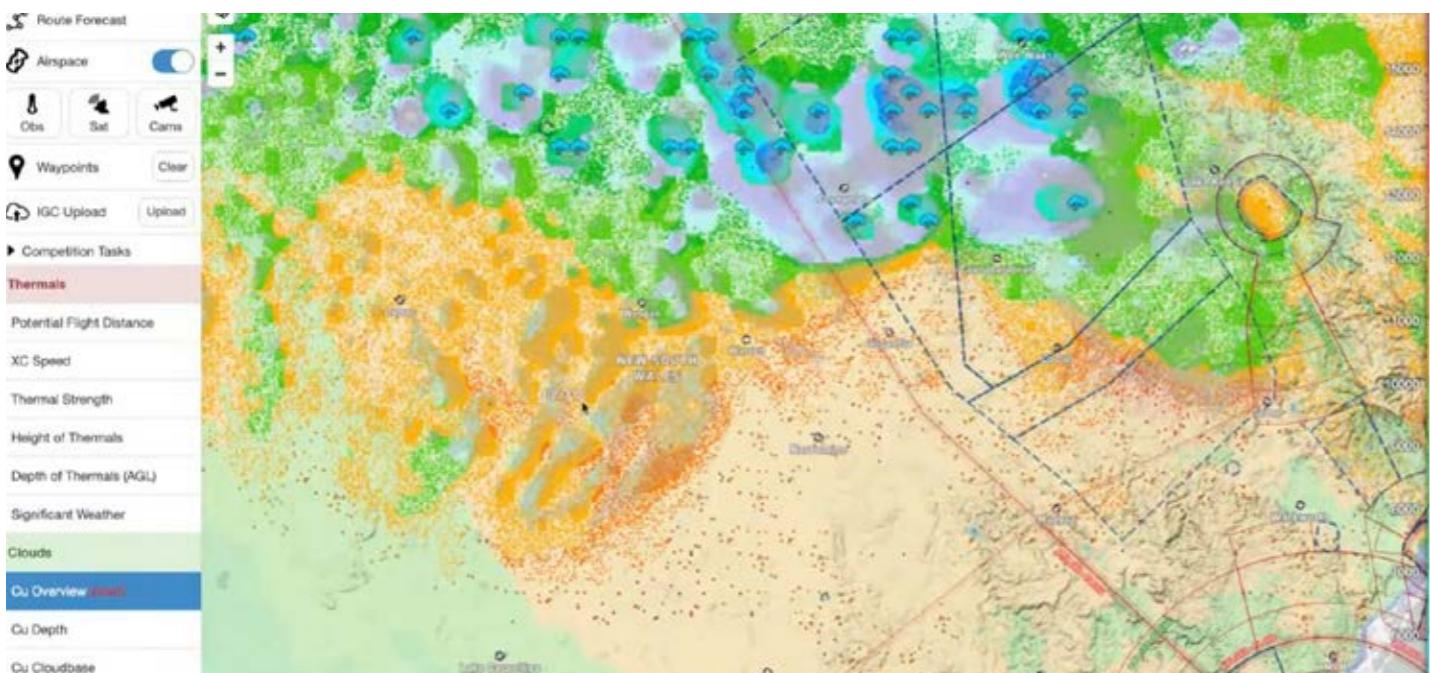


Hunter Valley GC
A huge congratulations to Vintage Gliding NSW. They have restored a Bocian Glider that has now had its first flight in 20 years! They have done a fantastic job and are an amazing group that has worked hard for this achievement.



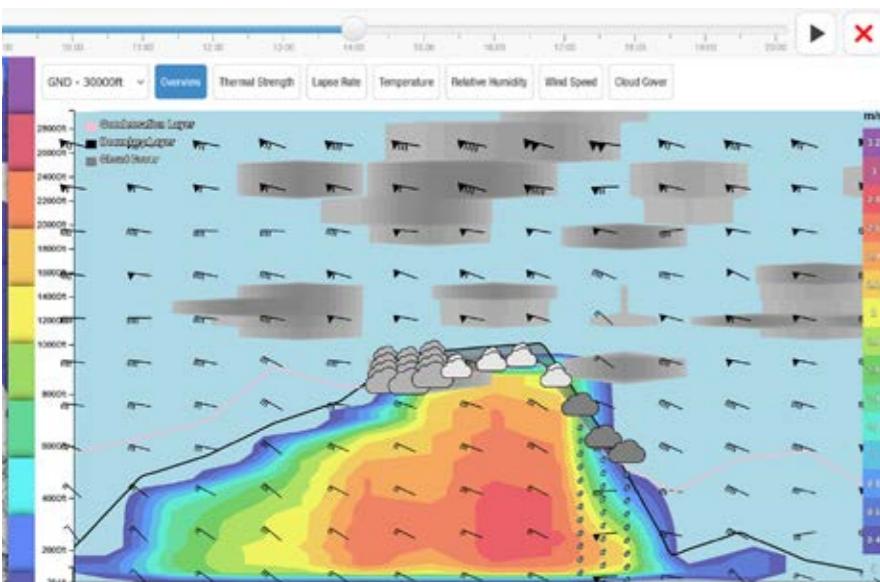
ROCKETTES WEBINAR

SOPHIE CURIO - WEATHER & TASK PLANNING



ABOVE: Skysight CU Overview showing the forecast development of cumulus in the task area.

BETWEEN: Skysight Point Windgram. This overview of the weather for a location displays information such as wind, cloud, thermal strength and more.



HOW I DECIDE WHETHER TO GO FLYING

The first thing Sophie looks at is the Potential Flight Distance, available in the application's full version. If the cross country potential looks promising, the next item she checks is a new feature – Point Windgram. This Skysight feature gives a very detailed snapshot of the wind and thermal strength, precipitation and cloud cover at all levels. See *image*. Sophie said, 'This is a really neat way to get an overview of what is going on.'

Having decided that she will go flying, she next selects another new option, Cu Overview. See *image above*. Dots indicate cumulus, and their colour indicates their forecast height. By clicking through the time periods, a good overview can be gained of probable cu formation. She assesses the length of the usable soaring day – for example, five hours – and uses that as a parameter for setting the task.

Moving on to the Route Forecast tool, by clicking on the start location, a list of suggested tasks is given with a range of achievability. The ones coloured green should definitely be achievable. The tasks coloured light red are for tasks set from first thermal to last thermal. If one of the preset tasks is not ideal, then users can set their own tasks using click and drag, selecting the start and finish time and so on.

Another interesting feature when setting your own task and route is the black line that appears fairly close alongside the route you have chosen. This line shows where Skysight calculates the best air will be, which may not correspond exactly to the selected route.

After deciding on a task Sophie usually uses the IGC Upload function to export a .cup file to Weglide. If you declare your flight on

Weglide, you will receive extra points if you actually achieve it. She also downloads it to her flight navigation device – LX or Oudie.

CONVERGENCES

Sophie recommends checking for convergences using the dedicated Convergence tool. Looking at the wind direction and the areas of red and orange on Skysight, it is possible to see where air coming from different directions is forecast to meet, forming convergence lift. Where good convergence lines are forecast, she will always set her task to fly along them. If you are able to use convergences, they are great fun to fly.

Of course, she also looks at the wind direction and strength along the route, aiming to set up the final leg coming home with a tailwind.

OBS SAT CAMS

The last three items Sophie checks are the satellite view, web cams and local observations. Before heading out to launch, she always checks the satellite view, which is a near real time view of the sky, and compares it with the forecast. If the forecast is different from the sat view, the day may not be developing as expected. The sat view gives a picture over a larger area than looking up at the sky – what is often referred to as 'forecasting by looking out the window'. In particular, she checks whether the first forecast cu are popping as expected, and if there is more mid-level or high cloud than forecast.

She also uses the OBS tool to check the actual conditions at stations in the region and along the route to see if they correspond to the forecast. Checking the webcam views from stations in the task area is advisable as well.

Pilots regularly use many other websites and information services to get a complete picture of the soaring day. Starting with the Bureau of Meteorology Aviation weather service, forecast and satellite images, XCSkies and numerous other resources are available as well.

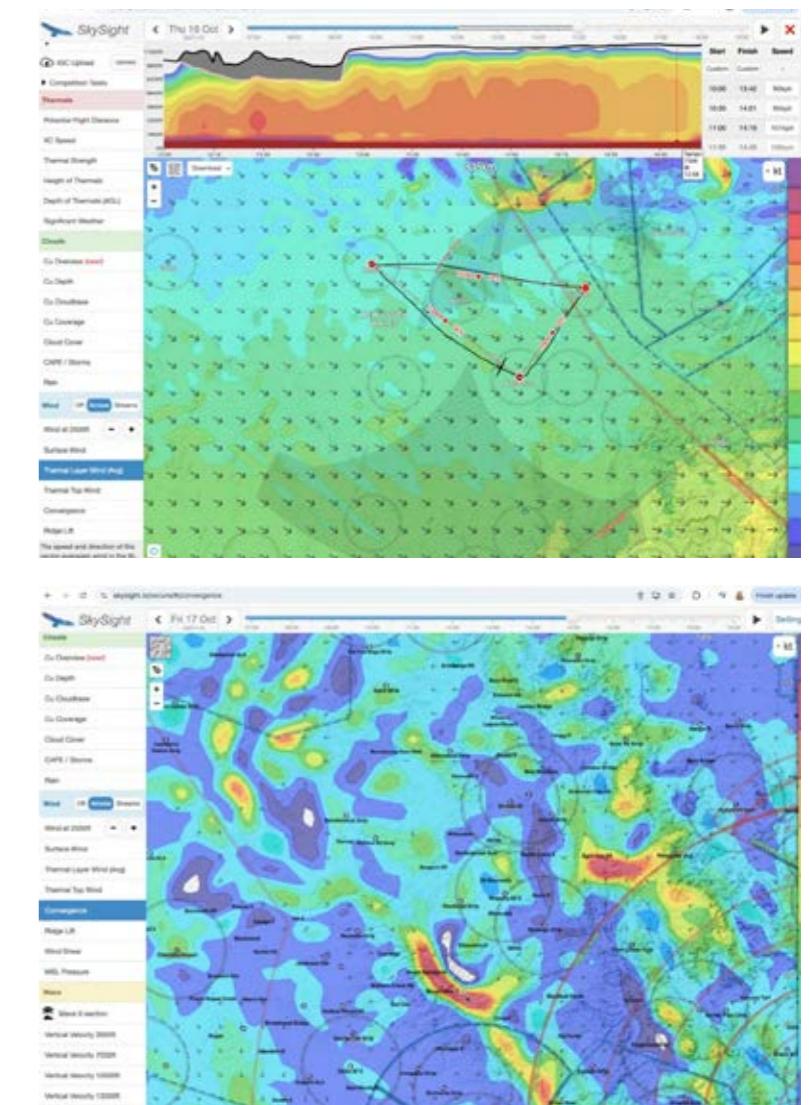
IN-FLIGHT STRATEGIES

Next, Sophie describes how, once she is flying, she decides on her actual route for the day. She said, 'Task setting is a high level job, but when you are in the glider you have to make the decision, do I go left or right or straight?'

In the webinar she shows some images of the sky from the cockpit and looks at reasons to deviate course. Cloud streets or very good looking clouds and visible convergences off route would cause her to deviate course. Conversely, bad weather such as showers would also cause a change of course.

