

GLIDING

AUSTRALIA

Issue 8 September - October 2012 www.soaring.org.au



WORLD GLIDING CHAMPIONSHIP

UVALDE - TEXAS



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JUNIOR PRE-WORLDS
WENLOCK OLYMPIAN**





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GLIDING AUSTRALIA

No. 8 September - October 2012

COVER PHOTOGRAPH: EDDIE NOVAK ASK21MI VH- GDE, WITH ERNY RANFTL AND EDDIE NOVAK FLYING OVER THE WARRAGAMBA DAM IN THE BLUE MOUNTAINS WEST OF SYDNEY

2 FROM THE PRESIDENT & NEWS

What's happening in the Australian gliding airspace.

4 DEVELOPMENT & OPERATIONS

To decide on the focus for your gliding club, Terry Cubley helps us identify - what is gliding's product?

8 GLIDING SIMULATOR

The GCV's simulator is now fully up and running. Graham Garlick tells us how the GCV went about designing and installing it.

13 BENALLA 60TH ANNIVERSARY

On 24 November the Gliding Club of Victoria (GCV) is holding a Hangar Dance to celebrate the 60th Anniversary of the GCV keeping its permanent base on Benalla Airfield.

14 WORLD GLIDING CHAMPIONSHIP - UVALDE

The Australian Team Captain gives us the low-down on Uvalde 2012 plus the best from the competitor's blogs.

28 PRE-JUNIOR WORLD CHAMPIONSHIP - LESZNO

Wes Myszak is no junior, but he flew the pre-worlds and gives our juniors an insight into flying around Leszno.

33 GLIDER - NEWS FROM SCHLEICHER

34 GRAMPIANS WAVE

Geoff Vincent tells us about the weather needed for good wave flying from Ararat and about his recent flight above 23,000 ft.

36 VINTAGE GLIDING

The Midland Gliding Club teamed up with the Vintage Glider Club to host the first ever Wenlock Olympian Games Gliding Competition, featuring gliders harking back to an age when gliding was briefly an Olympic sport.

40 COACHING AND COMPETITIONS

As the Australian summer season approaches we give a run down on the plethora of coaching and competitions to help you plan to get the most out of the season.

44 CLUB LISTING

46 CLASSIFIEDS & EVENTS

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We invite editorial contributions. Please email magazine@sec.gfa.org.au Other large files and photographs and can be uploaded at www.soaring.org.au/ga

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INSIDE THIS ISSUE

14



28



36



24



GFA OFFICE

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SUBSCRIPTIONS

Non GFA members are welcome to subscribe to Gliding Australia. 1 year is \$45 inc. GST. International rates are available online.

Find out more about gliding www.gfa.org.au/New2Gliding



FROM THE PRESIDENT

Welcome to another edition of our gliding Australia magazine. We've had so many positive comments about the first seven issues, and hope to continue to meet expectations. Of course, we rely on our members to contribute articles of interest, and encourage you to submit stories about your gliding experiences, to share with us.

In this issue you will read about the Australian team, representing us at the 32nd World Championship held in Uvalde, Texas, USA. I am so proud of the achievements of the entire team, and congratulate the pilots and crew on their successes. Top 5 in the Team cup shows that Australia is certainly a centre of excellence in gliding.

I have just returned home for the Annual General Meeting held in Adelaide. The annual report is available on our website, under Documents, so please take a look, and feel welcome to ask questions if you have them.

Thank you so much to the members who made the effort to join us, especially those who participated in the Member Forum at the Gawler club house.

There were some excellent topics raised. The common theme being that we, the Board, and GFA officers can do much better at communicating with the members. And we can, and it is a two way street: in order to improve our performance, we need feedback from the member, so I encourage you to let someone know when things aren't working for you... And if you feel you aren't being heard, try speaking with

someone else. With our club system, there are many who can help you within your own club, and we also have an excellent group of Regional Technical Officers (RTOs) in Operations, Airworthiness and Sport. Of course, there is also the Secretariat, the Executive and your Board.

Importantly, we rely on you to read what we send you! Often "the GFA" will write to you or your club, advising of say, a change to procedures, and then, after some time, will get complaints about a lack of consultation. This is extremely frustrating for all involved, GFA and members! We are considering changing some of our consultation processes to try to improve outcomes, but we do rely on you to be involved too!

As part of the AGM we hold an awards night. (Thanks to Tim Shirley, for arranging all of this). Congratulations to all our deserving recipients. Our special guest was Marcia Cavanagh, our retiring Secretary of 10 years. Many of your know Marcia personally, and we all miss her presence in the Secretariat, though wish her all the very best for the future.

Marcia was able to present Jerry Wells with his Life Membership, and it was a



very special moment for both!

The next few months will be busy, as I have aviation forums to attend, GFA meetings, including our Strategic Planning weekend for the Board in November. I would very much appreciate your thoughts on our strategic plan (go to the website under Documents, Administration). Please read it, consider the needs of the membership, and sport as a whole, into the future, and let me, or your Regional Board Representative, know your ideas.

Enjoy this issue of your magazine. As always, keep in touch, and I look forward to meeting you at an airfield somewhere!

Go well.

ANITA TAYLOR
PRESIDENT
president@sec.gfa.org.au

GFA AWARDS 2012

Several GFA Awards and other trophies were presented at the GFA Awards dinner in Adelaide on Saturday 25 August.



In addition to the GFA awards an **FAI Airports Medal and Certificate** was presented to Kevin Lewis in recognition of many years of service to Air Force Cadets in South Australia. In particular, Kevin was recognised for the work he has done in acquiring and maintaining Motor Fakes to provide training and air experience to cadets.

The Ryan Award for services to Airworthiness was presented to Edwin Grech Cumbo for his tireless work in support of the Airworthiness function of GFA and his work in the GFA Office to improve airworthiness systems.

The Martin Warner Trophy for the greatest gain of height for the season

was presented to Rick Agnew for a gain of height of 21,588 ft flown from Bunyan on 22nd September 2011.

The Wally Woods Trophy for the longest distance flown in the season went to Matthew Scutter for a flight of 1016km flown from Gawler in his LS4 on 22nd January 2012.

The Bob Irvine Trophy for the longest handicapped distance (which cannot be the same flight as the one which wins the Wally Woods Trophy) also went to Matthew Scutter for a flight of 891km flown from Gawler on 25th February 2012.

Winners of the summer Decentralised Competition were also announced, in three categories:



ABOVE: Kevin Lewis shows his FAI Airports Medal and Certificate.
RIGHT: Jerry Wells was awarded Life Membership of the GFA photographed with Marcia Cavanah and Anita Taylor.
BELOW: Three life members

Top 50: Tobias Geiger, GCV Benalla Pilots with over 200 Hours: Terry Ryan, Southern Riverina - Tocomwal.

Pilots with less than 200 Hours: Jacques Graells, Lake Keepit.

In addition to these awards, **Jeremy (Jerry) Wells from Western Australia was awarded Life Membership of the GFA.** Jerry was a GFA Councillor from 1983, spent many years as GFA Treasurer, and for most of the last 30 years has also been the GFA Computer Officer, guiding the organisation in strategic IT matters and personally maintaining and supporting the GFA's computer systems, a role he continues to this day.

FAI GLIDING BADGE REPORT TO AUGUST 2012

A. BADGE

| | |
|------------------------------|-------|
| SANDY GRAHAM | 11767 |
| LE FEUVRE ANDRE FILIP | 11768 |
| EHRET STEPHANIE CRISTEL PAGE | 11770 |
| MACLEAY CLAUDE PETER | 11771 |
| CHAN WING YAN | 11776 |

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|---------------|
| BEVERLEY SC |
| NTH QLD GC |
| NSW AIR TC |
| NSW AIR TC |
| DARLING DOWNS |

A & B BADGE

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| WALL ROBERT JOHN | 11766 |
| SCOTT CHRISTOPHER | 11769 |
| PAULSEN BRUCE HAROLD | 11775 |

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|----------------|
| BEVERLEY SC |
| BALAKLAVA SC |
| LAKE KEEPIT SC |

B & C BADGE

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| HOLMES NIGEL ERIC | 11470 |
|-------------------|-------|

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| LAKE KEEPIT SC |
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C BADGE

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| PACE ADRIAN VICTOR | 11730 |
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| NSW AIR TC |
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A. B. C. BADGE

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|-----------------------------|-------|
| STRAUSS JESSICA MARIE | 11764 |
| HORVATH (ALEX) SANDOR CSOUJ | 11772 |
| FORD KENTON | 11773 |
| BROOKS DOUGLAS ROBERT | 11774 |

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|---------------|
| BALAKLAVA SC |
| CABOULTURE GC |
| MT. BEAUTY GC |
| BOONAH GC |

DIAMOND DISTANCE

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|----------------------|
| TROLLIP GORDON RALPH |
| DEAN ALAN DAVID |

| |
|-------------|
| BEAUFORD GC |
| GEELONG GC |

DIAMOND GOAL

| |
|------------------------|
| BRADBURY STEPHEN DAVID |
|------------------------|

| |
|---------------|
| MT. BEAUTY GC |
|---------------|

GFA AWARD NOMINATIONS

Every year the GFA recognises members who have made outstanding contributions in various areas, including Sport, Operations, Airworthiness and Administration. They are awarded annually at a dinner accompanying the GFA AGM.

In general, these awards are given for services to the GFA as a whole. It would not be usual for someone to receive one of these awards if their service was associated with a single gliding club, no matter how outstanding that may have been.

The available awards are:
The Ryan Award – for outstanding service in the field of Airworthiness
The Hoinville Award – for outstanding services in the field of Operations
The W.P. Iggulden Award – for

outstanding services to gliding in general

The J.R (Bob) Muller Award – for outstanding services in the promotion of gliding

The Wally Wallington Award – for outstanding services to the sporting aspects of gliding

Life Memberships may also be proposed using the same process

Nominations should be sent to me at tshirley@internode.on.net, including a brief (1-2 page) citation.

The nomination period opens at the beginning of May, and closes on 31st July.



DECIDING ON THE FOCUS FOR YOUR GLIDING CLUB

In the early days of our sport in the 1950s, gliding was a new challenge, an opportunity to fly for relatively low cost and be involved in a range of experiences from helping build a new glider, to launching, to actually learning flying skills. Later, it was possible to slowly develop soaring skills and extend the flying experience. The club-based system provided friendships and shared adventure. The gliding movement thrived and grew across Australia, in city clubs and remote country clubs alike. Some 130 clubs across all states combined to reach a peak membership of over 4,500 in 1974.

WHAT IS OUR PRODUCT? - DEFINING OUR OFFER

Move the clock forward 40 years and all has changed. Many country clubs have vanished completely and the large clubs are struggling to retain members.

One of the major changes over recent years has been the growth of alternate aviation options - paragliding, hang gliding, ultralights, microlights, and so on - which have all grown their membership at the expense of General Aviation and gliding to name a few.

In the early days, the common aim was learning to fly, but now the population has a much broader range of objectives. With so many forms of flight available they are looking to see what

specific products each form of aviation has to offer, and what value these products add.

Each sport offers an entry into aviation with varying benefits:

- Ultralights offer cheaper flying with much less bureaucracy than General Aviation, plus a range of cheaper aircraft and even home built aircraft.

- Paragliders offer ease of access to a launch site, limited expenditure to purchase 'aircraft' and fairly quick delivery of basic gliding skills with solo standard achieved very quickly.

When we consider what these other sports offer their participants we need to identify what gliding offers that is

different and what sets us apart. What product does our sport offer that will attract people to join and stay, and how well do we deliver what we promise?

WHAT IS THE GLIDING PRODUCT?

1. Is it learning to fly? All forms of aviation offer basic flying training as a core enabler. When you look at the cost and ease of developing core flying skills, ultralights are actually more effective than gliders - you can book a set time, fly for a set period, follow a set syllabus, and all at a reasonable price. Consider the commitment to learn the same skills in gliders:

- You need to attend for 4-5 hours to get even one hour's flying - or you may not actually get a flight in some clubs on some days.

- You have to push gliders around and take your turn to help run the whole operation.

- The cost of the launch and the glider for a short flight means your hourly charge is quite high.

- If the weather is poor your flight might be quite short with limited learning opportunity.

If our product was the provision of basic flying skills then we would be quickly out of business. We just can't match it with ultralights.

2. Is it cheap flying? Generally not. Some remote winch sites with older gliders and a strong 'club culture' can provide flying at low cost, but generally this demands a large commitment of time and energy to share the workload. This is very attractive to those who are seeking the club scene, but society in general is moving away from this approach and even these clubs are shrinking.

3. Is it access to high tech equipment that looks great? In some clubs this is available. The costs are usually higher, but for members prepared to pay the bill, they can add value. The hard part is maintaining the high standard of new equipment. It doesn't take long before the equipment ages and starts to look a little shabby. It is a case of matching your resources to the market you are trying to attract.

4. Is it access to a club atmosphere? One thing that most powered flying operations cannot provide is the club atmosphere that is inherent in many gliding clubs. We need help from one another in order to fly, which encourages and relies on a positive club

atmosphere. In many ways this is a significant benefit that gliding offers.