THERMAL SOURCES

Along route, she will also deviate to fly to good thermal sources such as dark paddocks, large

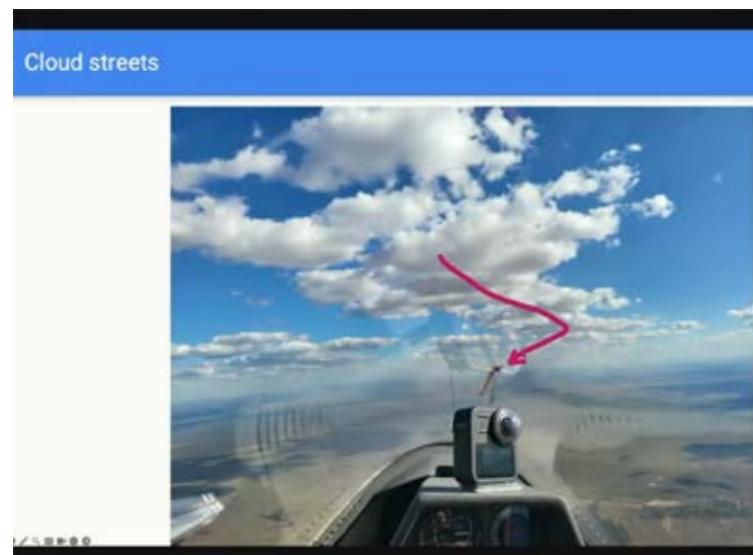
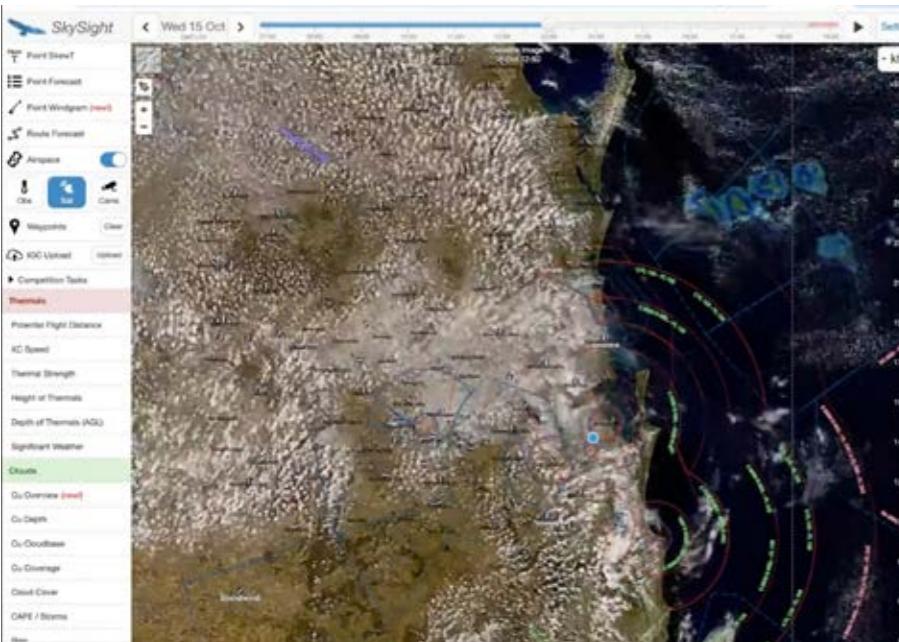


ABOVE: The Sophie Curio webinar can be viewed at tinyurl.com/rockettes-weather.

MIDDLE: Task set using the Route Forecast tool.

BOTTOM: Convergence forecast in Skysight.

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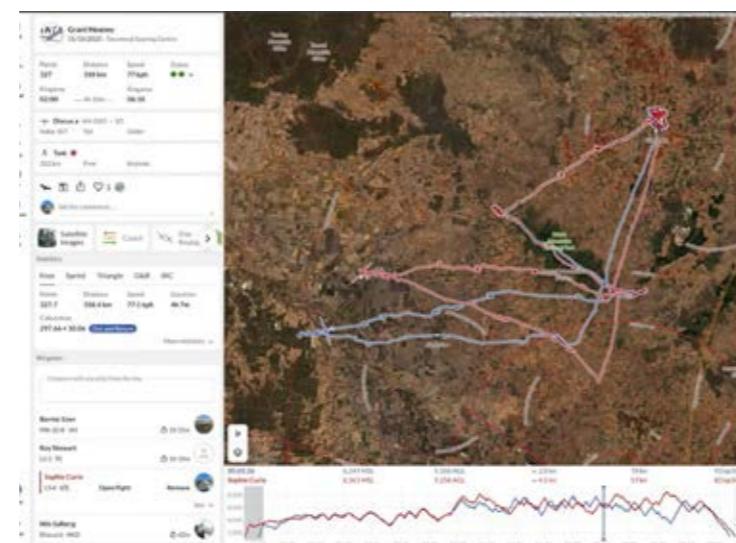
buildings and towns. She recounted that during her early flying days in the UK, where the thermal ceilings are typically much lower than in Australia, she would spend most of the time looking at the ground. Later on when flying in Australia, she found herself looking more at the clouds and realised she was missing thermals as a result.

Now she pays attention to both the terrain and the skyscape along her route. Though she landed out many times in the early days

TOP: Satellite view from Skysight.

ABOVE: View of a cloud street showing the line Sophie would take to stay under the best clouds.

RIGHT: Overlaid traces of two gliders that flew the same task in Weglide.



in the UK, she credits this with a great improvement in her ability to spot thermal sources low down – an essential skill for glider pilots.

RIDGE LINES

She pays particular attention to ridges and hills and makes sure to position herself on top or upwind as she traverses them – not downwind where sink is more likely.

HOW FAR TO DEVIATE?

When answering this question, she notes that on cumulus days, deviation of 25 degrees is normal, while on blue days, deviation is usually less. However, if you are low, then any amount deviation may be necessary to find a climb.

WHEN TO ABANDON THE TASK?

Sophie said that she has never abandoned a competition task. But she does call it a day outside comps for a variety of reasons including bad or poor conditions and a prudent desire to get home rather than risk a landout.

POST ANALYSIS TOOLS

She recommends using the statistics available on flights uploaded to Weglide where parameters including wind, climb rate, angle of bank can all be examined. It is possible to link your Skysight and Weglide accounts, and replay your flight in Skysight. This allows you to see your flight overlaid on both the forecast and the satellite images for the day. In Weglide, you can also overlay traces from pilots who flew tasks similar to yours, to see how your decision making compares to theirs.

Sophie's webinar is an excellent way to familiarise new cross country pilots with doing their own weather forecasting and setting tasks.

View the webinar at tinyurl.com/rockettes-weather

GA

MEMBERS INFORMATION MEETING

In October, GAus held the first in a new series of online Member Information Meetings. The purpose of the sessions is to keep the membership up to date with developments in Safety Management, Operations, Airworthiness and Soaring Development. They are an opportunity to hear first hand from the department chairs as well as ask questions. The meetings are planned to be held every two months. In the first meeting, the Chair of Airworthiness, Operations, Safety Manager and Soaring Development Manager made presentations.

You can see the full webinar at tinyurl.com/GAUSmemb

Human Factors & Pilot Limitations GPC Unit 24

What It Covers vs What It Doesn't Cover

- ✓ IMSAFE & Medical fitness
- ✓ Hazardous attitudes
- ✓ Decision Making
- ✓ Human limitations
- ✓ Airmanship model
- ✓ Pilot currency model
- ✓ Older references

- ✗ Does not cover Biases
- ✗ Complacency distraction & vigilance
- ✗ Collective safety HF & culture, organisational HF issues
- ✗ HF and self-awareness
- ✗ Modern references



Chair of the Operations Panel Aaron Stroop stressed the importance of members keeping their credentials in JustGo up to date.

He talked about the change to the validity periods for Self Medical Declarations. Self Declarations are now valid until the pilot reaches 70 years of age. Above 70, they are valid for two years. Instructors, including AEI instructors, now need a Medical Practitioner's Certificate of Fitness or CASA-issued medical certificate.

He also detailed the work the Operations department is conducting to provide standard information for First Responders in case of emergencies.

Safety Manager Drew McKinnie covered safety activity and challenges, describing the presentation he made to the board and executive recently on accidents and historical trends.

The main messages the data indicates is the ongoing importance of safety consciousness and training. Incidents of loss of control, separation, hard landing and so on continue to occur over the years.

He also discussed Human Factors in safety management. Unit 24 of the GPC book covers a variety of such factors, but misses some crucial HF issues that need to be kept in mind. (See the image to the left.)

First responder information

Ballistic Recovery Systems, Lithium batteries, various fuels

First responder information on these systems

Working with QLD and NSW emergency services

OSTIV feedback to manufacturers

Training for our first responders at club level

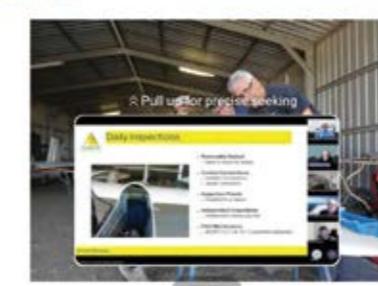
Training on accident investigation

Chair of Airworthiness David Villiers gave an update on Form 2 reports, daily inspections and updates to the manual on airworthiness training syllabuses.

He also described the Airworthiness Department structure and urged members to meet their local Regional Manager Airworthiness (RMA) and get to know them. They can answer questions and serve as a valuable resource. All RMAs and other GAus personnel are available at glidingaustralia.org/contacts



Basic Sailplane Engineering Update



- Several Requests for change
 - Chapter 16 has requirements which clash w MOSP3 which will be removed
 - Changes in response to comments from members
 - More information on batteries, particularly lithium batteries
 - Update to Electrics/Electronics chapter
- Reorganisation of BSE
 - Current chapter order is random
 - Re-organise into a coherent order – ie, chapters covering structural issues grouped together.
 - Wood and Fabric Repair chapters to be removed to a separate manual or manuals

Soaring Development Manager Vic/Tas Mike Durrant talked about the need to leverage the Juniors World Gliding Championships at LKSC 2929 to attract and train new pilots for the Australian team. To be eligible to compete, pilots must be born after 31 December 2002. Funding has been allocated to support juniors preparing for the contest.

A further Soaring Development focus is increasing participation in National Championships. He sees an opportunity to use Distance Handicap Tasking to make contests more attractive. DHT will be used for the first time at a championships at the Leeton Multiclass in January 2026.

Distance Handicap Tasking (DHT)

- Racing task, where task length is adjusted for each competitor based on their glider handicap.
- This is achieved by moving the centre of some, or all, turn points so lower performance fly a task distance in proportion to their handicap.
- Start, Finish and Control Points are the same for all competitors.
- Each pilot gets an individual task, tailored for their aircraft handicap.
- Stops lower performance gliders being the bunnies
- NCC rules have been updated for DHT tasking.
- DHT will be used at Vic State, NSW State, and Leeton Nationals



RIDING THE MORNING GLORY

CLOUD SURFING IN THE GULF OF CARPENTARIA

BY MICHAEL ZUPANC



Each spring, as the dawn light touches the wide, dusty plains of the Gulf Savannah, a handful of glider pilots stand in the pre-dawn stillness, gazing to the northeast. Somewhere out there, beyond the mangroves and salt flats of Burketown, the horizon begins to rise — a long, smooth line of cloud rolling towards them with silent purpose.