THE BASIC GLIDING PRODUCT - SOARING

The examples above indicate some variations within the product offering, but the basic product must still be attractive to new members, and delivered as promised. Fortunately our product can be thought of as different from merely learning to fly.

Our product is the challenge and excitement of soaring a glider, learning to use movements in the air to maintain flight for extended periods and interpreting the weather so as to achieve extended flights in a variety of conditions. Whether we use these skills for local soaring or for cross country flying, it is this challenge that makes gliding a sport rather than a pastime or a means of commuting through the air.

Our offering has some similarities to hang gliding and paragliding - all are soaring sports. We give up easy access to a launch site, such as a local beach or hill top, and relatively cheap aircraft, but benefit from higher performance, greater comfort, less exposure to risk and the ability to fly in a greater range of weather conditions.

Some gliding clubs and members have focused their whole approach to our sport on teaching only the basic skills - on flying a glider solo. Not surprisingly, these operations are experiencing a rapid decline in membership and utilisation as a result of the high turnover of membership. The reasons are obvious - it is hard work, gives limited flying opportunity and is expensive. Plus, when someone does get through the system and has gone solo, if no new challenges are offered to them, they will move on to find something else of interest.

Gliding clubs need to consider what value they add, how they promote the sport of gliding and deliver on what they promise. Provided the new member is introduced to the challenges of soaring flight alongside their basic flying training, and they are given increasing challenges to develop soaring skills once they have gone solo, then we are delivering on our promise and stand a much better chance of keeping the new member in the sport.

NEXT STEPS

Survey and discuss with your members what they are interested in getting from their involvement in the

sport. Don't just ask your older members what they want - you will get the views of those who already like what you offer. You also need to ask the views of new members and those members who are leaving.

Make sure that you provide an opportunity to experience different aspects of the sport, either through specific activity days at your own club or through visiting other sites, e.g. winch launching, aerobatics, cross country, motor gliding, ridge sites, wave sites or flying different gliders.

BEST PRACTICE

- The Caboolture club, due to its location, close to Brisbane and tourist areas, has a major focus on passengers and training. They also travel regularly to Jondaryan so that their new members can experience cross country flying. Many of their members are now members of both clubs.

DEVELOPMENT

If you have any questions or feedback please contact me at the email address below.

TERRY CUBLEY

CHAIR, DEVELOPMENT PANEL

CMD@sec.GFA.org.au

OPERATIONS PANEL NOTES

The GFA Operations Panel is continually reviewing operational standards, safety and training to ensure the GFA meets its statutory obligations and to ensure good governance and compliance.

As part of this process the panel often receives suggestions from members aimed at improving the way we do things. Ideas are circulated to the Regional Operations Panels comprising Level 3 Instructors and CFIs for comment and, where an idea is found to have merit, a recommendation is formulated by the GFA Operations Panel for presentation to the GFA Board for approval.

At the GFA's annual Operations Panel Meeting over the June long weekend a number of recommendations for changes to our rules and regulations were submitted to the Board for approval. The more significant changes and proposals are detailed hereunder.

INSTRUCTOR MEDICAL STANDARDS

One of the issues examined was the medical criteria for Flight Instructors, which was prompted by correspondence from one of our Regional Operations

Panels suggesting that Instructors should be subject to similar medical standards as Charter Pilots.

It is recognised that flying a sailplane is a complex task involving perception, good judgement, adequate response time and reasonable physical capability. It is also recognised that a range of medical conditions, as well as certain treatments, can impair any of these factors. Such impairment may adversely affect flying ability, possibly resulting in an accident causing injury or death. The potential risks to third parties, in a world that is becoming ever more litigious, means that the GFA and its member clubs have to act responsibly. It was felt the current system whereby an Instructor can self-declare their medical status does not exhibit the validity which the public might reasonably expect.

The opportunity to consult on this issue subsequently came during an Operations Panel meeting in another Region and there was unanimous

support for all Instructors to have, as a minimum, a Medical Practitioner's Certificate of Fitness. In light of the feedback received from our experts in the field, the GFA Operations Panel concluded having a higher medical standard for instructor pilots demonstrates sound risk management practice and meets our 'duty of care' obligations as a responsible organisation and GFA Board agreed.

How does this compare with practices elsewhere? A review of medical requirements for glider pilots in other countries revealed the following -

The Soaring Association of Canada permits glider pilot license holders to self-certify but requires regular medical examinations for gliding instructors.

The British Gliding Association requires pilots to hold a medical declaration endorsed by their GP, or an alternative and recognised medical certificate. Instructors in gliders normally need to hold an unrestricted

continued over page

INVITATION
to the
Gliding Club of Victoria's
celebration of
60 years in BENALLA

The Gliding Club of Victoria invites you to attend a 'HANGAR DANCE' being held to celebrate the 60th anniversary of the club relocating from Melbourne to BENALLA

Date: Saturday 24th November
Location: Benalla Aviation Museum Hangar Benalla Aerodrome
Time: 7.30 till Midnight
Music: 'Jazzaratta' jazz band
Theme: 40s, 50s, 60s, Prize for Best Dressed
Drinks: Fully Stocked Bar
Tickets: \$30 at the Hangar Door or buy on-line at:
<http://www.experienceflight.com.au/gcv-hangar-dance>
Dinner available at GCV clubhouse from 5:30 at extra cost
Bookings essential, Tel: 03 5762 1058 **E:** gliding@benalla.net.au
GCV Website: www.glidingclub.org.au

NPPL medical declaration.

The New Zealand Gliding Association requires a Medical Practitioner to certify all pilot medical declarations.

The Soaring Society of South Africa requires a minimum of a Class IV medical issued by a Medical Practitioner.

EASA requires Light Sport Aircraft (Sailplane) pilots to submit to an examination by a GP in addition to a check of medical records. Holders of a Sailplane Pilots License require an EASA Class 2 medical.

It is proposed to phase this in with the pilot's next annual declaration that falls due after 90 days from the date of promulgation of this requirement. A notice will be issued confirming the commencement at a later date.

Medical standards for pilots is quite topical at present. CASA has recently introduced a new simplified and streamlined medical certificate system for pilots who operate aircraft for private and recreational purposes. The new medical standards are based on the Austroads unconditional motor vehicle driving licence standard, with a range of aviation specific additional requirements covering areas such as cancer, heart failure, head injuries, epilepsy and musculoskeletal disorders that can pose a safety risk in aviation. However, this reduction in standards comes with a cost, such as:

Pilots must operate at less than 10,000 feet above sea level in visual meteorological conditions.

Pilots may carry only one informed and consenting passenger on board, which is not an issue for glider pilots.

Pilots under 65 years must renew and re-register their certificate every two years, while those over 65 will need to do this every 12 months.

GFA's requirement of either self-declaring or being examined by a legally qualified medical practitioner and found fit to fly doesn't have any restrictions. Similarly, the GFA Medical Practitioner's Certificate of Fitness is valid for four years in respect of a pilot aged 40 or younger at the time of examination, or two years in respect of a pilot aged over 40 at the time of examination.

WINCH/AUTO LAUNCH 'TOO SLOW' SIGNAL

A number of members approached the Panel recommending the GFA adopt the the British Gliding Association's (BGA) decision to dispense with the 'Too Slow' signal. The BGA had undertaken extensive research and concluded the

'wing waggle' was a dangerous manoeuvre at low speed, especially where high wing loadings caused by rotation and the pull of the wire are evident.

Although opinion was varied, the Panel was cognizant that there have been accidents in Australia where a low-speed 'wing waggle' may have been a contributing factor. It was against this background that the Panel decided to consult on the matter and, during July last year a draft Operations Directive dealing with the Winch/Auto launch "Too Slow Signal" was circulated to members of the Regional Operations Panels for feedback.

Based on responses received and further discussion at the June 2012 Operations Panel meeting, the Panel agreed to dispense with the 'Too Slow' signal and adopt the BGA practice of increasing the minimum safe speed to 1.5Vs. This recommendation was accepted by the GFABoard.

INSTRUCTOR STANDARDS

A component of the GFA's Safety Management System is the biennial Operational Safety Audits conducted by the RTOs/O or their delegate. These audits are designed to assess the operational management and control systems of an Operator or Club, and each audit is conducted in a standardised manner to achieve consistent results. The GFA's Operational Regulations and Manuals of Standard Procedures are the primary reference documents.

While most clubs and operators are found to be compliant, it has become evident that instructor standards are inconsistent across the country.

There is a good article in the September, 1987 edition of the Gliding Australia magazine that gave a history of Instructor training in Australia and the decisions leading up to the introduction of the training system we currently have in place. The current system was devised to improve instructor standards that were then considered lacking.

The current system of club preparation, one-on-one mentoring or courses has worked well over the years but there has been little focus nationally on maintaining instructor standards across the country. This lack of oversight coupled with the decline in membership has seen the National Gliding School, which once was the bastion of our standards, fade into history.

During a Regional Operations Panel meeting this year the opportunity was taken to discuss instructor standardisation and what could be done to improve same. The RTOO of the Region came away with a recommendation that GFA introduce formal Instructor Refresher courses and to make attendance at a course mandatory.

This recommendation was discussed at great length at the annual GFA Operations Panel meeting and it was subsequently agreed to introduce a refresher course based on a four-year cycle. It was determined that all Level 1 and Level 2 Instructors must attend a refresher course in order to be eligible for listing on their Club's 'Active Instructor Report', that is, to maintain their rating. In the intervening years annual instructor revalidations will be conducted by the CFI using an enhanced syllabus.

The mechanics of the refresher course is still to be developed but it is envisaged that sufficient courses will be available in the four-year period to ensure Instructors do not have difficulty meeting their attendance obligations.

Regional gliding associations have indicated a willingness to financially support these initiatives to allay costs of participation.

GFA SAFETY MANAGEMENT SYSTEM (SMS)

The SMS is an important aspect of the GFA's safety culture but its adoption by Clubs has been sporadic. In order to get some traction to have all clubs implement the system, the Regionall associations have committed to support a National drive.

To facilitate this, the GFA Board has appointed Peter Gray to the role of National SMS Co-ordinator attached to the GFA Operations Panel. Peter will work with Regional Facilitators to assist clubs implement the SMS. It is expected that the National Facilitator will provide guidance to the Regional Facilitators and drive the implementation, and will provide regular progress reports to the Chairman of the Operations Panel.

GA

OPERATIONS

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

CHRISTOPHER THORPE
CHAIR, OPERATIONS PANEL
cop@sec.gfa.org.au

FIRST MODIFIED AUSTRALIAN BLANIK FLIES



The first L-13 Blanik to have the full 'Llewellyn' modification performed by ARMCOM TRUST to the latest version of STC SVA-542, Bundaberg Gliding Club's VH-XQO, has flown. CASA issued the exclusion to EASA AD 2011-0135. The first flight was recently. Here is the first launch, with Bundaberg's CFI, John Godfrey, who said it flew beautifully.

The club was particularly pleased that the allowable pilot weight is now 182 Kg

This aircraft now has a fatigue life of 8500. The mod. to VH-XQO took a long time, because there was a lot of refinement to the details of the work instructions and some minor drawing amendments.

The FAA Small Airplane Directorate inspected VH-XQO whilst it was being modified; the official FAA reaction was: "An Australian STC exists that corrects

the wing attachment issue, but Australia and the U.S. do not have a bilateral agreement to accept Australian STCs on third party aircraft. However, if the rights to this STC were obtained by a U.S. entity or an entity residing in a country with which the U.S. has a bilateral agreement, that entity could apply for an STC."

See <http://www.ssa.org/files/member/Public%20SSA%20Convention%20Document%203b.doc>

The FAA has yet to approve the German modification, which does not increase the fatigue life. Bundaberg Gliding Club offers an invitation to all other clubs and members to come and fly XQO and see for yourselves.

The company that carries out the modifications is Armcom armcom.com.au

BLANIK VH-GPS BACK UP SOARING WITH THE EAGLES OVER DIXALEA



During Easter another Blanik (Llewellyn L13A-1modified) got some air time after being off line for about 18 months. Blanik "GPS" made a total of six flights over the Easter break at Central Queensland Gliding Club at Dixalea. Although the airborne times varied from 5 minutes to 1 hour.

20M NATIONALS

Please note new dates for 20M two seater Nationals at **Narromine are January 22-31.**

Change due to conflicting dates with Joeyglide. The competition will be held as a standalone competition this year rather than as part of the Club Class

RANGA SCHOLARSHIP APPLY NOW

The winner for 2012 was Phoebe Hayes from Kingaroy in Queensland..

If you would like to apply for next year start working on your application NOW. Applications close 3rd July 2013.

The Royal Australian Navy Gliding Association Scholarship is administered by the GFA and will be awarded annually to a suitable applicant. Since the aim of this scholarship is to encourage new people to take up gliding the applicant must ideally have had no previous hands on flying training or at least not have progressed beyond the ab initio gliding training syllabus
http://2009.gfa.org.au/Docs/news_articles/RANGA_Web-1.pdf

ENGINEERING COURSE AT BSC



Len Diekman will lead another engineering course at Bathurst Soaring Club Sunday 14 - Saturday 20 October.

Engineering courses are held in each state under the umbrella of the state gliding associations for the purpose of training pilots to be certified to carry out Form 2 inspections on gliders.

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

The course takes gliders that need a form 2, typically gliders that have some problems, and the object is that by the end of the course the Form 2 will be completed.

There are places still available. Contact the club secretary or check www.bathurstsoaring.org.au

GLIDING SIMULATOR

BY GRAHAM GARLICK



The GCV's simulator is now fully up and running. It has the potential to greatly enhance the club's training capabilities and open up the skills of gliding at an earlier stage to more people. Graham Garlick tells us how the GCV went about designing and installing it.

A simulator for the Gliding Club of Victoria, GCV, was first mooted in an address to members by the then president Vivian Drew in 2006. This remark was prompted by information received from Lasham, UK where they have a simulator installed. Then, in 2010 Graham Garlick visited the Yorkshire Gliding Club and observed CFI Andy Parrish upgrading an instructor using their simulator.

The demonstration of the effect of controls was realistic and this was followed by a flight which convinced Graham that the introduction of a simulator as part of Gliding Club of Victoria had merit.

This was further supported on his return to Australia when he took up an appointment as a simulator instructor on a newly installed fixed based simulator which had the same architecture as that of the Yorkshire simulator, albeit decidedly more expensive and sophisticated.

A meeting was then held at the Oxford Aviation Academy Moorabbin to the launch the project. A flight through the Swiss Alps stimulated interest and cemented support. The success of the Lasham and Yorkshire simulators proved that the project was feasible if supported by the skill base within the membership. A component list with costs and encouragement by David Latimer of the Yorkshire Gliding Club gave further confidence that the project would be successful.

The GCV simulator design criteria demanded a 2 seater generic trainer, preferably flapped, with airbrakes, undercarriage and a 180° visual display. Suitable wrecks were difficult to obtain as many cockpits are damaged during accidents. The Blanik aircraft remained grounded, except for the 'Llewlyn' mod, so there was hope. GRP Plastic was impossible to obtain, but during a visit to Tocumwal, David Riley of Riley Aeronautics pulled out a dusty wrecked IS28 formerly operated by the Alice

Springs Gliding Club. This was acquired and David salvaged the wreck, trimming the excess fuselage and searching parts before it was transported to Melbourne.

The project group then divided into teams. One re-built the cockpit, the screen and the mounting frame. One group purchased an Apple computer, Matrox head and Silent Wings software. Another group purchased the USB controller, built the control system and purchased the warping software for the cylindrical screen. Others helped with fundraising.

Steve Hobby and Phil Henderson transformed the wreck into a simulator by stripping and re-skinning parts of the fuselage, and then painting and naming it GS1.

Alby James and Deniz Ture toyed with potentiometers, and Alby and the team tweaked the controls. Testing was started with an old laptop, 'Silent Wings' Software, and one overhead projector.

Five months into the project, excitement began to build. The next task was to transport this sizeable unit to GCV's base at Benalla. The shell was delivered with care to the clubhouse and operations began on the ground floor to gain member interest. An appeal to members for donations was essential, because up to this point the project had been totally funded by the project members.

Funding was launched by a generous donation of \$1,000 by one member and in all 23 members donated. The committee offered to back donations 1-to-1 up to \$2,400. With fund raising dinners the \$2,400 was passed and the kitty doubled to over \$4,800. At a previous airline fly-in \$1,200 had been raised and earmarked for upgrading a kitchen. This fund was redirected, raising the total to \$6000. The project was now risk free with a clear objective to complete the build and start generating a cash flow usage charge for the simulator.

PROJECTORS

The next stage was the installation of the three projectors, a Matrox box and a computer.

The installation coincided with the hottest weekends of the summer. Richard Gynes, our graphic guru who had selected the projectors and computer, and installer Phil Henderson sweated in sauna like conditions.

A 180° wrap-around seamless screen was selected to teach scanning and to ensure that students demonstrated an effective lookout during training, which Phil installed.

The GCV design criteria demanded springs to effect feel rather than the bungee system, employed by Yorkshire GC, this allows adjustments be easily made by changing spring tension with added adjustments to the software, giving a representative feel.

We selected the Norwegian Silent Wings software after receiving advice from Yorkshire GC that it was the only program that would work with three projectors and one computer. The Condor system was also trialed - this is popular product within the gliding club community, but our research indicated that Silent Wings is a better option for us.

John Wharrington, Aeronautical engineer, and Scott Penrose Programmer, had previously worked on producing scenery Condor scenery for NE Victoria, and John now set about improving the format and adapt it to Silent Wings.

One of the most demanding issues was screen distortion caused by trying to display a seamless image through three flat screen projectors. Discussion between the 'nerds' came up with differing views. Eventually their research indicated that a seamless image could be achieved by using warping software, but we would have to purchase it and it was decidedly expensive. This problem was resolved by using a combination of John's own software, and a proprietary package sourced by Alby.

By this time the demands on processing were becoming too great owing to the extensive terrain, addition of clouds, sailplanes, and rapid manoeuvres. The original computer was replaced with some misgivings amongst the team but the frame rates increased as a consequence and the display quality was improved.

The three projectors were stabilized by Peter Martin and



Deniz Ture [Electronics], Steve Hobby, and Alby James [Electronics].



Three Benq projectors are mounted on the ceiling.

the installation was further enhanced by Garry Albett beefing up the display screen and installing a work station.

USING THE SIMULATOR

The simulator is now being used to research the use of simulation in the teaching cross-country flying by Tim Shirley, GFA scorer and coach. A cross-country course has been trialed with 4 students. Peter Gray, head of GFA operations has introduced the concept of simulation to the Victorian Soaring Association's CFI's and senior instructors. Convinced, Eddie Maddern of Sportavia is proposing to bring his instructors to Benalla for annual refresher training. It is also being used in support GCV instructor training.

INTERNATIONAL INTEREST

The simulator is raising interest within the international gliding community. In February Carlos Stipidic of CPV-Chile visited Benalla and flew the simulator on his return to Chile he raised the topic with his club. Subsequent to this the manager of CPV-CHILE visited the Lasham and Yorkshire Clubs to look at their simulators. Alby James is now in Chile installing the electronics in a Blanik fuselage simulator based on the GCV facility.

The direct cost of the simulator was \$10,000. The running costs are at present supported by a modest fee of \$10 per hour to members, however viability will depend on how much use it gets. If a utilization of 400 hours per annum is flown it is expected to give a modest cash flow surplus to continue the development and cover running costs.

The next phases of development will be in improving the quality of the software in particular the on ground graphics of the Benalla airfield.

GA

SPECIFICATIONS

We started with an Apple computer with bootcamp to make it a dual boot system, this was later replaced with a Windows PC with aa Intel i7 x 6 processor and an ATI HD Radeon 7850 2 Gig video card. Running Silent Wings, Windows 7 operating system.

Matrox triple head video splitter for the cylindrical screen. A 3.6m diameter cylindrical screen. NTHUSIM warping software to remove distortion from the display.

Three short throw Benq flat screen projectors. Local environment scenery and a Leo Bodnar USB joystick controller.

10k linear potentiometers for the analogue inputs. Micro-switches for digital control inputs.

Linkages and push-rods for the various controls.

GS1, the GCV's latest addition to their fleet.

60TH ANNIVERSARY OF GCV AT BENALLA

BY ROBERT DORNING



On November 24 the Gliding Club of Victoria (GCV) is holding a Hangar Dance to celebrate the Sixtieth Anniversary of GCV having its permanent base on Benalla Airfield. GCV was formed in 1929, but for 23 years it had a nomadic existence. It moved from site to site flying from many different locations and often its base was a shed well away from an airfield or a flyable paddock. This article is a brief history of how GCV came to be based on Benalla Airfield.

ABOVE: Benalla Airfield looking at the apron and the main hangar complex.

BELOW: The famous GCV thermal sculpture.



GCV came into existence at a time of intense interest in gliding. In June 1929, the National Geographic magazine published a 30 page feature article, incorporating some 40 photographs, on gliding at the Wasserkuppe in Germany which fired the enthusiasm of many world-wide. In Victoria in early 1929 Percy Pratt, a commercial aircraft constructor, gained a lot of publicity for flights he made at Geelong in primary gliders his company had built. At this time gliding received a lot of publicity in the news media and magazines, particularly "Popular Mechanics". As a result many gliding clubs were formed (many short-lived) at this time.

ZOEGLING

From its beginning GCV's membership was drawn from the large population centre of Melbourne. Flying got under way quite quickly in primary gliders built by Percy Pratt's firm in Geelong and the Lark built by the Larkin Aircraft Company on Coode Island. GCV's first glider was a Zoegling (named the Falcon) built either by Percy Pratt or by members from plans and blueprints published in an American

magazine? Early flights were made at Geelong Aerodrome, Essendon Aerodrome, Tower Hill (15 km north-west of Warrnambool) and Coode Island. The Club's first president was Ray Garrett and his gliding logbook has been donated to GCV by his 2 daughters (it is on display in the GCV Clubrooms). The logbook records flights from September 1929 to August 1931 with most flights lasting between 10 and 30 seconds. However, Ray set a British Empire duration record of 1h 54m 0s at Tower Hill in May 1931.

In the second half of 1930 the Club lost use of Essendon Aerodrome where the Falcon was flown from the "little slopes" near Moonee Ponds Creek on the north-eastern side of the aerodrome (near the present-day Pascoe Vale Rd exit from the Tullamarine Tollway). Club operations were transferred to Rosanna (a 15 minute walk from the railway station). Soon after, flying operations were relocated to Coode Island (Fishermen's Bend) with occasional expeditions to the hill sites of Tower Hill and Mt Fraser (beside Beveridge on the Hume Freeway north of Melbourne).

LAVERTON

In 1937 training operations were transferred to Laverton and a small hangar at Beveridge was extended to 100 x 20 feet. Membership had grown to 37. A small hangar was built at Laverton which allowed the 2 primaries to be stored in a rigged condition. A Grunau Baby (a hot ship at the time) was imported from Germany (the first glider

imported to Australia) arriving in August 1937. Launches was mainly by car tows and bungee launches. Thermals began to be explored and cross-country flights made. There is a film about gliding at Laverton which tells of a glider flight from Laverton to Beveridge. In 1938 all the major Australian gliding records were gained by GCV members in the Grunau Baby. However, at the onset of WWII, the Club was excluded from the area due to its proximity to the neighbouring airforce bases.

MORDIALLOC

After a break of almost a year, training operations resumed briefly at Belmont Common near Geelong late in 1940, until the field was occupied by a military camp in July 1941. The Club then shifted to a field at Mordialloc and the Laverton hangar was shifted to the site. Although there were difficulties at Mordialloc the Club remained there for 6 years. Winching became a regular part of the Club operations at Mordialloc. A number of winches were built. Away camps to Beveridge continued throughout this period.

In the early 1940s, GCV embarked on a 5 - 6 year stint of building of equipment, including gliders and winches, and repairs to gliders. Most of the work was carried out in the workshops of 2 brothers at Fawkner. Whatever the reasons, when Mordialloc was abandoned, gliding operations were moved to nearby Fawkner and Reservoir and in 1945 a new field at Somerton became available. Over this wartime period of relocation, repairs and construction, flying activity suffered.

GLIDING MECCA

In 1947, GCV's first Christmas camp at Benalla (195 north-east of Melbourne) was organised with 22 pilots attending over a 14 day period. Unprecedented cross-country flights were made. Aerotows were available behind a Tiger Moth. A gliding Mecca had been discovered. These Christmas camps were held each year until the Club relocated to Benalla at the end of 1952. However despite the success of the 1947 camp, flying and membership began to decline. Back in Melbourne it was necessary to transport gliders and equipment each weekend to a flying site. The Grunau was blown over at Somerton requiring extensive repairs. At the 1948 Christmas Camp the Merlin,



TOP: Benalla c. 1940

LEFT: Benalla Nationals 2012

BELOW: Benalla Club house today.



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TOP: Benalla Airfield from within a gaggle of thermalling gliders.

ABOVE: GCV President Robert Dornin in front of the historic photograph in the GCV clubhouse.

the Club's 2 seater, was badly damaged. A Slingsby T31b 2 seater was imported as a kit to be assembled in a new workshop at Merlynston which had been built by members. The T31 wasn't finished until 1953. Another Grunau Baby had been purchased in unfinished condition and completed by members. A more powerful 2 drum winch was also constructed.

Moreover, the Beveridge hangar was rebuilt twice after storm damage before finally being destroyed by a wind storm in 1948. It would seem early glider pilots had a tougher time in pursuing their sport than we later pilots! Nevertheless, they established the pre-conditions of what we enjoy today.

JIM BARTON

At the beginning of 1952, the then Club Treasurer, Jim Barton, proposed to the GCV Committee that it establish its base at Benalla and approach the airfield owner, the Federal Department of Civil Aviation about moving onto the airfield on a permanent basis. Negotiations were cordial and agreement was quickly reached. The Club moved to Benalla Airfield in November 1952 with the large

Bellman Hangar being made available for Club hangarage and the Caretakers Hut for Clubrooms. In the following 60 years GCV has established a magnificent home for glider pilots on Benalla Airfield and hopefully has made a useful contribution to the City of Benalla. After moving to Benalla the Club went through a period of consolidation, but by the end of the 50s had embarked on a period of strong growth which eventually led to the modern era.