It's the Morning Glory, one of the world's most

extraordinary meteorological phenomena, and for those who fly it, something of a holy grail of soaring.

A wave unlike any other, able to stretch for hundreds of kilometres across the southern Gulf of Carpentaria, the Morning Glory cloud is a rare, spectacular atmospheric wave that forms when clashing sea breezes meet above Cape York Peninsula, pushing up a dense mass of air. With the subsequent collapse of that mass of air, it is shoved over into the gulf by the trade winds blowing on the east coast of far north Queensland.

This produces a phenomenon similar to a tidal bore, such as the Severn Bore, on the Bristol Channel in the UK. The resulting roll cloud can travel at up to 20kts for hundreds of kilometres, carrying with it powerful lift and an irresistible challenge.

ENDLESS LIFT

While surfers travel the globe to find the perfect wave, glider pilots travel to Burketown to ride



the skyborne version. They come from across Australia and sometimes beyond, drawn by the promise of smooth, endless lift and the chance to surf a cloud that very few ever experience.

The Morning Glory appears with some reliability only here, in the Gulf Savannah of northern Queensland, usually from late September to mid-October. Its presence depends on the delicate balance of moisture, temperature and wind — and while satellite imagery and weather models help predict its arrival, it's still very much a capricious visitor.

The old way of forecasting was to check how much condensation was running down your beer glass in the evening. Lots of drips meant a good chance of glory in the morning and, of course, lots of beer was needed for accurate data collection...

The 2025 season was quieter than usual, with lower humidity limiting cloud formation. Yet even in a subdued year, it was still magnificent. Smoke from distant bushfires painted the sunrises in vivid colour, though it also dulled visibility at times. But despite the challenges, the faithful returned, numerous familiar faces and a few newcomers, hoping to catch the wave.

PERSISTENCE

Most mornings required some persistence as we usually had to motor out over the Gulf to contact the wave. We would then be rewarded with some fine flights along lines of smooth, silky lift.

The hang gliding community also made an appearance, with this year marking the 30th anniversary of the first time hang gliders rode the Morning Glory. Among them was one of the original pilots, Bill Olive, who returned to celebrate three

LEFT:
Marty Hurst on the
wave in his PIK.

LEFT BOTTOM: The
Guru, Geoff Pratt
on his 24th Morning
Glory expedition.

BELOW:
K36, somewhere
on the wave

continued over page





TOP:
Jeremy Thompson
on left, Hamish in
the middle, canine
host on the right.

**They flew a Grob
109 up from
Gympie at Sweers
Island.**

ABOVE:
Paul Tridgell (left)
and his DG 1001M

RIGHT TOP:
Wave cloud.

BELOW:
Bentinck Island
with a tiny
speck above,
which is the
Phoenix soaring
on the wave.

decades since those pioneering flights.

The town of Burketown sits on the edge of nowhere. A remote outpost with a bitumen runway, a single pub, a caravan park and Savannah Lodge, it retains the reputation of being the Barramundi capital of Australia – or so the airport sign says.

The days are hot, the air dry, and the landscape vast and unforgiving. Yet, when the Morning Glory rolls through, it becomes the centre of the soaring world – well, for us anyway.

FISHING AND SWIMMING

When the clouds stay away, there's still plenty to do, just as long as you like fishing and drinking, though not necessarily in that order.

With a bit of a drive, there are lovely places further inland where you can swim in magnificent gorges with crystal clear water, relatively croc-free, or just spend your time swapping tall tales over cold drinks. The nearby Gregory River, 120km away, with its clear, permanent flow, offers a welcome escape from the heat and the crocodiles. A little farther afield are Adel's Grove and Lawn Hill Gorge, lush oases tucked into red rock country, perfect for a day's adventure or a refreshing swim.

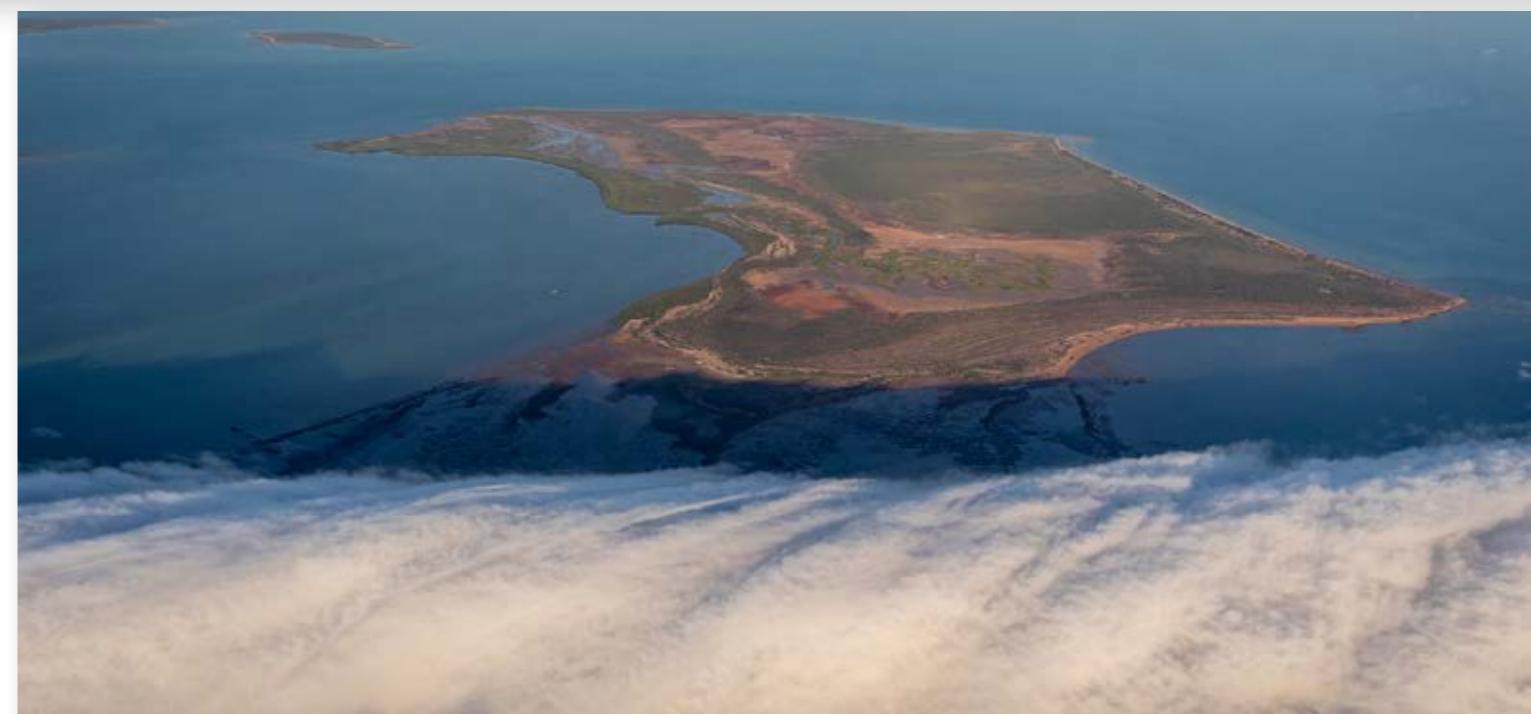
Just don't swim anywhere near Burketown itself – this is proper croc country. If you must cool off, drive inland – or swim very fast.



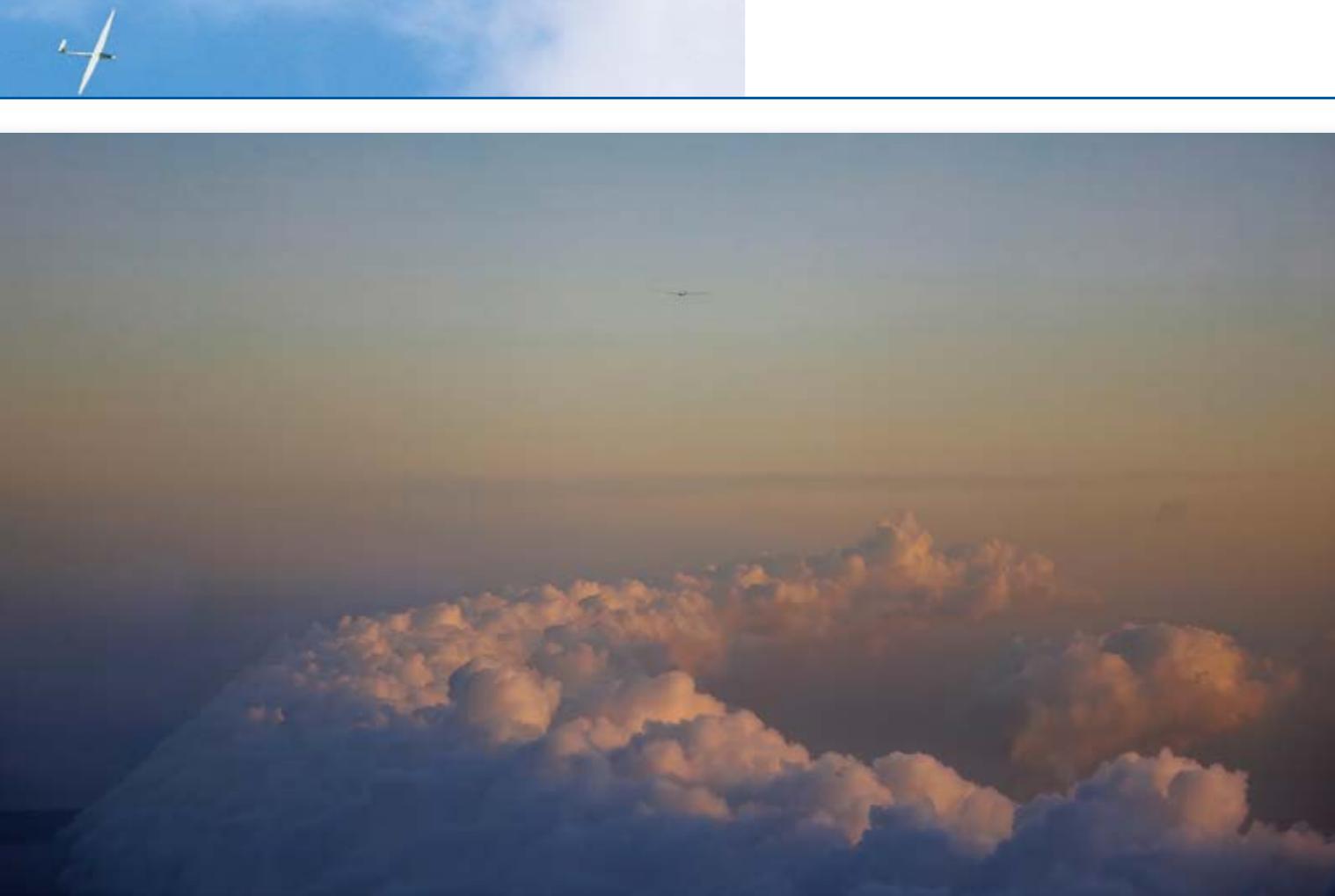
A SINGULAR AIRBORNE EXPERIENCE

Flying the Morning Glory is unlike anything else in aviation. As the cloud approaches before dawn, the air is cool and still, and everything drips with condensation. Then, with a blast of wind, the wave arrives overhead, rolling and boiling backwards. The gliders launch from Burketown's airstrip – a security-controlled airport that also handles regular passenger traffic, so keep your ASIC card handy.

Once airborne, pilots cruise along the cloud and ride the wave, sometimes for hundreds of kilometres, soaring in smooth lift over some of the most remote country in Australia. Below lies a landscape of salt pans, rivers and rocky scrub, or open sea. Beautiful but hostile terrain, it features few roads, and on the ground, no mobile reception. Your ground crew will require satellite communications for safety. Even in the towns, the only phone reception you will get is Telstra or Boost. Numerous people have discovered that phone plans that "use the Telstra network" actually don't...



continued over page



For those lucky enough to catch it, the Morning Glory experience is nothing short of magical. When you're standing there in the dark and you see the horizon start to rise in the northeast, it is like a behemoth rising from the darkness; it sends shivers up your spine.

Once you're up there, flying along a line of cloud that stretches beyond sight, there's nothing like it in the world. On top of that, we would often land at some amazing places, like Sweers Island, which is a fishing resort that we often fly over on the wave, and there's the legendary vanilla slices at Hells Gate. Definitely worth the trip for a brunch at Hells Gate! Similarly, Adels Grove has an airstrip where you can land after a glory flight for a swim in the crystal clear river.

GOING REMOTE – A REWARD IN ITSELF

Burketown's remoteness adds to the adventure. Accommodation is limited. A caravan park, Savannah Lodge – which has an awesome bar and pool – and the pub, fill quickly when the season begins. School holidays and the end of the Barra season add to the competition for rooms, as anglers and aviators converge on the town.

You can obtain a permit for camping on

LEFT MIDDLE Left to right. Andrew Plunkett, Jason (P2 in the Stemme) Grant Rookes Stemme owner.

LEFT BOTTOM: Barry and Graham at Hells Gate.



Aboriginal land along the river out around the saltflats near town, but only if you really like sandflies. Of course, anyone flying, or driving for that matter, about the place must carry the right safety equipment for remote operations. This is true outback flying, often hot, windy and very unforgiving.

Yet despite the challenges — or perhaps because of them — the experience stays with you. Each year, pilots return for another chance to ride one of nature's most astonishing creations.

The Morning Glory is elusive, unpredictable, and utterly captivating. It can appear fierce and turbulent one day, silky smooth the next. It might vanish for a week, then roll in before dawn when you least expect it. But when it's there — when you find yourself flying along the crest of a cloud that stretches from horizon to horizon — it's pure magic.

Though Burketown might be a long way from anywhere, for those who've seen the Morning Glory from the cockpit of a glider, there's nowhere else quite like it.

GA

QUEENSLAND STATE CHAMPIONSHIPS



RIGHT:
Queensland State
Championship
winners Sports
Class John
Buchanan,
Matthew Scutter
and Andrew
Georgeson

OPPOSITE:
Queensland State
Championship
winners Club
Class Jo Davis
with Grant
Heaney

BELOW: Smoke
and rain over the
turnpoint.

The Queensland State Comps were held this year at Kingaroy and consisted of five racing days out of six possible. It was great fun, presided over by the indefatigable Greg Schmidt, who continued as Competition Director of the Nationals, following on directly after the State event.

The weather was both interesting and challenging. Mainly blue, it delivered occasional cumulus and the best weather consistently in the Valley and on the ranges to the east - not our usual play areas, but fun anyway. On several occasions, the pilots found themselves over the rather anxiety-making terrain to the northeast, with very few landing options.

On Task 4, both classes were sent north towards an AAT sector centred on Biggenden. As we approached the turnpoint, a gigantic black, glowering mass obliterating the whole area which, as we got closer, turned out to be a mixture of thunderstorm and smoke from the many bushfires in the area. The sun faded to a faint orange glow, and the air became turbulent and boiled with smoke and cloud.

The altimeter wound steadily down. A feeling of foreboding pervaded my senses as I willed the waypoint closer, which it stubbornly refused to do. It was like approaching the mountain of doom at Mordor in the 'Lord of the Rings', and so it was with great relief that I touched the circle and head south again! Unfortunately, that day ended prematurely for four pilots in Sports and six in Club, who all either physically landed out, usually at airfields, or were forced to start their engines, resulting in technical landouts.

Special mention should go to Christin Sondermann who, finding herself inexplicably low, selflessly decided to survey a previously little known 800m strip, called Lakewood Park on the east side of the Joh Bjelke-Petersen Dam. Not far south of Jason's strip, it can easily be used for an aerotow retrieve. Thanks, Christin - I am sure this will be added to the waypoint database if it hasn't been already. But back to the comp...

AATS IN BOTH CLASSES

Gratifyingly, there weren't many start games and we all tended to set off on task in a relatively orderly manner, although on one day, John Buchanan and one or two others cheated by getting into wave and starting at around 15,000 ft, much to the disgust of those less skilful pilots like me, looking up enviously from around 5,000ft below.

Because of the uncertain weather on many days, three out of five tasks were Area Assigned Tasks (AATs) in both classes, which, like them or hate them, was the correct choice for the days they were used. All credit goes to the task setter Ray Stewart - with only a little interference from his friends! He even utilised the now famous 'reverse wedge', whereby the pilot flies into the thick end of the wedge, aiming for the turnpoint at the apex - a great technique for time soaks.

Competition throughout was fierce in both classes as well, but in the end Matt Scutter in Sports Class and Jo Davis in Club both dominated with five wins out of five for Matt and two wins and three seconds for Jo. It marked a fabulous effort by both pilots and well deserved wins.

Other notable mentions should go to Kim Houghton and Todd Edwards for their day wins and also Peter Slade and Aiden Curtis for their podium finishes on Tasks 5 and 3 respectively. Well done to all.

LIKE OLD TIMES

Despite the rather low competitor numbers - 11 and 13 for Sports and Club respectively - the bar and dining areas were filled with happy people every night. It reminded me of old times, with much laughter and merriment late into the night. We needed two bar staff at times to cope with demand and everyone appeared to be enjoying themselves enormously.

All credit and thanks must go to the chefs in the kitchen for their superb meals each night (the beer can chicken was particularly good this year, I thought), to the tuggies for their efficient launches, to Captain Schmidt for his commanding presence ('LAND LOOOONG!!') and to the many other helpers without whom competitions like this would not be possible.

IGC PILOT RANKINGS

The International Gliding Commission (IGC)IPilot Rankings have now been updated for all Australian state, national and WGC competitions for the 2024/25 season.

Australia has moved down 3 places to 10th most successful gliding nation with 968.7 point. The top scoring nation is Germany with 988 points.

Australia has four pilots in the World Top 100 and 546 ranked pilots in total.

James Nugent has climbed another 2 places since his win in Club Class at WGC Narromine to 7th in the World and Australia's top scoring pilot.

Adam Woolley has climbed a further 10 places and now occupies 16th place.

Tobi Geiger is at 51st position down from 35th last season.

Matthew Scutter has slipped 4 places to take 52nd place.

IGC STATISTICS

Registered pilots: 13086

Championships: 2811

Competitions: 4977

All pilots who have entered an Australian State or National Championships will have an IGC ranking.

Full details can be found at igcrankings.fai.org



Special thanks are also owed to DDSC for the loan of the Pawnee and to Flight Scope Aviation for the loan of the Decathlon.

In spite of the various challenges we continue to face in the gliding movement, it is still a wonderful sport. Long may it last.

MARK DALTON

QUEENSLAND STATE CHAMPIONSHIPS

KINGAROY

28 SEPTEMBER - 3 OCTOBER 2025

SPORTS CLASS

1 Matthew Scutter	Kingaroy SC	Diana 2 FES	4,442
2 John Buchanan	Kingaroy SC	AS 33 Es 18m	3,994
3 Andrew Georgeson	Kingaroy SC	Nimbus 4DM	3,931

CLUB CLASS

1 Jo Davis	DDSC	ASW 20c	3,965
2 Grant Heaney	Tocumwal SC	Discus a WL	3,644
3 Kim Houghton	Kingaroy SC	LS3	3,545

Full results at soaringspot.com tinyurl.com/QLDstate

CLUB CLASS NATIONALS 2025

KINGAROY

5 - 11 OCTOBER 2025

CLUB CLASS

1 Sophie Curio	Kingaroy SC	LS4a WL	5,211
2 Grant Heaney	Tocumwal SC	Discus a WL	5,154
3 Bernie Sizer	Tocumwal SC	Pik 20B WL	5,087

Full results at soaringspot.com tinyurl.com/ClubNat25



UPDATES ON ADS-B AND FLARM FOR GLIDERS



SkyEcho is a portable ADS-B transmitter and receiver but needs a separate display solution.

Recently, the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts asked for feedback on expanding the ADS-B compatibility mandate in Australia. Gliding Australia provided feedback as did all sectors of Aviation. The ADS-B mandate was introduced in 2013 requiring all IFR aircraft to have ADS-B devices in controlled airspace.

It was always mooted that the mandate would be revisited and its suitability for VFR aircraft in uncontrolled airspace assessed. In the meantime a cheap, self-contained ADS-B called Electronic Conspicuity devices were approved and many in gliding have purchased these devices, thinking other traffic would see and avoid them accordingly. The uAvionix Sky Echo 2 is the only one approved so far in Australia. Gliders have used FLARM for years, so the safety benefits are well



With a suitable GPS source, Trig TT22 can be used for ADS-B in gliders.

known and extending this to non-gliding traffic by the Sky Echo would be good.

CASA have been encouraging us to fit ADS-B equipment with a rebate program of 50% of the purchase price up to \$5,000. You first purchase the device and then the registered Operator applies for the rebate, supplying their registration documents. It takes a while but eventually you get the money. This brings the cost of the Sky Echo, about \$1,000, down to \$500, which is not bad. The Sky Echo EC device is both a transmitter and a receiver of ADS-B signals much like FLARM, so its full functionality with the appropriate displays carries a reasonable cost. The rebate is available until 2027.

You can apply for the rebate at <https://tinyurl.com/grantecho>

POWER DIFFERENCE

ADS-B and FLARM basically do the same thing – transmit the Aircraft's position once or up to twice per second. The signal power, however, is vastly different. FLARM reaches 100 milliwatts, Sky Echo 20 watts and a fully approved and certified ADS-B, 125 to 500 watts. The power level affects the range the signal can go, although for gliding only a few kilometres is sufficient for the eyeballs to pick up the target and for you to take the normal see-and-avoid actions. For a fast-approaching airliner or power aircraft at 200kts, you'll need a bit more. Also, it would be helpful if both aircraft had both transmitters and receivers with appropriate displays of the traffic.

This is where the topic gets interesting! First, everyone needs the same system or an appropriate integration, allowing the pilot to see or hear the danger via one interface. FLARM is useless for airliners and other fast moving powered aircraft as the range is too small and is not certified. However, FLARM is proprietary, which means integration with other systems is not happening.

The receiving side of ABS-B is called ADS-B IN. Not many of these are fitted to powered aircraft, as they traditionally receive their traffic information from Air Traffic Control, relying on the Air Services ground receiving network. Clearly, a big difference exists between ATC controlled traffic and see-and-avoid VFR traffic, and appropriate systems need to be designed and specified accordingly.