PLEASE COME TO OUR HANGAR DANCE ON NOVEMBER 24 AND CELEBRATE WITH US GCV'S 60 YEARS ON BENALLA AIRFIELD.

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UVALDE: VIEW FROM THE GROUND

BY TERRY CUBLEY
PHOTOS: THE AUSTRALIAN UVALDE TEAM



Terry Cubley was Co-captain with Mandy Temple and took on the primary coaching role for the team. An experienced world comp pilot and current national champion, Terry was able to provide support for the team pilots with an ongoing review of performance, advice on techniques and consideration of a range of tactics. Mandy fulfilled the more traditional role, acting as team manager dealing with administrative issues and interacting with the organisation.

SUCCESS

The world gliding championship at Uvalde was very well organised and run. Great weather combined with the policy of long tasks meant a total of 800,000km flown - the distance to the moon and back.

Uvalde produced the most successful Australian team result ever achieved, with Australia punching well above its weight, placing 6th in the Team Cup while currently ranked 11th in the world.

Although no individual placings were achieved in the medals, this was not without clear chances for success. Two of

the team were well placed to finish in the medals with only three days to run, and both finally placed in the top ten in their respective classes.

Highest placed Australian pilot was Bruce Taylor from Kentucky in NSW, who placed 6th in the Open Class, just losing grip on a podium finish in the last couple of days.

Another likely podium finisher was Tom Claffey from Sydney, who won two contest days but was overrun by the strong Polish, British and German teams in the last few days, finally placing 10th.

Brad Edwards was unlucky not to place in the top 10, missing out on 10th place by only 20 points out of a total of over 12,000. Brad won the world championships when it was last run in Uvalde in 1991, and came out of retirement over the past two years to qualify for a place in the 2012 team.

David Jansen from Brisbane also won one day during the event and was well placed early in the second week, but a couple of bad days at the end dropped him out of the top eight.



Lisa and Peter Trotter, first ever husband and wife team to be selected by any country in any world gliding championship, successfully team flew to finish mid-field in a very competitive class. Lisa placed just behind current women's world champion Susan Schoedel from Germany.

TEXAS HOSPITALITY

We were made so welcome by the whole town of Uvalde and in particular by some of our host families. It would have been possible to attend a party every night, and we had to disappoint quite a few locals who invited us to their homes for dinner.

Team members were invited to stay with a number of families. The Taylors, Taylor crew, Cubleys and Mandy Temple were guests of Rick and Elaine Lutton. This became party central where over 12 people gathered for dinner on the quiet nights, growing to more than 30 on the crazy nights. The swimming pool was a great draw card as the hot days turned into very warm evenings. Rick and Elaine have no involvement in gliding, but became instant Aussie supporters, caterers and hosts. We can never thank them enough.

The official Aussie sponsor was Roadrunner Energy, and we had the best looking 'float' for the opening parade, our very own Thomas the Tank Engine. Everyone we met were enthusiastic about joining in and becoming part of the festivities. Almost makes you feel important!



PHOTO: YASUHIRO YAMA

TOP: The Australian team paraded through the town of Uvalde in 'Thomas the Tank Engine'.

MIDDLE: The Australian team enters the stadium at the opening ceremony.

BOTTOM: The Uvalde grid from the air.



TOP: At morning briefing in the Nerve Centre.

TEAM SUPPORT AND PREPARATION

The Australian team was very strong, well prepared and well supported, enabling our pilots to compete on a level playing field and demonstrate their capabilities. The total team was 22 Aussies plus three 'new Aussies' from the USA.

The team really committed over the preceding 15 months, with all pilots attending the pre-worlds in Uvalde last year, flying multiple nationals comps plus a one week squad week in March. David Jansen shipped his glider across to the USA at great personal expense, and although he could not attend the squad week he arrived in Uvalde four weeks before the comp started, giving him over 80 hours of practice at the site when the competition commenced.

Our biggest concern was the extreme weather conditions we faced, with high temperatures and humidity starting quite early in the day, and the cumulative impact of this over a large



number of days. Also, the prospect of a flat tyre on the grid always loomed due to 'the world's largest thorns'. Repairing such a problem would be quite debilitating for any pilot involved. To resolve these two issues, we encouraged pilots to have sufficient crew to enable the pilot to stay away from the airfield until launch time, so that they could stay cool and prepare for the flight, rather than use energy for less beneficial purposes. The second approach was to arrange for three specialist crew members as a 'SWAT team' prepared to overcome any problem with suitable equipment for potential issues.

The SWAT's were Alex Wallis on instrumentation, electronics and weather, Mike Maddocks handling Cambridge instruments, repairing gliders and fixing trailers, and Paul Weeden as glider repairer, translator and general handyman.

The SWAT team showed their capability when David Jansen had to return due to an airspeed indicator problem. The wing never hit the ground. Every (glider) orifice was cleaned out while an umbrella was held over the pilot, ASI was checked, the glider was hooked on and he was back into the air within five minutes. Then they did the whole thing again to help another pilot with a similar problem.

We did check out the main wheel replacement system, but this was to help Thomas Gostner the Italian pilot who had a puncture on the Diana. This happened twice and Paul Weeden the American/Aussie became an honorary Italian also.

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COMPETITOR'S BLOG

During the contest the competitors posted their experiences on blogspot. Following are redactions from Tom & Kerrie Claffey, Terry Cubley and Mandy Temple,

SATURDAY 28 JULY 2012 OFFICIAL PRACTICE

Six Australian pilots had arrived by Saturday, 28 July 2012 for the Official Practise at Uvalde 2012, and booked in for scrutineering.

The team's room was right next to the briefing room, where they made a major effort to erect the radio aerial on the roof. By Sunday the aerial was built and, with a base radio provided by David Jansen, they were ready to communicate with pilots over 100km away. The day's best distance at 118km maintained a strong signal.

The hot weather and high average speeds, around the 150kph mark, were expected to continue for a few days. On the Tuesday 31 July with a forecast of 39C max temp with 1-2/8th of Cumulus, a racing task was set between 550km to 590km. The launching was managed using two grids, which caused a few logistical problems for some teams. With two Australian captains, however, the team had one for each grid.

Wednesday, 1 August was a real South Australian blue day, not an Uvalde blue day with 2/8th Cu. As the temperatures increased toward the max forecast of 39.5C, close to a day record, 3.25 AAT for all classes was set. Friday, the day before the official opening, was tough and only Brad and Bruce flew - 5,000 feet and getting lower as the flight went on, but both kept all their water on, operating about 57Kg/m2. They said that the glider climbs well at these heavy wing loadings.



TOP: Tom Claffey waits for launch with Kerrie and Team Captain Terry Cubley.

4 AUGUST OPENING CEREMONY

On Saturday 4 August, the 32nd FAI World Gliding Championship in Uvalde Texas was officially opened. The event had attracted 120 pilots from 40 different countries, and to demonstrate its importance and the level of local support, Highway US83 going north from the Mexican boarder to Canada was shut down for an hour for a parade to the Honey Bowl stadium, observed by people sitting on the side of the road waving.

DAY 1, 5 AUGUST

The first day of competition, Sunday 5 August, brought very changeable conditions, from European style CUs to rain showers. Pilots found good climbing, interrupted by long glides through still air before climbing again. Later the sky returned to a more normal Uvalde day.

In Open Class, Bruce came second with 995 for a good start and Brad worked hard to return in 9th place, having to cross a blue hole after rain. The task, approximately 600km, unfortunately sent the 18m gliders into rain showers early. There were many low and slow finishes and some outlandings. As storms headed towards Uvalde it was a bit of a race to get back without getting washed out of the sky.

DAY 3, 7 AUGUST

The team had all had solid flights on Day 2, leaving the placings very close with 900 point scores in 15th position, but by Tuesday, Day 3, everyone was out on quite long tasks, over 600km for the smaller wings and 714km for Open Class. They flew with 1/8-2/8 of Cu and benign winds.

DAY 4, 8 AUGUST

Day 4 brought an interesting finish. At 5.30pm, the gliders all had over 200km to fly on task, the sky was grey with spread out

from the storms up north and winds were strong from the associated gust front. The 15m pilots initially planned to land 40km out at the Batesville airfield. The crew were sent off with the trailers to meet them, but then had a call that the pilots had found a 5kt climb on the gust front and were now heading for Uvalde. The crew returned the grid, and as it got darker they called the pilots to advise that they had to be on the ground by the end of legal daylight at 20.23 to avoid a penalty of 10 points per minute. Team Captain Mandy Temple said it was the first time she has had to tell a pilot to land to get a better score.

As the minutes passed it became clear that while they might be able to squeak into the airfield at Uvalde, a paddock was the safest option. The trailers were re-hitched and the crews set off again. They gliders landed safely 5km away. While they had crossed the finish ring 15km away and had clearly finished the task, they were below the minimum finish height of 3000ft minimum, with a penalty for the first 100m low, then an outlanding at the ring, and consequently received distance points rather than speed points.

DAY 5, 9 AUGUST DAY WIN FOR TOM CLAFFEY

David had a re-alight on Day 5 due to a blocked ASI. Once he had called on the radio, they had the crew waiting when he landed. Someone grabbed his wing as he slowed, the offending tube was cleared out and he was re-launched in 5 minutes with out getting out of his glider.

Tom Claffey achieved an official day win in the 18m Class. He had a great start just behind a good group on a day forecast for possibility of storms, which never emerged in the task area. He slowly caught up to the gaggle from behind, and at the second turn made a tactical decision to go a bit further from the big climb with the idea of joining the bottom of the gaggle, but all of the others had left.



WEATHER MONITORING AND REPORTING

The big weather issues facing the pilots were the development and movement of thunderstorms on a number of days, and the movement of the sea breeze front from the South and East.

Alex Wallis was our weather man and he was perpetually engaged with monitoring the huge range of weather data. Alex developed a close relationship with the world comps weather guys, Dan Gudgel and Walt Rogers. This introduced a number of other weather sites that helped in particular with sea breeze predictions and monitoring.

Due to having the two best radios and aerials at the comp, Aussie base and House base, we were able to talk to our pilots up to 140km away from base. This meant that Alex could provide ongoing weather updates throughout the whole of the task, providing some confidence for the team and also a couple of critical pieces of information which assisted the pilots to make some key decisions regarding track.

Feedback from all team pilots included praise for the work that Alex did with his forecasts and monitoring role.

PILOT DEMANDS

This was a very tough event in extreme conditions, comprising seven Official Practice days and 13 contest days with daily temperatures from 35-42 degrees, sitting in the cramped cockpit for six hours each day. Each day was a sprint race but with the overall feel of a marathon event.

It was obvious that all pilots were getting tired as the event unfolded, and our team focussed on trying to protect the pilots as much as we could.

As well as the physical strain, the mental demands were also growing daily. Pre start gaggles, start time decisions, constant decision making regarding track and climbs, unlandable terrain, variable weather including storms and sea breeze - all of these factors wear down the pilot progressively throughout the event.

All of our team managed this whole process very well, and on the last contest day were as able as any other pilots in the event, if not more so.

After 30km or so he saw the gaggle coming low from his right, and he ended up on top once again. He maxed out the next sector from in front and then alone for most of the way home. He slowed down a bit as the lift reduced in a normally weak area and pulled up to an efficient final glide. The stats showed 98.8 mean L/D and 19 per cent thermalling. Bruce Taylor had a good day also and moved up to 2nd overall.

The days typically started at about 7am in the cool of the morning when the crews watered and staged the gliders. Staging is a process of positioning the gliders next to the runway, in grid order, while the airport is still open. After a 15 or 20 minute briefing at 10.15, the pilots returned to the Australian base for a team briefing. Launching was typically at around 12.30 to 1pm, when the day was already pretty hot, after pushing the gliders onto the strip half an hour before first launch.

Launching usually took an hour or so. The tugs overflew low next to the grid and drop their ropes from around 30 to 50ft up. The airfield is quite small so the 15m and 18m



OPPOSITE TOP: Brad Edwards does his battle dance before launch.

OPPOSITE CENTRE: Lisa Trotter climbs into her glider, aided by Peter Summerfeldt.

OPPOSITE BOTTOM: Peter Trotter stands by the tail of his Ventus 2bx.

LEFT: Mike Robin, Peter and Lisa Trotter, Gary Pearce and Peter Summerfeldt take to the shade.

BELOW: Pilots wait at a dusty launch point.

ACCIDENTS AND INCIDENTS

There were two major accidents and also one incident with great potential for much worse, plus a 'touch' during the practice period resulting in a damaged winglet.

One Czech pilot in an ASW22BLE self launched but failed to lock his airbrakes. The glider left the ground just before the far end of the runway, some 5,000ft later, and then disappeared in a cloud of dust just before the end fence. The undercarriage and bulkhead were damaged and the pilot could not continue in the competition.

Despite the many close gaggles there were few reports of dangerous actions or mistakes. However, a mid air collision

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gliders launched off the main runway and the Open Class launch from the parallel taxi way. After launch the crew retire to the air conditioning in Aussie base and communicate gate openings and start times. While the pilots were out on task, Alex and Terry relayed weather information such as storm cells and sea breeze position. With pilots in three different classes flying three different tasks created quite a bit of work for them, but it was very helpful. Around 6 to 6.30pm the first finishers would appear and by 7pm most were home.

DAY 7, 11 AUGUST

Bruce and Brad did well on Day 7. David and Tom got together and started last, 10 minutes or so behind the winners. A low point just after the first turn slowed them down, and they had to fly around a storm before heading off into a not quite 'right' sky. As the task was 692km fixed, the day was long and they slowed down at the end, losing a couple of places overall. They landed at nearly 8pm after expecting to land by 7pm till half way around the flight. The

Trotters went through the 15k finish ring below minimum finish height, and scored as outlanding and then actually outlanded rather than flying home to avoid a penalty for landing after sunset, similar to the situation on Day 4.

DAY 8, 13 AUGUST

Forecast storms from 1630 prompted interesting start time decisions on Day 8, calling for an early start to be conservative with a short AAT task. Tom said, "I was struggling to get height to start with the gaggle as most left. As it happens we all had waited a little as we thought the storms would be later and conditions were soft. David started with the English pilots and called to say they were coming back for a re-start just as I got up to start. The Poles had also come back and the Germans were hanging around, so I was in good company. I started after the Polish trio but soon got well above them. Later in the flight I nearly caught them again and beat them on speed - it was one of their worst days."



ABOVE: Tom Claffey prepares for take off and (just below) grabs a picture from cloud base over Uvalde.

BELOW: Bruce Taylor's JSI -C 21 gets tied down for the night.

OPPOSITE: Anita Taylor assists Bruce before launch.



occurred in a gaggle on the second last day, possibly related to the comments above on pilot fatigue. It appears that one pilot pulled in a thermal surge and struck the glider above. One pilot was able to land back at Uvalde while the other had to use his parachute. There are no traces available so we have not identified any specific cause.

One near incident was an EB28 self launching when lots of yelling caused the pilot to stop. The crew then quickly removed the tailplane cover that had been left on. Much discussion followed about whether the glider would have left the ground or not.

THE OPPOSITION

The standard of the competition has to be experienced to be really understood. As one of our pilots said, "In an Australian nationals, if I make a mistake I may be punished by two or three people. In this world comps, any small mistake WILL be punished by 20 or 30 people." Twenty to 30 pilots in each class are as good as or better than the best pilots in Australia, so a good placing requires consistent, high standard flying.

When I look through the traces and statistics of the top performers, it is very obvious that there are a small group of pilots who consistently perform at an even higher standard than the other great pilots. What they are able to do is simply impressive.

The two best pilots in 15m class were undoubtedly Sebastian Kawa who finished in 1st, and Mathias Sturm coming 2nd.

Kawa is very good at obtaining impressive glide angles and staying relatively high, tending to do a lot of searching for lines of lift – resulting in much greater glide angles, very rarely getting low, but the distance he travelled is consistently higher than the distance scored. For example, if task distance was 600km, distance actually travelled might have been 650km. On a number of occasions Sebastian focussed on staying high, even taking multiple small climbs just to stay in touch with the better air below cloud base.

continued over page



The English team's restart worked and Mike Young was now in the lead - just! The 18m winner made a 1530 start and was lucky not to be caught by the storm.

Australia's Open and 15m teams generally had a fairly steady day. Lisa was doing well in the placings and Michael Sommer was starting to creep up.

DAY 9, 14 AUGUST

A maximum of 38.5C with scattered CU was forecast on Day 9 with some cirrus expected in the task area but no storms today. There was also an inversion, which meant climbs to 8,500ft or 11,000ft if the inversion broke. Because Day 8 had brought a wind change as a storm gust front hit during landing, for a while they kept taxiway 15 and runway 33 in use during the change over. The pilots managed it well.

After a good start, Tom caught the Poles - four counting Jerzy, the Canadian - and flew with them, gradually catching up with an earlier gaggle. At about turn 4 or 5 he lost the leaders as they split up a little. As the day first softened where it had rained the day before and then streeted home without a turn, he could not catch up. The leaders beat me by more than he gained at the start, however, 7th with 946pts keeping 6th overall was not a bad day. David had started a bit earlier but they met up after the 2nd last turn and flew home together.

DAY 10, 15 AUGUST DAVID JANSEN DAY WIN

David Jansen won the day! A short AAT of 3 hours 30 mins was set due to blue conditions and strong winds and 3/8th

Cus with 15kt winds. Dan the Met man, backed up by later data from Alex, advised pilots to start early, which David did to great effect, becoming the only pilot over 140kph. As Tom headed to the start line he met a huge gaggle. "We played the start game right up to my late leaving time for the conditions," he said.

"As often happens I dropped off with a few others and did my own thing for some time before joining a group for the last 150km. I was to beat them in with a 100km plus final glide. David had given me some info which helped me maximize the time under CU and lessen time in the blue. The Poles and Brits started late and suffered. This brought David up to 11th overall and I remained in 6th, but closer to 2nd place than before."

IN THE NERVE CENTRE

According to Terry Cubley, the weather man had initially predicted a 7pm finish, but later brought this back to 6.30pm. Alex reviewed the data and it looked like a possibility that the day could even be over by 6pm. Terry said, "We discussed it for some time and came to the decision that the team would be better off starting earlier than planned. All the pilots were in the air so we had to try and let them know this view without revealing all to the world. Every team has a number of radios monitoring the other teams, so there are no secrets. With careful wording around Queensland time and cane toads, we got the message across!"

"David was the first glider to start for the comp. Peter and Lisa were second to start in 15m, with Brad and Bruce in Open class. Tom mixed with the gaggles for a short time and



Matthias Sturm was more direct in his track, often staying on track more closely than any others. He consistently used far fewer thermals than others and his percentage thermalling was much lower. His cruise speed appeared to be 5 to 10 knots slower than others. Matthias had one really bad day when he got low on two occasions and had to use weak climbs. This cost him the competition. It seems that Sebastian's approach of staying high kept him much safer and able to avoid any disaster.

Some general observation regarding the top performers in all classes

Stayed much higher than our pilots
Worked fewer thermals
Cruised slightly slower
Very carefully played the start tactics
Flew as a close team with one or more other pilots, sometimes from another country.

NEW GLIDERS

The Open class was certainly the most exciting regarding the range of gliders competing, many having their debut at this event.

The old gliders included the ASW22BLE, Nimbus 4, ASH25. No doubt that these are now outdated in such a high level event, although local Ron Taberay achieved 10th place in his ASW22.

The EB28, a 2-seater, is reasonably new but doesn't quite match it with the single seat gliders.

The EB29 has been a previous winner and was again well flown by Michael Sommer into 2nd, his lowest placing for quite a few years.



TOP: The Texas landscape stretches out below a classic Uvalde day.

BELOW: Gliders queue up on a busy launch grid.

then started with one of the earliest groups in 18m. For the rest of the day we nervously watched the trackers to see if we had made the right call and given the right advice. Around 5:30pm Alex advised that temperatures were rising."

The Australians were back before 6pm and everyone waited. The main groups returned by 6.30pm, but then a few of the later starters began to struggle. The day did finish early, though not as early as predicted, but as it turned out thermal strengths and heights were not any better for the later starters, and it was a little bluer down south, so no real penalties emerged for the early starts.

"On the positive side," Terry noted, "David easily won 18m and Tom, Bruce and Brad scored 920-970 points. Peter and Lisa were disadvantaged by not having any gaggles to help through the weaker sections of their tasks, and without the couple of low points would have placed well. Those teams who got caught up in start tactics started very late and the day died, scoring in the low 700 points range. This has opened opportunities for Tom and David in 18m class." With three days to go and a potential for some podium spots, Terry also indicated a cunning plan was underway.

DAY 11, 16 AUGUST

On Day 11, Tom reflected on the previous day, and his and David's early start together to avoid the day ending too early. It hadn't worked well, producing a result of 20th for Tom and 31st for David.

Tom said, "Today I started with a fast group including the Jonkers and Ronald Termaat. Uys and Ronald had got ahead of me in the rankings yesterday. The day went pretty well until we all got low from pushing too hard. We should have stopped in one of the better climbs and topped right up to cloudbase. 150kph was only good enough for 17th! I'm still in 9th overall, back into 6th possible with a good last day. David did better with a 6th place."

DAY 12, 17 AUGUST

From the ground on Day 12, it looked like a classic Uvalde day with 8,000ft CU bases and great streets. The Australian pilots looked happy at the end of their 620-680km speed tasks, finishing a little before 7pm. Most had started just before 2.30pm with a 7pm ETA, and came back early.

Quintus and Antares 23 have the same 23m span wing on either a Nimbus 4 fuselage or Antares fuselage. They appear to be quite similar as you would expect. The Quintus placed 1st, 4th and 8th, and the Antares 5th.

The JS1C-21 is a 21m version of the popular 18m glider. It placed 3rd, 6th and 9th and was the prettiest looking glider.

The Concordia was certainly the most exciting, a one-off 28m span development, designed and built by USA team pilot Dick Butler with help from Loek Boermans. It must have been really pleasing for Dick to design and build a supership and then fly it in the world comps, placing 7th. Someone reportedly asked Dick, "So this would have cost you 2 million dollars?" to which Dick supposedly replied, "Probably a little more."

One nice bit of data was that on the second last day the Open class flew 685km at 155 to 157kph. The JS1 had an achieved glide angle of 132.5, and the Concordia an amazing 147.4. The EB29 on that day only achieved 88.7.

THE FUTURE

From a coaching and development perspective, we learned a lot from this event. The level of support for our pilots that was provided at Uvalde was a benchmark for our team and is critical in the future to allow success. Coaching and developing the key teamwork and start tactics are also necessary improvements. I personally believe that it will be impossible for an individual, talented pilot to win a world event under the current tasking arrangements, so we must look at how we can develop these techniques in Australia to give our talented pilots the opportunity. This may be through changing the way we play our game, through improved coaching techniques and/or through increasing participation from overseas pilots.

Brad commented that it was like the good flying days in 1991, and much closer to the great final glides experienced last year. He reckons that he is now ready to start the comp – and has just had the right amount of practice! All were final gliding from 140km away, and picking up glide and speed just by flying straight under the streets.

Tom Claffey was frustrated with reaching 150kph and only making 17th place, but said with a smile that the close racing was worth more than 900 points. All Australian pilots did well and David Jansen placed 6th with 952 points for the best result. Peter and Lisa were having a great day when their class was cancelled as a consequence of a mid air collision. It is great news that pilots Peter and Louis are both OK. We have no news on how this tragic collision happened.

DAY 13, 18 AUGUST FINAL DAY

Storms were forecast for the afternoon of the final day, and the 3 hour AAT was set with room to move according to the storms. Though everyone was shaken by the previous day's mid-air collision and cautious about the weather, thankfully



TOP: David Jansen shows off his glider to some locals.
ABOVE: Lisa Trotter enjoys some time out with Paul Weeden.

the pilot who bailed out was OK and all teams were prepared for a great last day.

Tom, facing three places to re-gain, said he had made some bad decisions yesterday, starting just behind Jerzy but then flying a very different path. "Jerzy beat me by over 20kph," he said. "It was by far my worst day and I dropped down to 10th overall, which was a bit disappointing because a reasonable day could have brought me up to 6th.

"At the final party Zbigniew complimented my flying and told me that Marta had warned him to watch out for me, and that she was right! Two day wins and the World Champion's praise will have to do this time. It has been a long hard comp and none of us have reached full potential although we all did well at times. Lisa and Peter had a good day yesterday.

Nevertheless, the standard of competition here has to be experienced to be fully understood, and it is no surprise that the three champions here are all multiple winners."