While the Department's proposal is seeking comments on many aspects of ADS-B, the core of it is concerned with mandating ADS-B both OUT and IN for all aircraft in all airspace. Don't panic, it's only a proposal for feedback and this is their desired end state.

The Proposal and Gliding Australia feedback is available if you want the detail. The idea of mandating that all IFR aircraft have ADS-B IN by 2033 is a good one in our view, as they will be able to see our SKY Echos. IFR traffic transitioning to/from controlled airspace into Regional airports is where this is needed and sooner this happens before 2033, the better. Some already have Airborne Collision Avoidance Systems (ACAS) which have ADS-B IN but for others to upgrade will be expensive and time consuming.

The Department also proposes all VFR aircraft have ADS-B IN and OUT in all airspace by 2028, however the Sky Echo will



Many GA and RAAus aircraft are using electronic flight bags with ADS-B IN, and can usually see Sky Echo.

be acceptable for this purpose. GAus and RAAus currently use Sky Echos and electronic flight bags such as Oz Runways and AvPlan, which can interface to the Sky Echo and show the traffic on the moving Map. These work very well but there are no sophisticated ACAS algorithms to give the pilot any warnings.

OPTIONS

Gliders currently only have Power Flarm to show the ADS-B traffic but there are a number of other integrations on some of the more expensive systems. The FLARM ACAS algorithms work well as they optimise the alert and minimise the non-essential info. There is no reason why either the ADS-B IN or the FLARM received information shouldn't be integrated and processed with the aircraft's GPS track to give intelligent alerts and displays to the pilot.

ACAS standards are in place, and maybe this is where to start. I have heard this type of alert for decades and they seem reasonable. "Traffic 2 o'clock high 2 miles" etc. Hopefully this is where research and development is going to go in the next few years.

The Department's proposal has the Sky Echo phased out and replaced by fully certified ADS-B after 2033 but we told them they were dreaming. Who knows where the technology is going, but the Sky Echo is very cost-effective and no one is going to throw it away. Gliders need a self-contained system like the Sky Echo and any replacement would need to be as simple and affordable.

So, should you buy a Sky Echo and be ready for any mandate that should come out in 2028 with the shadow of replacing it after 2033? Well, it's only a proposal for feedback at this stage, and they promise they will consult further. I have three of these devices for different reasons [powerflarm in glider] but it comes down to where you fly and what type of traffic you have around you.

Sky Echo supports basic see-and-avoid tactics, along with radio messages. I have found them very useful around CTAFs, where a quick look at the display shows any traffic that has not made a radio call. I then make a position report and see if they respond. In my situation, they are a great aid.

GRAHAM BROWN
AIRFIELD, AIRSPACE & AVIONICS
AAAO@GLIDINGAUSTRALIA.ORG



Power Flarm receives ADS-B signals and all IFR aircraft in Australia now have ADS-B.



Sky Echo can be displayed on Android phones with XCSoar and the Traffix app installed.

OXYGEN SYSTEMS

Complete Kits with everything you need

Using oxygen from 5000 ft has proven to be therapeutic, thinking clearer, improved decisions, and land back not feeling fatigued.



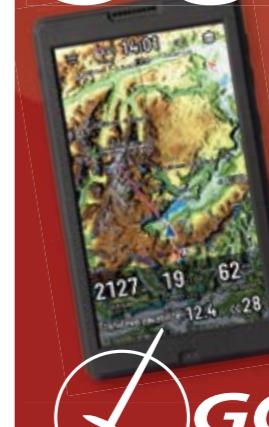
LOUDIE N

All in One Flight Computer

Packed with FEATURES

IGC Approved Model available
Daylight Screen, Long Battery Life
Connectivity with instruments
Professionally Supported Software
Free Local Support and Advice

Comes with all accessories to go soaring straight out the box



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PILOT'S GUIDE TO FLIGHT COMPUTERS FOR CROSS-COUNTRY SOARING

BY CRAIG BLUNT



ABOVE: LXNAV

This guide is for cross country glider pilots who are ready to expand their horizons. If you've ever felt the need for a dedicated flight computer because 'everyone else has one', this is for you.

A word of caution for new pilots – if you are still learning to fly or are newly solo in a single-seater and not yet venturing far from the airfield, do not install a flight computer yet. Your instructors will not be teaching you about them at this stage. Your primary focus must be on developing your fundamental skills, especially your lookout. Introducing a screen too early will distract you, slow your progress, frustrate you and increase your training costs. Most importantly, it can make you a hazard to other pilots. Your time for advanced avionics will come.

WHY USE A FLIGHT COMPUTER?

Virtually all high-performing competition and cross country pilots use a screen in their cockpit. The advantages are significant:

- Customisation: They display a vast array of information in a format you design, tailored to your needs.
- Reduced Workload: They automate complex calculations (e.g. final glides, wind components), freeing up your mental capacity for critical decision-making.
- Situational Awareness: A well configured screen allows you to absorb key data at a glance, enabling you to spend more time with your head out of the cockpit, scanning for traffic and observing the weather.

Choosing, setting up and effectively using a flight computer is an ongoing process of refinement and self-analysis.

INITIAL CONSIDERATIONS

Before diving into specific products, you need to answer two fundamental questions about your intended use, as this will influence your hardware and software choices.

- Will this be for your private glider that you fly exclusively? If so, permanent, panel-mounted installation might be ideal.

With a suitable GPS source, Trig TT22 can be used for ADS-B in gliders.

- Will you be flying multiple aircraft, including club gliders? In that case, a portable, easily mounted solution will be necessary.

FLIGHT COMPUTER SOFTWARE

Several software and hardware options are available, including these popular tools.

LXNAV

This software is integrated into LXNAV's dedicated hardware. These are premium, panel-mounted units that are tightly integrated with the glider's instruments.

- Cost: High initial investment.
- Pros: Powerful, all-in-one system.
- Cons: High complexity and a steep learning curve.

Requires significant time and dedication to configure and master. gliding.lxnav.com

SEYOU NAVIGATOR

This popular software package is used on Oudie N devices, but it can also be used on Android and iPhone.

- Cost: Annual subscription
- Pros: User-friendly interface, excellent feature set, cross platform compatibility.

naviter.com/seeyou-navigator

XCSOAR

A community of pilots and developers maintain XCSoar as a powerful, open source project.

- Cost: Free, open source
- Platform: Runs on any Android device, as well as dedicated hardware from various vendors (e.g. XCNav, Kobo e-readers, devices). It is also the navigation software for Openvario Flight Computer. You can buy or build your own Openvario using COTS hardware, Linux operating system and XCSoar. openvario.org
- Pros:

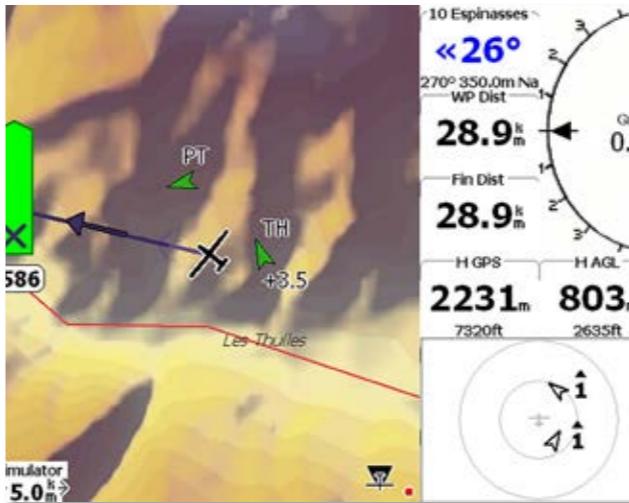
Highly customisable, extensive features, no cost.

- Cons: Can have a steeper learning curve than Navigator; Android only for mobile devices.

xcsoar.org



ABOVE: SeeYou Navigator



ABOVE: XCSoar

panel-mounted units that are highly integrated with the glider's instruments.

- Cost: High initial investment
- Pros: Powerful, all-in-one system.
- Cons: Highly complex with a steep learning curve.

Requires significant time and dedication to configure and master.

clearnav.net

HARDWARE AND INSTALLATION

Once you have an idea of your software, you need to consider the physical hardware.

- Mounting: Will you panel mount your device or use a portable mount? In club gliders, suction cups on the canopy are typically prohibited as they can cause damage. The standard is a RAM ball mount, which provides a secure and flexible mounting point.

- Power: Your device will need a reliable power source. This may involve wiring it to the aircraft's main battery or using a separate power bank for portable setups.

- Interfacing: You may want to interface your device with other instruments, such as your variometer or FLARM, to receive integrated data.

- Mobile Data: A device with a SIM card can provide invaluable real-time information, such as weather radar overlays and OGN position data for other aircraft.

DEVELOPING YOUR SCREEN PHILOSOPHY AND SETUP

Your flight computer is a tool to provide you with the information you need to make better decisions. The goal is to quickly acquire essential data with minimal distraction.

STARTING WITH THE BASICS

First, master the fundamentals. Configure your screen only with the essentials and practice using them until they become second nature.

- Moving Map: Learn how to load and modify a task quickly and efficiently.

- Wind Information: Display a wind arrow and/or numerical data. Practice interpreting it at a glance.

- Airspace: Your device will provide visual and audible alerts for airspace. Understand what these alerts mean and how to react.

• Traffic: The traffic display (FLARM/OGN) is a vital tool. Remember, it shows the last reported position of other aircraft, not necessarily their current position, and it does not display all traffic. It is an aid, not a replacement for a vigilant lookout. Fly with just these basics initially. Train yourself to find the information you need and get your eyes back out of the cockpit as fast as possible.

ADVANCED CUSTOMISATION AND REFINEMENT

Once you are proficient with the basics, you can begin adding more information through navboxes.

- Group and Differentiate: Use grouping, colour and sizing to differentiate navboxes. Information related to a specific phase of flight, such as final glide, should be grouped together.

- Use Multiple Pages: A cluttered screen is a dangerous screen. Set up different pages for different phases of flight – such as cruising, thermalling, final glide – and switch between them as needed.

- Avoid Redundancy: Do not display the same piece of information in multiple places unless you have a specific, well-considered reason.

- Declutter: Be ruthless. If you find you aren't using the information from a particular navbox, remove it for a flight. If you don't miss it, leave it off.



ABOVE: Clearnav

THE PATH TO MASTERY: SELF-ANALYSIS AND SIMULATION

The final step in learning to use flight computers as a cross country pilot is continuous self-analysis.

Ask yourself, "What mental calculations am I performing repeatedly? Is there a navbox for that? Will automating it help me fly better?" This iterative process will help you refine your screen layout and your flying.

A final, crucial note – the best place to learn how to operate your device and software is on the ground. All three major software systems can be connected to the Condor Soaring Simulator. You can gain an enormous amount of experience and build muscle memory in the comfort of your home, all year round, ensuring you are proficient with your system before you get in the air.

First published in Flightlines, the newsletter of the Gliding Club of Victoria.



LIVING IN INTERESTING TIMES

CHANGING THE FLIGHT PLAN

Have you ever planned a flight, set off, found unfavourable conditions and setbacks, and wondered whether to press on, or to modify the plan, or to come back and try again on another day? Sometimes we are tempted to press ahead and it doesn't work out.