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GLIDING
AUSTRALIA

OCTOBER 2012

From the left: Mike Robin, David Jansen, Rebecca Jansen, Kerrie Claffey (hiding at the back) Stu Taylor, Greg Jackson, Wayne Yeomans, Tom Claffey, Brad Edwards, Markus Edwards, Anita Taylor

PHOTOGRAPH: GREG JACKSON

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--|---------|-----------|----------|--------|----------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 SAGA Airworthiness course Wakerie Gliding Club 7-14 October 2012 waikeriegliding.com |
| 8 Club & Sports Class National Championship Kingaroy, 8-19 October www.kingaroygliding.com | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

NOVEMBER 2012

From the centre: Bruce Taylor, Geoff Sim, Mandy Temple, Paul Weeden, Peter Trotter, Lisa Trotter, Peter Summerfeldt, Mike Maddocks, Gary Pearce, Alex Wallis, Vicki Cubley, Terry Cubley. (Missing from photograph: June Jansen, Wes Tyler)

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|---|---------|-----------|----------|--------|--|--------|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 Keepit Fast from 19- 24 November 2012 Lake Keepit | 20 | 21 | 22 | 23 | 24 NARROMINE CUP 24 to 30 November | 25 |
| 26 | 27 | 28 | 29 | 30 | 1 December NSW State Gliding Championships December Narromine 1 - 8 | 2 |

32ND FAI RESULTS WORLD GLIDING CHAMPIONSHIP

CHAMPIONS 15-METER

| | | | |
|----|-----------------|-----|-------|
| 1. | SEBASTIAN KAWA | POL | 11062 |
| 2. | MATTHIAS STURM | DEU | 10628 |
| 3. | RADEK KREJCIRIK | CZE | 10526 |

18-METER

| | | | |
|----|-------------------|-----|-------|
| 1. | ZBIGNIEW NIERADKA | POL | 12170 |
| 2. | LUKASZ WOJCIK | POL | 11840 |
| 3. | MIKE YOUNG | GBR | 11774 |

OPEN CLASS

| | | | |
|----|-----------------|-----|-------|
| 1. | LAURENT ABOULIN | FRA | 12084 |
| 2. | MICHAEL SOMMER | DEU | 11977 |
| 3. | OSCAR GOUDRIAAN | RSA | 11835 |

OPEN CLASS

| | | | | | |
|-----|----|---------------------|-----|------------|-------|
| 4. | VB | TASSILO BODE | DEU | QUINTUS M | 11774 |
| 5. | CA | PETER HARVEY | GBR | ANTARES 23 | 11759 |
| 6. | 2T | BRUCE TAYLOR | AUS | JS1-C 21 | 11470 |
| 7. | DB | DICK BUTLER | USA | CONCORDIA | 11316 |
| 8. | Q | FRANCOIS JEREMIASSE | NLD | QUINTUS M | 1270 |
| 9. | LG | LAURENS GOUDRIAAN | RSA | JS1-C 21 | 11263 |
| 10. | SS | RON TABERY | USA | ASW-22BLE | 11166 |
| 11. | 30 | BRAD EDWARDS | AUS | JS1-C 21 | 11139 |

18-METER CLASS

| | | | | | |
|-----|-----|---------------------|-----|---------------|-------|
| 4. | E1 | RUSSELL CHEETHAM | GBR | JS1-B | 11739 |
| 5. | MS | MICHAEL STREIT | DEU | ASG-29-18 | 11687 |
| 6. | UJ | UYS JONKER | RSA | JS1-B | 11543 |
| 7. | MP | RONALD TERMAAT | NLD | JS1-B | 11503 |
| 8. | XG | JERZY SZEMPLINSKI | CAN | ASG-29-18 | 11464 |
| 9. | MSI | DMITRY TIMOSHENKO | RUS | ASG-29-18 | 11404 |
| 10. | 8H | TOM CLAFFEY | AUS | ASG-29-18 | 11347 |
| 11. | MC | CHRISTOPH MATKOWSKI | POL | ASG-29-18 | 11340 |
| 12. | AJ1 | ATTIE JONKER | RSA | JS1-B | 11308 |
| 13. | WO | WOLFGANG JANOWITSCH | AUT | VENTUS 2CX-18 | 11252 |
| 14. | SI | ROBERT SCHROEDER | DEU | ASG-29-18 | 11237 |
| 15. | SJ | ARNE BOYE-MØLLER | DNK | JS1-B | 11218 |
| 16. | F1 | DAVID SPRINGFORD | CAN | ASG-29-18 | 11210 |
| 17. | FA | KILLIAN WALBROU | FRA | JS1-B | 11197 |
| 18. | 4D | DAVID JANSEN | AUS | ASG-29-18 | 11168 |

15-METER CLASS

| | | | | | |
|-----|----|-------------------|-----|------------|-------|
| 8. | EY | CHRISTOPHE RUCH | FRA | VENTUS 2AX | 10076 |
| 9. | EI | DAVID BAUDER | DEU | VENTUS 2AX | 10036 |
| 10. | K1 | MARK LEEUWENBURGH | NLD | VENTUS 2A | 9892 |
| 11. | PC | PETER HARTMANN | AUT | ASG-29 | 9833 |
| 12. | M | MAKOTO ICHIKAWA | JPN | DIANA 2 | 9825 |
| 13. | MR | RICHARD SWANSTROM | SWE | VENTUS 2B | 9807 |
| 14. | 6W | JAVIER GAUDE | ARG | VENTUS 2CX | 9800 |
| 15. | GB | BORJE ERIKSSON | SWE | VENTUS 2AX | 9755 |
| 16. | QT | SANTIAGO BERCA | ARG | ASW-27 | 9754 |
| 17. | AL | ANTTI LEHTO | FIN | VENTUS 2CX | 9684 |
| 18. | FB | LOUIS BOUDERLIQUE | FRA | ASG-29 | 9648 |
| 19. | AJ | ALENA NETUSILOVA | CZE | ASG-29 | 9636 |
| 20. | KT | MARK HOLLIDAY | RSA | ASW-27 | 9610 |
| 21. | SE | SUSANNE SCHOEDEL | DEU | VENTUS 2AX | 9583 |
| 22. | KS | LISA TROTTER | AUS | ASW-27 | 9530 |
| 23. | M2 | MATT COOK | GBR | VENTUS 2A | 9474 |
| 24. | 3C | PETER TROTTER | AUS | VENTUS 2BX | 9375 |



15 M Champions



Open Class Champions



18 M Champions



Poland, the Team Champions

TEAM CUP RESULTS

| | | |
|-----|--------------------------|-------|
| 1. | POLAND | 11842 |
| 2. | GREAT BRITAIN | 11757 |
| 3. | GERMANY 11694 | |
| 4. | REPUBLIC OF SOUTH AFRICA | 11672 |
| 5. | FEANCE | 11586 |
| 6. | AUSTRALIA | 11320 |
| 7. | NETHERLANDS | 11204 |
| 8. | FINLAND | 11088 |
| 9. | CZECH REPUBLIC | 11053 |
| 10. | ARGENTINA | 10950 |
| 11. | CANADA | 10945 |
| 12. | AUSTRIA 10864 | |
| 13. | UNITED STATES OF AMERICA | 10572 |
| 14. | SWITZERLAND | 10368 |
| 15. | SWEEDEN | 10277 |
| 16. | DENMARK | 10057 |
| 17. | BELGIUM | 9903 |
| 18. | ITALY | 9387 |
| 19. | LITHUANIA | 8855 |
| 20. | BRASIL | 9001 |

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PRE-JUNIOR WORLD GLIDING CHAMPIONSHIPS



When I was at Tocumwal during the Australian Nationals in February this year, crewing for two Polish Junior guest pilots, Beryl Hartley said to me, “Wes, while you’re over there, you could look after our Juniors...” She was referring to the upcoming Junior Pre-Worlds in August in Leszno, Poland. “No worries,” I replied instantly. Many times I have played host to international pilots coming to fly in Australia and I have come to enjoy the role.

ABOVE: Andrew Maddox and Les. Andrew will be flying in the Junior World at Leszno in 2013.

BELOW: Les pushing his glider online for the sater of the Club A Calss.



I was planning to spend five moths of self-funded leave in Poland, and Leszno was on the Itinerary. I didn’t know exactly what my role there would be, but I knew I was going to visit.

It was Agata Kaszczuk, one of the Polish Juniors I had been crewing for in Tocumwal, who made the interesting suggestion that I should actually participate in the Leszno competition, not as a spectator but as a contestant, especially since The ‘Pre-Worlds’ competition comprises The ‘Club A’ class, where there is no age limit.

For some time I’d been toying with the idea of one day taking part in the comps. I simply thought it would make me a better glider pilot and instructor if I had this experience under my belt.

Suddenly I realised that Agata’s suggestion actually wasn’t such a bad Idea! I used to fly here in the seventies as a budding cross-country pilot and attended two sessions coached by Adela Dankowska, famed for her gliding achievements and records. I wanted to revisit this landscape.

THE PLAN

The plan was to turn up in Leszno about a week before the comps and do a lot of practice flights. Despite my 1,000 hours and Diamond C badge, I had never taken part in any comps as a contestant before. Also, I had not been flying much at all recently, let alone cross-country.

During the month of July I was to do some voluntary instructing at the Poznan Aeroclub, tasked with teaching two ab initio students from Poznan Politechnika. I planned for 10 to14 days to prepare the young pair for their first solos, allowing time for my own practice flights at Leszno. Poor weather intervened but eventually on 1 August, I was ready to go.

DAY ONE OF THE COMP

Arriving in the evening gave me no opportunity to get airborne before my first contest task. However the owner of the glider I was flying organised a helper Jarek to come the next morning to give me a crash-course on the workings of the cross-country electronics in the glider. My ‘55’ was equipped with two PDA-s loaded with ‘SoarPilot’ software. I have never used PDA-s for flying and had not had time to practice.

At 9am an official opening ceremony was to start, but Jarek and I agreed we could make better use of the time. At the 10am briefing, the meteorologists predicted ‘blue

thermals’ and the task for the day was a polygon with three points. Task distance 264 km.

During the first 20 minutes or so I flew with the wheel down. It was late and finally crossed the start line, but 1.5 hrs later I still only had the first PZ behind and more than half of the task to fly. I started to think I was behind everybody. I saw a few gliders landing on the fields in front of me. Soon my altimeter displayed 600m and I started to see everything in black. After a change of tone in my audio 1m/sec, I slowly regained height and wondered if I should turn around and try to reach Leszno.

I heard gliders making 10km calls and saw them below me racing on their final glide and regretted abandoning the task.

After landing at Leszno I promised myself tomorrow, I am going all the way even if it was to result in outlanding. I was sure I was going to be the last today however I was 33rd out of the 39. I survived Day One! My goal achieved. I was not last.

AREA TASK OF 202 KM/369 KM

The prognosis for Day 3 was moderately optimistic, but predicted cirrus clouds would come and thermals weaken. The start lines were opened after 1pm, beginning the flight for the win, but the meteorological conditions were very demanding and many were unable to complete

Assigned Area Task of 202,9km/369,9km

Despite the firm determination I’d felt yesterday to fly the task, I had to give it up again. I tried twice but, seeing nothing but one dark, spreading cloud and not very hospitable terrain towards the next point, I decided to turn around and head home to Leszno where there were still some isolated, darkish cus visible. Overheard on the radio conversations of other pilots turning around without making the cylinder of Sulecin reaffirmed my decision. It didn’t seem possible that anyone could make the Sulecin and return to Leszno.

Back on the ground I learned that 11 pilots actually completed the task. I was 36th out of 39 and 27 had outlanded.

For the second time in a row Petr Svoboda – who served as a helper at the Australian Nationals in Tocumwal this year - had won in the Standard class.

I am slowly realising that giving up the fight and choosing the comfy option does not pay in competition points.

MASS LANDING EXERCISE

We woke up this morning to the view of promising blue skies. Even though the meteorologists from IMGW mentioned a possibility of passing thunderstorms and worsening conditions, the routes were designated and the gliders were set up at the start. Task of the day was

Assigned Areas Task 223,1km/400,7km with Task time: 03h

First launches were to start at 12:15. The skies soon changed quite dramatically since morning blue. A sheet of middle level clouds came from the west and the wind rose. Pilots became anxious about their flights. The conditions were worsening minute by minute. When a large number of gliders started at 12.40, including myself, the Leszno airfield was almost entirely covered by cloud. I remember thinking during my launch that we would all be back on the field soon and questioning the wisdom of organisers.



As the first large gaggle of around 20 gliders formed in the thermal over Leszno Main Railway Station, where the sun was still reaching the ground, strong wind pushed the gliders further and further from the airfield and soon we could hear the first gliders making their landing calls. Soon an avalanche of landing calls poured in and the airfield was scattered with gliders. My flight was 43 minutes. Till the last moment I thought maybe they know something I didn’t. Nope, eventually the call came. Day cancelled.

A gaggle over the town of Leszno - the only thermal around.

continued over page



ABOVE: The task for day 11. AAT, Task time: 02h, cylinders at Szprotawa Spoko Kozuchow Total: 134,5km/330,9km

MY AUSSIE CONNECTIONS

Day 6, Assigned Areas Task 246,4km/482,7km
Task time: 03h

Predicted cloud base 1300m to 1600m with strong winds from the West.

My daily routine consisted of taking the '55' out from the trailer, rigging it, towing it to the grid and finally, after the flight, de-rigging and putting it back to the trailer. The '55' is a dream when it comes to rigging and derigging and after a few days I became very proficient at it. With my usual helper Gamal, a junior pilot from Poznan Aeroclub, we were able to rig it in just under 10 minutes.

This day Gamal was not available. However, out of the blue, a dark car quickly pulled up in front of me. It was Andrew Maddox from Boonah QLD, who I'd met in Tocumwal this year. On his way to the UK for their Junior Championships, he had stopped at Leszno to familiarise himself with the venue of next year's Junior Worlds. He spotted me from a distance and offered his help. Good old Aussie mateship. Thank you, Andy!

Reaching the first cylinder in Bielawy was not much of a problem since it was downwind and the thermals were quite good at 1-3 m/s. The hard part would be the long

upwind leg to Tuplice. Initially I was quite optimistic as there were many clouds above and I had become used to flying cross country with a 1,300 to 1,500m cloud base.

Today I had the opportunity to follow two local guys from Leszno, Jarek's friends, but decided not to because I thought they were going too far south and I thought I'd be better off going a more direct way. I guess I wanted to outsmart them. This was a mistake as they completed the task while I outlanded again, in Kozuchow, 30 km short of the second cylinder in Tuplice. Simply lost to the strong head wind. Agata Kaszczuk also outlanded in the same area and since we had one car to service both gliders, I was preparing for late night retrieval but luckily, Jarek offered his help.

WILD RIDE

Day 8, Assigned Areas Task 110,4km/349,3km,
Task time: 01h 15min

A big question mark was cast over the eighth day of competition. Just by looking the sky it was hard to tell if the weather would disappoint us once again and the IMGW meteorologists were not optimistic. As usual, after briefing the contestants moved into their positions at the grid and impatiently awaited the tugs. By about 12pm, conditions had sufficiently improved and the first gliders from Standard Class were launched. Club A gliders followed.

The sky was full of clouds with dark bases at around 1,100 to 1,350m. There were long streets with updrafts up to 5 m/s and areas of precipitation, but generally it was good! My concern was the number of gliders in the area with diversified cloud bases and precipitation. Occasionally I saw a glider flying past in the opposite direction more or less at the same level, so a sharp lookout was the theme of the day. The first leg was fast, without circling.

On the second leg, I circled three times, once unnecessarily, the rest was a straight line, only touching the last cylinder in the rain, taking a 180° turn and final glide with arrival at Leszno 100m AGL. Euphoria! Hurray, I finally completed the task at 21st position, 102 km/h average over 127 km. It was definitely a strange day. Some of the Standard class pilots, flying with water, achieved mind-boggling speeds of over 145 km/h and all contestants from Club B Class, last to be launched, outlanded. For me, however, it was a 'good day in Leszno'.

GETTING IT RIGHT

This was one of those days when I finally got everything right. Well almost everything. Here is what we were to fly:

Day 9, Racing Task 114.7 km

I was getting the hang of things, including arriving on the grid at the right time and having time to chat with Adela Dankowska about old times and the people we knew. Yes, the same Adela Dankowska who 36 years ago was running coaching weeks in Leszno was now racing with me in this competition.

The sky quickly filled up with cumulus clouds, not a good sign as the clouds might soon have covered the whole sky. By midday, everybody was anxious to get airborne, especially when the meteorologists predicted rain at 3pm. Already the cloud bases toward the north looked quite dark. Everybody wondered if we could manage to fly around the short speed task of 114.7 km before the rain came.



LEFT: On the grid waiting to launch The Y2 is - legend of Polish Gliding - Adela Dankowska's glider. It was a great honour to be racing in the same class as her.

At last we were in the air. During the first climb I toggled the frequencies. In a fighting mood, I wanted to hear everything, especially where the local guys were. I could hear them positioning themselves for a start on the southern end of the starting line in Henrykowo. Five minutes before the opening of the start line for our class, my Tango Golf was there too. As soon as the start line was open and confirmed by the contest director over the radio, I was across. With 1,380m under my wings I set out for the first turning point in Hetman.

The clouds in the meantime formed clusters and spread. Further down towards Hetman the sun was still visible in some areas with isolated mediocre cumulus clouds. Nothing exciting really but there was nothing in between. Halfway through it I caught up with the pack and spotted one of the local guys, slightly higher and directly above me. We were now at 750m and not far from the sun-exposed area with the cumulus. The pack grew quiet and no one uttered a word through the radio.

Suddenly the first glider from the peloton started circling tightly and we all rushed towards him. Bingo, 3 m/s! Quick dash for the zone in Hetman and back to the thermal. Now downwind for the second turn point in Gora. I was the last to leave the cumulus. Again, a long glide from 1,260m to 760m, around 10 minutes, to the start of the dark cumulus street. The advantage of arriving late at the thermal is that you've got it nicely marked by others. There was dark everywhere towards Gora but I now had a tailwind and under those dark clouds we found large areas of updrafts.

The band of the dark clouds I was under now was formed more or less in the right direction. With the second turn point done, I was on the way to the last one in Krepiel. I had 33.7 km to go with new found confidence of knowing I can count on the dark clouds. Arriving at the end of the street I was listening to the quite intense conversation between two leading local pilots who were on their final glide now. By the sound of it, it wasn't rosy over there. I heard talk about fields suitable for outlanding

before the airfield. Although theoretically I was ready for my final glide, I decided to postpone it a bit and from the safety of my 1-2 m/s thermal listened carefully to the guys on their final glide.

Through the corner of my eye I noticed a large band of clouds forming slightly to the north of my intended final glide path. No, I would not be waiting any longer. Off I went, first north to clip the point in Krepiel and then quickly under the newly formed street of cu's. The air was supportive all the way through the blue to Krepiel and after just touching it. I was on my way to Leszno.

The plan succeeded, as the cu street I was now under worked very nicely. On the traverse of Wschowa I had 800m and 15km to go. The rest was with the straight elbow, turning height into speed. Making 15th place was the pleasing result of the day - in fact my best day thus far. Today's weather prognosis was also very accurate because at precisely 3pm it did get very dark and started pouring.

DAY 10

We all woke up this morning to rain and an overcast sky. Nevertheless, at 10am we were all at the briefing. Though the final decision concerning cancellation would be

BELOW: Wes with Adela Dankowska



continued over page



made a deep foray into the area. As usual I noticed some gliders going in the opposite direction, and 25 minutes later I was at Kozuchow, the centre of the last cylinder. I still had memories of outlanding there a few days ago, so I kept nice and high, topping up height frequently. The cloud bases rose to 1,500m and soon I started thinking about my final glide.

The distance to Leszno was 65 km and my SoarPilot was indicating minus 260m when I tentatively started my last leg, flying under large dark and spread cloud, pulling up frequently. Closely observing the indications of my SoarPilot, I eventually moved to the plus side. Then Wschowa appeared in front of me and I relaxed in the knowledge that I was higher than the previous day over this place.

Somehow I wasn't prepared for that. I was ready to fight but didn't have to, a strange feeling. Closer to Leszno I counted about ten gliders on the ground just kilometres before the airfield. Instinctively I slowed down and made one circle in 3m/s lift and then realised that I had 500 m and 12 km to go. I am home!

After landing, when my glider finally stopped on the grass, I stayed still in the cockpit a minute or two to savour the feeling of my small success. Position of the day - 28th. Today, from the word 'go' I had the feeling that I was chasing the pack and that, had it not been for business interfering with my routine, the day's result may have been better.

At 8pm the official closing ceremony with the Mayor of Leszno and other officials took place. There were speeches and on the podium the medals and prizes were awarded to the winners to much clapping and congratulations.

NO TASK TO FLY?

Strange, somewhat sad feelings overwhelmed me today from the early morning. No briefing to go to, no task, and no rush to rig the glider. I planned to fly if the weather was good but at the end decided not to. I can't explain why. The weather was actually quite good. Could it be that from now on I would need a task to fly? **GA**



ABOVE: The famous wake up view from my window in the Gliding Hotel Leszno.

BELOW: With my student Kamil Nowak in Kobylnica near Poznan.

announced at 12pm, everyone was already thinking about alternative ways to spend the day.

In the evening the organizers prepared a farewell party along with a barbecue with some Polish sausage. A lot of people showed up and all of them had a great time dancing, eating and talking.

At last I had the opportunity to chat with some friends from the past whom I had met here and had not found time to catch up with. One of them was Bozena Demczenko who I'd been a helper for during WGC in Omarama NZ in 1995. She was certainly surprised to see me here 17 years later, let alone to be racing against me in the competition.

BUSINESS INTERFERES

Day 11, AAT, Task time: 02h ,cylinders at Szprotawa Spoko Kozuchow Total: 134,5km/330,9km

Due to some urgent business, I had a mad rush to be ready in my glider, canopy locked, just as the tug rolled up. In the air, 15 minutes later the start line for our class opened and I wasn't even at the cloud base, struggling in a 1.5-2.5 m/s thermal. Eventually, 200m shy of the cloud base, I crossed the line. I couldn't shake a sense of urgency. Ten minutes later I was still circling not too far from the starting point and wondering whether I should go again for the start line. Not seeing many gliders around, I concluded that they had already gone for the task and decided to continue on the task from where I was.

The clouds formed streets and then spread at the top. It would take me much longer today to figure out which side of the cloud was working. During the first leg I was flying virtually alone only occasionally seeing gliders heading in the opposite direction. The conditions were similar to yesterday, but somehow completely different and more difficult. I had the impression that I was always arriving at the area when everybody else had left.

Earlier today Jarek's friend Pawel from Leszno confided that today they'd be using a different frequency for their informal talk. To select the new frequency on the Diettel radio you must put the channel selector into one specific position and then turn the knob. I tried all positions except the right one.

After just touching the Szprotawa cylinder I went for next turn point, Spoko - a geographical name but also new popular colloquialism in Polish meaning 'no worries' - and



BERNARD ECKEY

The Alexander Schleicher Poppenhausen factory with it's new sealed runway.

Another year full of interesting developments is now well and truly behind us with glider manufacturers trying to outdo each other refining existing models or developing new ones. But informing the general public about all the hard work happening in the background is all too often put on the back burner.

The past 12 months were extremely busy for Schleicher. A record number of new gliders left the Poppenhausen factory with the ASG 29 and the ASH 31 topping the list of aircraft dispatched. The ASG 29 remains the clear favourite amongst the world's competition pilots resulting in a backlog of orders even after five years of maximum production. Modifying the fabrication method has now eliminated the slowly developing wing distortions. "This problem is now clearly behind us" says managing director Ulrich Kremer, "and is possibly one of the reasons why the ASG 29 is still enjoying an undiminished popularity.

"Of course, the many competition successes add to the aircraft's appeal. As in previous years ASG 29 pilots have occupied top podium positions at almost all major championships in 2011/12. This year only ASG 29 pilots occupied the podium and seven out of the first ten pilots were flying ASG 29s".

The new ASH 31 Mi was officially granted type certification by EASA. The option of flying it in 18 meter class or in Open Class (with optional 21 meter wingtips) has proven popular with pilots who are looking for a self launching glider and total independence. A parking brake was added to the list of options. It allows pilots to conduct an engine test run without holding the wheel brake at the same time.

The rotary engine was upgraded and now comes with fuel injection and automatic altitude compensation. It has not only resulted in an even easier engine management but also in an impressive climb rate of 3.4 m/s. (approx. 7 knots) at maximum take off weight. Of concern are the rapidly increasing costs, time and effort required for type certification. This applies not only to Schleicher but also to other glider manufacturers who certify their aircraft to CS 22 standards.

Even after a quarter of a century of full production the ASK 21 remains the world's favourite trainer. Its service

life of 18 000 hours makes it by far the most economical trainer in the medium term. The self launching version is adding to its popularity and the trend towards training new pilots in a self launching glider continues unabated. The worldwide call for an increased maximum weight in the rear seat was recently heeded by Schleicher. So far the ASK 21 was limited to 110 kg in both front and rear seat but certification for a maximum weight of 130 kg in one of the seats has now been granted. The necessary structural reinforcements will be incorporated into all future ASK 21 but it is important to note that the total maximum cockpit load is still limited to 220 kg. This modification is seen as a major step towards allowing larger instructors to continue their valuable service to the gliding movement.

Certification of the new ASH 30 Mi Open Class two-seater is topping Schleicher's list of priorities right now. The new fuselage has undergone testing to destruction under the watchful eye of the authorities. The same applies to the wing. (Refer to photo left) In the meantime the ASH 30 Mi prototype has undergone extensive flight testing with a long list of reputable pilots taking the opportunity to experience this new generation of 2-seat Open Class gliders. Production of the ASH 30 Mi has now commenced. **GA**



BELOW: ASH 30 Mi wing being tested.

BOTTOM: Surfacing the runway.



WAVE IN THE GRAMPIANS

Successful wave flying at any site is dependent upon getting a great number of ducks in a row and the Grampians Range in southwestern Victoria is no different.

BY GEOFF VINCENT



The first requirement relates to the wind:

- Direction: 90+/- 20 degrees to the barrier
- Strength: 20 kts+ at ridge height
- Vertical strength profile: 10kts increase per 5000 ft up to 30,000 ft

The Grampians run roughly N-S so a strong westerly wind, with increasing strength with height is a good start and gets our adrenaline going.

The second requirement relates to vertical airmass stability and dew point profiles. Mountain lee wave sets up in a stable airmass but its propagation into downstream harmonics is also related to the stability profile. Thus we need:

- A low level unstable layer to about half ridge height v
- A relatively thick stable layer above the ridge

So, a dry stable upper layer with an inversion just above ridge height is ideal, but too high a dewpoint temperature in the unstable lower layer may bring unwelcome strato-cumulus cloud that might prevent access to the wave.

The third requirement relates to the local weather, in particular to the movement and proximity of troughs and cold fronts. The Grampians lie less than 200 km from the South Australia SE coast and are notoriously susceptible to the moisture in the marine air brought in with a



westerly wind. The 3000 ft high range (maximum above local terrain) seems somehow incapable of generating a rain shadow so the cloud persists downwind.