Plan Continuation Bias affects many pilots. If something goes wrong inflight, we can find ourselves accepting those setbacks or hazards or defects or preparation deficiencies, and despite increasing evidence suggesting turnback or replan options might be better, we continue with the original plan. It's a form of press-on-itis.

I am not suggesting we should not stretch ourselves, work hard on a tougher than expected day, or attempt a demanding badge or competition flight. Nevertheless, I know the best coaches and competition pilots have great assessment skills and thresholds where they resort to alternative plans. Good airmanship and high performance require flexibility, adaptation, replanning based upon safe decisions.

As we come into our summer soaring season, please listen to the inner voice.

SO WE CHANGED THE FLIGHT PLAN FOR THE SAFETY EVENT

The GAus team had planned a mid-October Human Factors Safety and Clubs Round Table Event, to be held face-to-face in Melbourne plus online. We had a great programme lined up, with sponsorship, top speakers and workshops. It was a good plan, until some setbacks arose.

Facing increasing technical complexity and costs, we also lost one of our keynote speakers due to injury. Travel, competing commitments and timing pressures affected other speakers, registrations were slow and, meanwhile, logistics and coordination issues emerged.

As a result, we reassessed the mission, our task. The value proposition for members was our highest priority, along with returning value for CASA sponsors and workshop participants. It was a matter of risk versus reward, and quality of outcomes versus cost and schedule. Ultimately, the decision was made to replan, postpone the task and try again later. The event will now happen in 2026, after summer soaring season, with dates and venue or venues to be confirmed. Our Board and Executive, external participants and speakers remain keen to make this work.

GLIDING SECTOR SAFETY RISK PROFILE

We had also planned to have a CASA-sponsored Sector Safety Risk Profile (SSRP) workshop on gliding and glider towing safety as part of the Human Factors Safety Event. CASA has performed a number of these on various aviation activities such as agricultural and aerial application, business aviation, air displays, parachuting, air transport etc, as well as on different types of accidents.

We are still intending to hold this workshop in 2026 at the replanned Human Factors Safety and Clubs Round Table Event.

A survey was developed to assist in gathering data on risk perceptions and concerns. We are asking attendees to complete this as a preparatory exercise. That said, we would also value survey completion by members with safety risk concerns affecting gliding and glider towing. A survey link is here.

Sailplane Operations and Towing - Pre-Sector Safety Risk Profile Survey - tinyurl.com/engagesur

Your assistance is appreciated. Better data will inform clear safety priorities and better risk management.

WHY HUMAN FACTORS SAFETY IS A PRIORITY

Most of our occurrence reports, both operational and technical, indicate human factors as causes or contributing issues. So many times we hear of the consequences of airspace breaches, ground handling accidents, wheels-up landings, gable marker strikes, fuel exhaustion, runway conflicts, launch problems, near collisions, hard landings, canopy damage, flat tyres – the list goes on. Fatigue, distraction, poor checks, errors, overload, late decisions, gaps in training, oversight, lack of vigilance, multiple tasking and other issues are persistent challenges.

Working on improving our safety requires preventive strategies, reducing errors where we can, building safeguards and positive safety capabilities. We also need measures to reduce the severity of consequences, and strengthened responses when things go wrong.

Education and awareness improvements are critical, enabling positive safety conversations in clubs and competitions.

The 2026 Human Factors safety event is an opportunity for all members, regardless of experience or position, to share insights and improve awareness, and strengthen defences against inevitable human errors and lapses. GAus, CASA and other aviation groups are striving for better sharing of lessons and practicable measures that work in sporting aviation and gliding. There is much to be learned beyond the online Human Factors resources and texts we use in training.

WHEN THE WORST HAPPENS

We are aware of buzzes circulating regarding the 30 July DDSC AS33Me fatal glider accident. Speculation is a natural response, but often wrongly placed. Careful investigation, analysis and disciplined response are difficult, incredibly complex, time-consuming and legally constrained. We have to respect the interests and wellbeing of affected family and friends, GAus and DDSC members, and respect Police and Coronial-in-confidence evidence requirements. We also have obligations to discern the safety lessons, develop recommendations and actions to reduce risks of recurrence and improve emergency responses.

For this accident, the investigation was incredibly confronting and complex, with many layers of recommendations and actions.

We owe a huge debt of gratitude to a large team who have worked tirelessly in first response, accident site safety and access, cooperation with emergency services and aviation authorities. These individuals facilitated accident site inspection and on-site data collection, component recovery, flight data downloads, data modelling and visualisation, accident flight reconstruction and analysis.

On the data side, many people have assisted with pilot history collation, assessment of training and experience, aircraft maintenance and registration data collation, aircraft damage assessment, glider performance modelling, hypothesis testing, causal analysis, and developing recommendations and actions leading to an investigation report that forms part of the Queensland Police brief of evidence to the Coroner.

We owe so much to many others who have assisted



DREW MCKINNIE
SAFETY MANAGER
safety@glidingaustralia.org

in member support, counselling, pastoral care, club support and wellbeing checks.

The confidential GAus accident report provided to Police and Coroner will soon be shared with CASA and ATSB, solely for the purposes of improving aviation safety and managing actions to reduce risks of recurrence.

An edited report focussing on safety aspects and required actions will be compiled for sharing with GAus members. Improvements to our emergency response systems, and requirements for glider hazard data for emergency services and first responders, will also be published.

Vale Daryl Speight. Fly high.

WHEN THE BEST HAPPENS

What do members think about better positive reporting? Occasionally we see SOAR reports discussing safety issues where nothing went wrong, and when good preventive measures and safety decisions worked well.

I, for one, would love to see more stories about when the best happens, when someone makes positive interventions to improve safety, when someone speaks up and challenges orthodoxy to everyone's benefit.

The Safety I approach focusses on reducing human error, limiting deviations and responding to problems. The Safety II approach focusses on building positive safety capabilities, culture and collective approaches.

Recent OSTIV announcements included a discussion on changing the safety report name from incident reports to observation reports. The idea is to encourage the submission of more Safety II type pro-active reports ('I did something to disrupt/prevent an accident/incident instead of responding to one'). Our SOAR/SDR system needs improving. Do members think we need a SOAR sub-type report for simple positive safety reports? How would you like to better recognise this type of initiative and share the lessons? Give us your thoughts. safety@glidingaustralia.org

Happy landings.

See also <https://tinyurl.com/GA-safety>

DAILY INSPECTIONS THE LAST LINE OF DEFENCE



The reasons behind these failures are varied, but rarely new. Threat and error management is an integral part of airworthiness control. Most of the issues that can result in a defect being missed during a DI are generally well known, but unfortunately, many of those issues can be put down to the fact that DIs are carried out by humans, and all humans are fallible.

COMPLACENCY

The airworthiness of our gliders is assured through a multi-layered system that starts with the aircraft's design and extends through certification, manufacture, maintenance and operation. In this system some elements seem very remote from the day-to-day operations of the aircraft, others are more immediate. The part which we all engage with most frequently is the Daily Inspection (DI), which is our last line of defence against launching in an unairworthy aircraft.

Obviously, then, this is a critical aspect of airworthiness management, and the one thing that every solo pilot will undertake on a regular basis. As the last line of defence, the DI needs above all to be effective, and in this sense 'effective' means that there is a high probability that the inspection will find airworthiness problems.

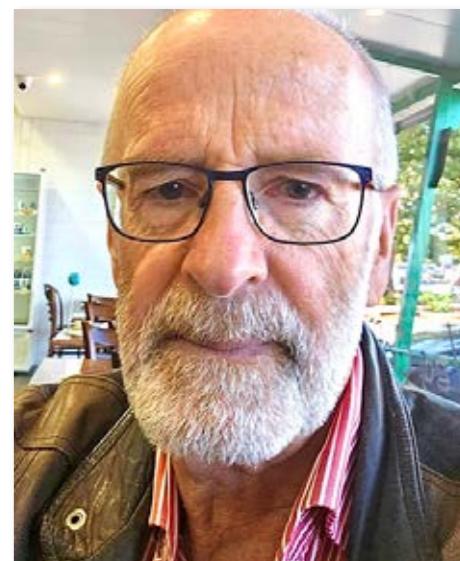
However, experience has shown that DIs are not always effective, and there are numerous examples of aircraft being flown with defects which should have been found by the DI. These range from the less serious (ie, dirty canopies, dirt and assorted detritus in the cockpit, broken undercarriage door bungees, missing or illegible placards) to very serious threats to safety (disconnected controls, unsafe l'hotellier fittings, structural damage to the airframe and wildlife stowaways).



ACCESS AND VISIBILITY

Many spots inside a sailplane can be very difficult to access, where the ability to see is impaired by structure, glare (for instance, peering into a dark compartment surrounded by white structure in bright sunlight) or simply poor access. Similarly, there are places where getting a hand in to feel for correct connections can be very difficult. In these cases, the solution can be as simple as providing shade or using tools such as a flashlight and mirror-on-a-stick.

Alternatively, touch can be employed instead of sight, and vice-versa. However, in a few places such substitution can bring its own threats. An example is checking the locking of a Polish



David Villiers
Chair Airworthiness Panel

cap@glidingaustralia.org

connector as found on Jantars and PW6s. Feeling for the correct engagement of the locking pin has been known to unlock the pin – in these cases, sight is a better inspection method and may well require using a flashlight and mirror.

TOOLS, FACILITIES AND DOCUMENTATION

Sometimes, when tools are unavailable, pilots feel innate pressure to proceed without them, similar to facilities. No one likes rolling around on a cold or stony surface to inspect the undercarriage. Having your own tools is a great way to overcome this threat, but little can be done about the cold, stony ground except to dress accordingly, even if it means getting changed before take-off.

Checking tyre pressure is another job that requires tooling – a pressure gauge, maybe a valve extension and a pump or compressor. Few club members carry these tools, so if they cannot be accessed quickly and easily, the temptation is to skip the task. A poorly inflated tyre can quickly turn into a problem given the right (wrong?) circumstances.

Documentation is also an issue. The Flight Manuals of many types of glider list items that must be inspected at each DI. So, ready access to the Flight Manual is required, particularly if the inspector is new to the aircraft.

Finally, a simple tip is access to a pen to sign the Maintenance Release. How often do we have to search for a pen, and how often have pens been found loose in the cockpit?

STRESS

We face many types of stress, and all can have a deleterious effect on the conduct of a Daily Inspector. Fatigue is particularly insidious, as is dehydration. Heat and humidity can also raise stress levels. The impact of these can lead to an internally driven pressure to get the job over with, resulting in cut corners and raised risk of missing something important. Also, do not underestimate the effects of mood on performance. An angry or upset inspector also runs a heightened risk of missing something.

Such stresses can be internally or externally driven. Conflict, personal circumstances, family and life episodes can all contribute to stress. Recognising the impact that stress can have on DI performance will help overcome these

issues, but it may be better to get someone else to do the inspection.

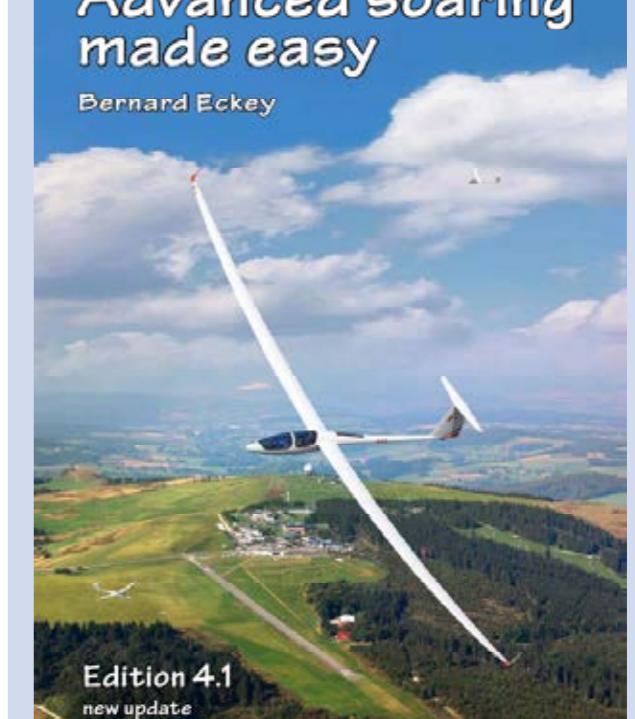
If you are too stressed to do an effective DI, the wisdom of flying should also be questioned.

TIME PRESSURE

Time is always a consideration in conducting a DI. Whether it be to assure a desired place in the launch

**Advanced soaring
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Bernard Eckey



Edition 4.1
new update

This latest edition by Bernard Eckey is a 'must have' for any Glider pilot who's interested in honing their skill and knowledge.

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queue, to make the best of soaring conditions, or simply to get the operation moving, hurrying an inspection is never a good idea. Rushing flight preparations can have effects well beyond the DI, such as poor flight and task preparation. The solution is often just a little planning. Leaving time to do a thorough DI and prepare the aircraft (and pilot) can significantly reduce stress and lower the risk of missing a defect during the DI.

INTERRUPTIONS AND DISTRACTIONS

Distractions and interruptions are a continual threat to the completion of an effective DI. Everyone has been interrupted during a DI, and everyone has interrupted someone else, but this is easily fixed. Just be aware of the impact of an interruption and try not to do it. Often, the interruption can be as simple as asking someone to puff in a pitot tube, but whatever the reason, it is still an interruption.

Annual Inspectors are often also interrupted by someone wanting their advice about an airworthiness issue of another aircraft, but Annual Inspectors are not immune to the effects of being interrupted. Consider the person being

mentally accept a less than perfect situation because it doesn't seem a threat. Accepting a reduced tyre pressure because "it'll be right" or "it's been like that for weeks" is normalising the defect. The manufacturer specified the tyre pressure for a reason, and while the aircraft may operate normally with the lower pressure, in an out landing or a hard landing the lower pressure can contribute to a significantly higher risk of damage or injury.

This tendency to accept defects is most often seen on parts which degrade slowly (harness wear, placard legibility, control free play, tyre pressure) and the problem here is that the gradual degradation is not picked up by the inspector because they are used to seeing, and accepting, the defect, not realising that it has degraded to a level where it is now a safety threat.

CONCLUSION

An effective daily inspection is our last line of defence against flying an unairworthy aircraft, and one that we carry out almost automatically. We need to be aware of the criticality of the daily inspection, and the things that

militate against an effective inspection. The GAus Daily Inspector's Handbook, AIRW-M03, provides a great deal of guidance on doing an effective DI, and in Chapter 6 has a section on the sorts of threats and errors encountered when doing a daily inspection. It would behove all of us to reread this document periodically, particularly the sections on threat and error management.

PHOTOS: From 'The Daily Inspection', a series of videos produced by Justin Couch at Southern Cross GC.

You can view them all and lots more on the GA Youtube channel tinyurl.com/GA-channel

interrupted and their task before you approach them for assistance. We are careful not to interrupt or distract a pilot during their CHAOTIC check; we should apply the same discipline to someone doing a DI.

Distractions are another issue. Something is always going on that can take an inspector's attention away from the task at hand. As an inspector there is not much that you can do to avoid distractions, but try to remain focussed on your task.

NORMALISING DEFECTS

Normalising defects refers to the human tendency to

SOARING DEVELOPMENT PANEL REPORT

The soaring season is now well underway, following the successful running of both the Club Class Nationals and the Queensland State Championships at Kingaroy last month.

Looking ahead, we have a full calendar of competition and coaching events. The Carter Cup in Western Australia will take place this month, followed by the Victorian, NSW and South Australian State Championships in December. Next, attention in January turns to the Multiclass Nationals at Leeton and Joey Glide at Benalla. In addition, a number of cross-country coaching events and Club Regattas are planned. Check the Gliding Australia Calendar for full details on all upcoming activities.

The Two Seater Nationals, originally scheduled for Kingaroy, will now be held at Narromine from 9-15 March. This event is an excellent opportunity to introduce newer cross-country pilots to both competitive and cross-country flying. Clubs are encouraged to bring their two-seat aircraft and participate in what promises to be a fun competition.

APPOINTEES TO SDP POSITIONS

Following a call for nominations, the following people have been appointed to the Soaring Development Panel:

- Chair of the Soaring Development Panel
Craig Vinall
- Deputy Chair of the Soaring Development Panel
Mike Durrant
- International Teams Manager
Ray Stewart
- National Coaching Manager
Peter Temple
- FAI Coordinator
Tim Shirley
- IGC Representative
Mandy Temple
- Chair of the NCC
Lumpy Paterson

Also, two new Regional Soaring Development Managers have been appointed. Steve Trone takes over from Mike Durrant for Victoria and Tasmania and Karsten Bojesen replaces Arnold Geerlings for Western Australia. Welcome to both of you.

Thank you to all who nominated and I look forward to working with everyone over the next year.

WELCOME TO OUR NEW JUNIOR REPRESENTATIVE ON THE SDP

I am pleased to announce the creation of a new Junior Representative position on the SDP. Our inaugural appointee is Charlie Fortunaso McKay. With junior participation playing such a vital role in the future of our sport, we recognised the need for stronger representation and input into junior development, not only on an ongoing basis but especially in the lead-up to the Junior World Gliding Championships at Lake Keepit in 2028.

The Junior Representative on the SDP will also serve as the current Junior Representative on the Gliding Australia Board. The role will focus on strengthening the connection between the SDP and the junior gliding community, helping to foster and expand opportunities in sporting and cross-country flying for our junior members.

CRAIG VINALL
CHAIR SOARING DEVELOPMENT PANEL
cspd@glidingaustralia.org

Charlie is a welcome addition to our panel, and I look forward to working closely with him in this important area.

PILOT QUALIFICATIONS FOR COMPETITIONS

Members are reminded that the Australian Nationals Competition Rules specify the minimum pilot qualifications required to enter National competitions. These include:

- Prior competition experience at a State Championship with at least 10 competitors
- A Silver Badge
- At least one 300km flight
- A GPC

While entry remains at the discretion of the Contest Director, pilots who do not meet these requirements are unlikely to be permitted to compete. Please review the Nationals Competition Rules for full, up-to-date details.

In addition, clubs and CFI's play an important role in ensuring pilots are properly prepared for competition flying. New competitors, in particular, should be confident flying in close proximity with other gliders in gaggles and be proficient in straight-in finishes, which are commonly used at competitions.

Meeting these standards not only supports safety but also helps ensure a positive and enjoyable first competition experience. If you feel you need further preparation or advice, please speak with your club coaches or experienced competition pilots - they will be more than happy to help.



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

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

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Occurrences & Incidents

All clubs and GFA members are urged to report all occurrences and incidents promptly, as and when they occur, using the GFA's occurrence reporting portal at glidingaustralia.org/Log-In/log-in-soar.html. This is always best done while all details are fresh in everyone's mind. You can read the full SOAR report at tinyurl.com/Itmko56

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

SEPTEMBER OCTOBER 2025

06/09/25 SZD-51 JUNIOR

DAMAGE NIL
INJURY NIL
ROPE BREAK AT 300FT
P1 HOURS 255

06/09/25 DUO DISCUS

DAMAGE NIL
INJURY NIL
HEAVY LANDING
P1 HOURS 2039

06/09/25 HORNET TOWPLANE

DAMAGE NIL
INJURY NIL
ENGINE FAILURE AT 300FT
P1 HOURS 600

12/09/25 GROB ASTIR CS

DAMAGE MINOR
INJURY NIL
CANOPY BROKEN AFTER LANDING
P1 HOURS 303

13/09/25 TWIN ASTIR

DAMAGE MINOR
INJURY NIL
CANOPY OPENED AT 150FT
P1 HOURS 860

11/09/25 GROB SINGLE ASTIR

DAMAGE NIL
INJURY NIL
CANOPY NOT LOCKED ON LAUNCH
P1 HOURS 28

23/09/25

DAMAGE NIL
INJURY NIL
MINOR BIRD STRIKE
P1 HOURS 109

08/08/25 PAWNEE PA25

DAMAGE NIL
INJURY NIL
PADDOCK RETRIEVE WITHOUT ENDORSEMENT
P1 HOURS 3900

30/09/25 NIMBUS 2

DAMAGE NIL
INJURY NIL
HEAVY LANDING

INJURY NIL
RUNWAY CHANGE RESULTING IN HEAD ON LANDINGS
P1 HOURS 376

29/09/25 ASH31MI
DAMAGE NIL
INJURY NIL
OVERRUN RUNWAY ON AFTER LANDING
P1 HOURS 3772

21/09/25
DAMAGE NIL
INJURY NIL
TOW ROPE STRUCK FENCE

24/09/25
DAMAGE NIL
INJURY NIL
INCORRECTLY CONFIGURED TOW ROPES

24/09/25
DAMAGE NIL
INJURY NIL
TAXIING AIRCRAFT VERY CLOSE TO STATIONARY GLIDER

24/09/25
DAMAGE NIL
INJURY NIL
INCORRECT ROPE HOOKUP

28/09/25 PW-6U
DAMAGE NIL
INJURY NIL
AIRSPACE VIOLATION

28/09/25

DAMAGE NIL
INJURY NIL
SECONDARY BATTERY POWER SUPPLY NOT PLUGGED IN

29/09/25

DAMAGE NIL
INJURY NIL
ERRONEOUS INSTRUMENT READINGS DURING TOW

30/09/25

DAMAGE NIL
INJURY NIL
GLIDER FLOWN WITH MAINTENANCE OVERDUE

30/09/25

DAMAGE NIL
INJURY NIL

BATTERY FAILURE

P1 HOURS 3900

01/10/25

DAMAGE NIL
INJURY NIL

HEAVY LANDING

02/10/25 ASG 29 E
DAMAGE SUBSTANTIAL
INJURY NIL
GLIDER HIT FENCE DURING OUTLANDING
P1 HOURS 1889

04/10/25 RV
DAMAGE NIL
INJURY NIL
GLIDER LAUNCHING AND LANDING AIRCRAFT PERFORMED GO AROUND
P1 HOURS 731

04/10/25 ASW20B
DAMAGE MINOR
INJURY NIL
WHEELS UP LANDING
P1 HOURS 3645

05/10/25 G102 ASTIR CS
DAMAGE MINOR
INJURY NIL
WHEELS UP LANDING

06/10/25 LS1F
DAMAGE NIL
INJURY NIL
GEAR COLLAPSE ON LANDING
P1 HOURS 254

07/10/25 VENTUS 3TS
DAMAGE NIL
INJURY NIL
VERY LOW LEVEL FINISH AT COMPETITION

08/10/25 LS3
DAMAGE MINOR
INJURY NIL
WHEELS UP LANDING

09/10/25 DG1001M
DAMAGE NIL
INJURY NIL
ENGINE MAST SWITCH FAILURE DG1001M
P1 HOURS 570

11/10/25 DG1001M
DAMAGE NIL
INJURY NIL
IN-FLIGHT FUEL LEAK DG1001M
P1 HOURS 577

12/10/25 J ANTAR SZD48-1 STANDARD 2
DAMAGE NIL
INJURY NIL
WHEELS UP LANDING
P1 HOURS 47

13/10/25 DG303
DAMAGE NIL
INJURY NIL
AIRSPACE INFRINGEMENT

13/10/25 JS3 MD-TJ42 JET

DAMAGE NIL
INJURY NIL
JET TURBINE FAILURE
P1 HOURS 1300

14/10/25 JS3 MD-TJ42 JET
DAMAGE NIL
INJURY NIL
BELT BUCKLE OPENED ON FINAL
P1 HOURS 382

17/10/25 LS6
DAMAGE MINOR
INJURY NIL
HARD LANDING

18/10/25 ASW2818E
DAMAGE NIL
INJURY NIL
SHALLOW CIRCUIT
P1 HOURS 2480

19/10/25 PUCHATEK
DAMAGE NIL
INJURY MINOR
GLIDER ALMOST ROLLED INTO TOW CAR

19/10/25 PW6
DAMAGE NIL
INJURY NIL
SHALLOW CIRCUIT
P1 HOURS 1020

19/10/25 ASTIR CS77
DAMAGE NIL
INJURY NIL
CANOPY OPENED DURING LAUNCH

22/10/25 ASTIR
DAMAGE MINOR
INJURY NIL
EAGLE CAME IN CONTACT WITH THERMALLING
GLIDER
P1 HOURS 250

23/10/25 PW5
DAMAGE NIL
INJURY NIL
AIRPROX NEAR CIRCUIT
P1 HOURS 329

25/10/25 PUCHAZ 50-3
DAMAGE MINOR
INJURY NIL
CANOPY OPENED IN FLIGHT
P1 HOURS 98

27/10/25 STEMME S10V
DAMAGE MINOR
INJURY NIL
UNDERCARRIAGE FAILURE
P1 HOURS 358

CLASSIFIED ADVERTISING

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

SINGLE SEATERS

VH-GMX Glasflugel H 401 Kestrel 17M single seat sailplane serial No86 \$37,000.

Price includes the glider, equipment, trailer, and Benalla hangar space S/E section. Glider available for sale, without hanger space, in which case hangar space would be available for sale after glider is sold.

Log Book 8376 hours. Nil accidents. Original gel coat surface finish good condition.

Pilot weight min 91.0kg, Pilot weight plus cockpit load max 96.9kg. GFA Form 2 maintenance release valid till June 2026. Lithium main battery & charger. Naviter S7 Electronic Vario. Winter mechanical vario. X-COM Radio with dual channel function. OUDIE 2 GPS Moving Map navigation. Airspeed indicator new face. Altimeter. Magnetic compass. Memory foam safety seat cushion, 8kg lead seat with canvas cover.

Mountain High oxygen system with large cylinder. FLARM. Parachute. Cotton covers for whole aircraft.

Tail dolly, tail parachute, ground towing drawbar, wing walker. Spare trailer wheel, wheel jack, wrench, 2 adjustable tripod trestles for de-rigging.

Comprehensive maintenance history aircraft log book. Flight Manual. Offers to **Charles Day** Phone **0438 341 876** email Charles.Day@bigpond.com



VH-VKC Std Cirrus, Sn 322 built 1973. 5180hrs, 1735 launches. PA parachute, Mountain High Oxy with 682L bottle and EDS. LX Navigation Era 57, Flarm Mouse and Microair 760 radio. Schempp-Hirth winglets and double



blade airbrakes. Fibreglass trailer with NSW rego till Jan 2026. Owned since 2010, only selling due to upgrade.

Comes with fresh Form 2, expiry Oct 2026. Based at Temora, NSW. \$16000 ono. For further info, contact **Nathan Johnson 0427673974**

VH-GME DG-100 for sale at bargain price. Well equipped with mountain high oxygen and all weather covers. Clamshell trailer. More photos here : <https://aeromarket.com.au/listings/view/1976-glaser-dirks-dg-100> \$17,800 **Nick Gilbert - call or SMS 0430099771**



VH GBX Standard Libelle 1739 hours, 1001 landings. Enclosed trailer. Raywood location. Age related sale. **Colin Campbell 0428509461**

**TWO SEATERS**

ZK-GTT Duo Discus T Manufactured in 2002 and first imported New to NZ in early 2004. The glider is in excellent condition and the original Polyurethane Finish by Sailplane Services in Auckland is still pristine. This glider has always been privately owned, always hangered and is probably the best condition Duo Discus T available in New Zealand.

- Maughmer Winglets
- Tinted Canopy
- Becker Radio
- Trig TT21 ADSB Out
- Cambridge 302 Vario & 303 Nav Display
- Flarm
- SPOT tracker
- LXNav Mouse logger

- EDS Oxygen
- Komet Trailer in good condition. Suspension replaced and brakes upgraded in 2020.

Total Hours: 1750, Engine Hours: 55
Price NZ\$280,000 or near offer. **Contact Trev Terry +64 274 908 566 or Rob Lyon +64 21 324 232**

VH GIE Duo Discus 1/5th share in one of only two



privately owned Duo Discus in the country and arguably the best presented Duo. She is normally hangered at Warkworth NSW. This is a great cross-country machine that is very capable and a social way of getting around or to just boat around the valley on a Saturday afternoon with a mate. International pilots maybe considered. Very competitive at 20m national level and has regularly attended. Whether you need a two-seater to gracefully age out of the sport or are looking for a share in a high performance 20m two-seater this maybe your machine. It is beautifully set up and easy to rig. Kylie and I rig it on our own most times with no lifting required. All remaining shareholders have interests in other aircraft so access is seldom a problem. Asking price \$42k **Neil Bennett 0435 210 321**



VH-VHI Grob TwinII Acro \$40,000 ONO Bundaberg Gliding Club Good condition PU paint new harness, new front canopy, Flarm, B700 vario, VHF radio both have rear repeaters, 2x tow hook, 600kg AUW well maintained all ADs up to date, a joy to fly as a trainer/solo/ or just take your mates, 5320 hours 12200 landings with single axle refurbished trailer new brakes/tyres/paint/lights/wiring Contact **John Godfrey 0417071157**

**MOTORGLIDERS**

VH-IIY LS4A TOP TTIS 2,700h, 1,135 landings, engine 82.9 h. New Form 2 prior to sale / December 2025. Gelcoat in good condition. Open Vario, mini OzFlarm, Becker (AR 4201) 720 channel radio, Lxnav S8 vario/computer, Cambridge 302, 57 mm Winter ASI and Altimeter. Mountail High EDS oxygen system. National parachute. Tow-out gear. Some glider and engine spares. Kerry covers. Good trailer. Based at Warwick Queensland. \$50,000. **George 0448 676 499**. Email: ls4top@live.com.au



VH-GNM - LS4a TOP Motor Glider 2,389 hrs 747 landings 71 hrs engine/prop. Aircraft in Good Condition. MH portable EDS oxy. National 425 chute. Dust Covers. Fuselage refinished with Prestic 2381 in 1989. Wings refinished with Ferro in 1990. Aircraft always hangared. Private owner. Enclosed Trailer. Tow out gear. \$50,000

Contact Ron rkrock5@bigpond.coM



VH-UVM Ventus 3M /18 Available for immediate delivery and very competitively priced compared with a new self-launching glider. Location Queensland can deliver as far as Narromine. Late 2021 build. LX9070, Trig Dual watch radio, Flarm Fusion, IMI tow gear, Cobra metal top



continued over page

CLASSIFIEDS

trailer. Latest version of manuals and firmware. Twin wing fuel tanks. Solo fuel injected engine. Clouddancer all-weather covers. Less than 500hours airframe and 18hours engine at time of posting. Form 2 Sept 2026. \$400,000 pam@kurstjens.com 042 989 8872

VH-GAA Schempp-Hirth Nimbus 3Dt (1986) and trailer Reasonable condition although has not been flown for some time. Located and available for inspection at Bacchus Marsh. \$80,000 ono. **Felicity Griffin - 0414 817 533** or felbentley@gmail.com

VH-HDE DG400-17m Long-time owner selling because of his advancing age. TTIS 5,192h, 1,132 landings, engine 252h (SMOH 49h). DG Service contract, Form 2 to September26. PU paint in excellent condition. LX8000 with voice module, Flarm, and FlarmView. Funke ATR833-II radio, T&B, EGT. MH oxygen with decanter, Strobl solar, bugwipers, strobe light, Confor foam. Parachute (2018) with ELT. Tow-out and one-person rigging gear. Critical engine spares and tool kit. Good dual-axle trailer. Based at Raywood. All reasonable offers considered terrybellair39@gmail.com 0418587760



VH-FFP G109 airframe 2182 hours, Limbach L2000 eb 222hours, Limbach 4 plug heads with secondary electronic ignition 222 Limbach upgraded inlet manifolds, near new carburetors, external oil filter and oil cooler, Hoffman prop overhaul(Hoffman) 94 hours Microair radio and transponder, sky echo, all ad's up to date, wing spar spigot pins replaced, new harness, new battery, good condition, original gel coat, fresh form 2 Easy and simple to fly / operate flown several morning glory clouds from Burkettown one owner pic last 25 years \$38,500 ono Hervey Bay

John Godfrey john.gliding@hotmail.com 041707115



VH-SIW SILENT 2 Targa 13.5 mt SN/2029 384Hrs,164Landings,29Hrs Motor.Self Launcher/One Person rig/derig.All tow out gear,Dust covers 2 Canopy covers. Parachute.Great panel Flarm LX S3+Oudie2 .Current Form 2 for new season.Cobra Trailer in excellent cond...Also

Hanger spot at Benalla with solar panel /controller carpeted 2 Lockable Cabinets \$90,000.Negotiable **MARK BART SIMPSON 0438 562309** bartasw28@gmail.com



VH-GFG Dimona H36 MKII (tail dragger)
S/N: 36254

With a new form 2 this beautiful aircraft is ready to soar the morning glory.

Fulfil your dreams and complete your bucket list. Engine Limbach 2400: SOH 462hrs. TBO 1200hrs Propellor Hoffman: (Fine, Cruise, feathered) SOH 10hrs. TTAFF: 2563 Location: Bacchus Marsh VIC \$65,000 ono AUD. The aircraft is in good condition inside and out, always hangered. At last form 2 all new fuel, oil lines and fire sleeves firewall forward, brakes overhauled, new oil sensor and new rocker gaskets fitted. **Dave Goldsmith** daveandjenne@gmail.com 0428450475



VH-YBE ASH25 self launching Motor Glider. It's your choice, use a tug or launch yourself 25m and 26.5m options very good condition 3330 hours, 1300 landings Motor Rotax 505A 147 hoursAccessories and parts inc. Full set of Jaxida covers, solar panels on engine doors, spare engine with muffler and much more Anschau Trailer Contact Dieter, preferred contact by email admin@sdr13.com or phone 0428 860 160



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