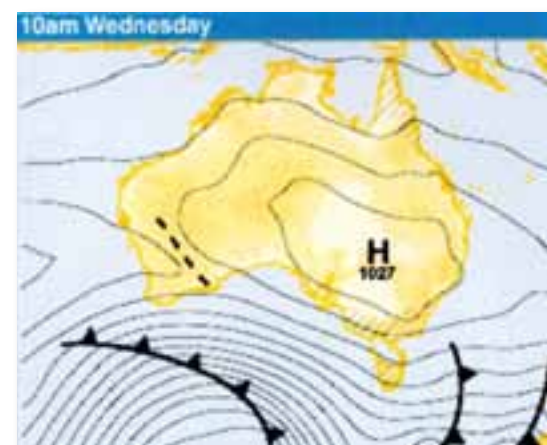
The fourth requirement relates to all of the things over which the pilot has control – that is, good planning and preparation for the time that all the above-inferred ducks are in a row.

Over the years the big-picture winter weather situation over Australia has changed. The large high-pressure systems that used to sit over the centre of the continent and produce a relatively mild, dry, stable westerly airflow over SA and Victoria now tend to sit much further south, often over the northern Bight. This, reinforced by lows sitting even further south produces a cold, vigorous westerly airmass over Victoria, frequently interspersed with equally vigorous cold fronts. Refer figures 1 and 2.

So, instead of a strong, dry, mild, stable westerly airmass we get a strong, cold, wet and unstable westerly situation that makes wave flying in the Grampians much more of a guessing game.

There have been countless times when low clag has prevented launching from Ararat airfield (about 30km east of the Grampians) when all of the other ducks have been in a row! What this means is that we have to be ready to move at short notice, which is OK for the guys who live close to Ararat but not so readily achieved by those who live in Melbourne, over 200 km away.

Never-the-less, occasionally the weather gods do take pity on us and put on excellent conditions, usually mid-week or when the resident tuggie has other arrangements.



One such day occurred on Saturday (would you believe) August 25, just a few days ago.

Since early the preceding week the overall prognosis was looking good, apart from the plethora of cold fronts ploughing across the Bight, but with a bit of luck a window of opportunity might arise. The Form 2 work on GAX, my trusty PIK 20B, was completed on the Friday afternoon and Brian Trotter (our duty tug pilot from down Warrnambool way) was available for a reasonably early start on Saturday. Things were looking promising and the nearest cold front was still out in the Bight and not likely to affect us until late in the day (see figure 3). I took first launch at about 09:40 into a sky with 6/8 cloud, but plenty of wave-induced Föhn gaps, and released into weak tertiary wave at 3000 ft AGL some 7 minutes later.

There wasn't much there, so I pushed forward into the secondary system, marked by low roll cloud, arriving at 2400 ft AGL and working the front of the rotor to get a bit more ground clearance. Easing out into the blue immediately produced 7 knots lift that quickly brought AX to about 7000 ft from where the transition to the primary wave, some 4 km east of the Mt William Range, was easily achieved.

For here on it was a dream run, 7-8 kts decreasing to 4-5, then 1-2 and topping out at 23,100 feet; a comfortable Diamond climb with a gain of about 19,700 ft. Ridge-top winds were about 15 kts westerly, increasing steadily to 55 kts up top, not ideal but good enough on the day. By comparison, on a strong wave day the winds would have been 30-35 kts at ridge height and up to 80-90 kts at 30,000 ft with lift going to the jet stream – those days will come again!

The only other pilot keen enough to make the long trip west was Ted Gaida from the Yarra Valley. Ted flew the Grampians Soaring Club's Jantar 3 (without oxygen) and had a ball exploring the lower-level wave formations for about 3 hours following a very short tow and release at 2000 ft AGL close to the airfield. He'll be a force to be reckoned with in the future!

Flying activities for the day were terminated when the heralded cold front burst through around 4:00 pm preceded by strong squally winds and widespread rain storms. As I pushed the glider out of the rain into the hangar I was reminded of the old adage "I'd sooner be down here wishing I was up there than up there wishing I was down here". Still, a pleasant enough 5 hour flight. GA



THE WEATHERMAN

BY JOYCE WALLINGTON

CHARLES EDWARD 'WALLY' WALLINGTON
July 1921 – July 1992

Wally had just started his career in the British Met Office as a weatherman when the second World War started in 1939.

Forecasting for the RAF in England and Portugal led him in 1947, to take up gliding at Lasham in Hampshire so that he could experience at first hand changing weather patterns and two of his particular interests – sea-breeze effects and airflow over mountains. This in turn stirred him to start writing his comprehensive book for glider pilots.

In 1954 Wally asked to be meteorologist at the World Gliding Championships at Camphill in Derbyshire, England. Unfortunately these championships coincided with a spell of awful weather so the event was not a great success. However after this meteorologists were regularly requested at gliding championships and Wally who was never slow in coming forward, usually got the job.

Meteorology for Glider Pilots was published in 1961 when Wally was becoming well known in the gliding field and he was invited as meteorologist to the next World Championships at Junin in South America in February, 1963. The World Gliding Championships were again held in the U.K. in 1965 at South Cerney with poor weather and complicated conditions. It was after this event that he was awarded the OSTIV plaque for "the most noteworthy scientific contribution to soaring flight".

The second edition of his book was published in 1966 when we emigrated to Australia where we were delighted to find a readymade community of lovely friends. Since 1965 Wally had played an active part in the meetings of OSTIV and at one of these meetings he presented Australia's bid to FAI for the World Gliding Championships

to be held at Waikerie in South Australia in 1974. The bid was accepted and he was asked to be the Director of the Championships.

Although the opening day on 12th January 1974 was wet and windy the weather improved and the championships were a wonderful success. U.K. Sailplane and Gliding reported that "The Australians made it all happen....they were magnificent and it was "real beaut".

It was in 1982 when a bid was made to hold the World Gliding Championships in Australia again. Benalla was the site chosen and the professional bid secured it for 1987. Besides the honour of being asked to be Director again Wally was elated to be the first Australian to be awarded the Lilienthal Medal in 1985.

The preparations for Benalla went ahead and one comment was that "All the Directors are working like the proverbial "drover's dog". The Championships went very well but Wally found it much harder going than Waikerie, in hindsight, probably because he was already feeling the effects of his fatal illness. So it gave him a lift in 1991 when he was awarded the Order of the Medal of Australia for service to aviation meteorology.

His last honour was the FAI Sports Medal and Diploma in 1992.

Although Wally's career* changed course several times in Australia his ongoing fascination with the weather and all it's moods and variations never left him.

- 1966 Principal Research Scientist – CSIRO Canberra

- 1970 Director Institute of Marine Sciences and Professor of Applied Mathematics – University of New South Wales

- 1973 Head of the School of Applied Science – Canberra College of Advanced Education

GA

FIRST PUBLISHED IN THE AUSTRALIAN GLIDING MUSEUM NEWSLETTER

WENLOCK OLYMPIAN

BY BRUCE STEPHENSON
PHOTOS: MARTIN SIMONS



TOP The Slingsby Vega exhibited as an example of a modern sailplane on the final Saturday

ABOVE: T-21 preparing for bungee launch in marginal conditions.



ABOVE: Ka6

International Competition came to the skies of Shropshire after the Midland Gliding Club teamed up with the Vintage Glider Club to host the first ever Wenlock Olympian Games Gliding Competition, featuring gliders harking back to an age when gliding was briefly an Olympic sport.

The Midland Gliding Club, based at their airfield on the Long Mynd, was proud to host the first ever Wenlock Olympian Gliding Competition which ended on Saturday 21st July, 2012. A field of more than 50 pilots from 7 countries converged on the Long Mynd for a week of tasks involving best distance flown and the fastest time over a set course, typically at around 100Kms.

Gliding was an official demonstration sport at the 1936 Olympic Games in Berlin, and was to be a full sport in the

1940 Olympics at Helsinki, however war intervened. Whilst gliding's Olympic debut was to be short lived, it has now gained a place as a permanent part of the Wenlock Olympian Games.

The week opened with aerobatic gliding displays over Much Wenlock which delighted spectators at the Olympian Games by the German aerobatic pilot Christoph Zahn, who was flying a replica of the Habicht glider that made its public debut at the 1936 Berlin Olympics.



ABOVE: British-registered Ka 6E with all-moving tailplane and improved fuselage

RIGHT: Louis Rotter with Vincent Cockett's model of the Nemere. The Hungarian Nemere was designed and flown by Louis's father, Lajos, as one of the gliders exhibited at the 1936 Berlin Olympic Games. He flew from Berlin to Kiel, linking the athletics with the yachting Olympics Louis gave an illustrated lecture about his father.



Not only were Wenlock Olympian Games spectators treated to the sight of the aerobatic display by the Habicht on the Sunday, shortly after many of the gliding competitors appeared overhead the Olympian Field for their first race of the week as they made their way to their turning point of one of Shropshire's most famous landmarks, the Iron Bridge. For the following 2 hours, the skies above Much Wenlock were the gliding arena for the first time in these historic Games.

With sponsorship from EBLEX, the organisation for the English Beef and Sheep Marketing Board, two classes of gliders were racing. One class was made up of Olympia gliders, which were developed as the first Olympic mono-class glider for the 1940 Games, whilst the more modern successor to the Olympia, the Ka6 was the basis for the second class.

Despite the promising start on the Sunday, the weather prevented tasks being set on the Monday through to Wednesday. With racing resuming on both the Thursday and the Friday, the eventual winners of the Gold medals were Bruno Wettstein from Switzerland in the Olympia class and Adrian Emck from Great Britain in the Ka6 class.

Supported by the British Gliding Association, among the VIP's attending the medals ceremony was Max Bishop, Vice President of the International World Games Association, who said: Gliding has a great future in multi sports events and Wenlock has shown the way forward.

After the medals ceremony, the airfield opened with model flying and a unique line-up of gliders that charted the history of gliding by the Vintage Glider Club. MGC Chairman and Competition Director, Jon Hall, said that the week had been a fantastic success which he hoped would inspire more people to take up the sport.



ABOVE The model Harbinger flying. Note two hang gliders visible. The airspace is shared between Midland Gliding Club sailplanes, hang and paragliders, and models. Most of the time they keep within the agreed boundaries. Most of the time!



Swiss Olympia Meise



Left: The Rhoensperber flown by Christopher Nicholson to win the British National Championships in 1939, with a scale flying model of Ernst Udet's Rhoensperber flown by him in 1939.



BELOW: Models at Long Mynd



ABOVE: Tugs used by modellers at Long Mynd

BELOW: Nemere model close up



TOP: Olympias

MIDDLE: The Phoebus, attending as the first glass-plastic production sailplane.

BELOW: Preparing the ASK 13 for bungee launching.



COACHING FOR EARLY CROSS COUNTRY PILOTS

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

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

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

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

Australia-wide Coaching Events 2012/13

| Dates | Event | Venue | Target participants | Contact information |
|----------------|---------------------------------|-------------|-----------------------------------|---|
| 23 – 29 Sept | Qld Coaching week | Kingaroy | Cross-country pilots | Greg Schmidt gregschmidt88@gmail.com |
| TBA | WA Coaching week | WA clubs | Cross-country pilots | Swain Johnson Swain.Johnson@bentley.com |
| 3 – 10 Nov | Bendigo Regatta & Coaching | Raywood | Cross-country pilots | Frank Van Der Hoeven dg101@bigpond.com |
| 11 – 17 Nov | Coaching with G Dale | Benalla | Cross-country pilots | Tim Shirley tshirley@internode.on.net |
| 19 – 23 Nov | Coaching with G Dale | Lake Keepit | Cross-country pilots | Chris Bowman Chris.Bowman@pcce.net Ian Downes kptsoaring@gmail.com |
| 24 Nov – 1 Dec | NSW Narromine Cup Coaching | Narromine | Cross-country pilots | Bryan Hayhow gliders@highspeedflight.com.au |
| 26 – 30 Nov | Coaching with G Dale | Narromine | Cross-country pilots | Bryan Hayhow gliders@highspeedflight.com.au |
| TBA | SA Coaching Week | Waikerie | Cross-country pilots | Cathy Conway cath@internode.on.net |
| 9 – 16 Dec | JoeyGlide Coaching | Lake Keepit | Juniors | Bryan Hayhow gliders@highspeedflight.com.au Adam Webb adam@adam-webb.com |
| TBA | Women's Week | Waikerie | Women pilots all levels and SNAGS | Ailsa McMillan amcmillan107@gmail.com |
| 26 Jan – 1 Feb | VSA Coaching Week | Horsham | Early cross-country pilots | Tim Shirley tshirley@internode.on.net |
| 2 – 9 Feb | Mentoring 2-seater Horsham Week | Horsham | Aspiring competition pilots | Ian Grant ian.grant.gliding@gmail.com |
| 16 – 23 Feb | Alpine Coaching | Mt Beauty | Experienced pilots | Ian Grant ian.grant.gliding@gmail.com |

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

HEAD COACHES

WA – Swain Johnson swain.johnson@bentley.com

SA – Cathy Conway cath@internode.on.net

VIC – David Wilson dwjcr@ozemail.com.au ,

Graham Garlick birdmanoz@bigpond.com

NSW – Bryan Hayhow gliders@highspeedflight.com.au

QLD – Greg Schmidt gregschmidt88@gmail.com

Coaching Panel Juniors representative

- Ailsa McMillan amcmillan107@gmail.com

National Coaching Director – Peter Trotter

peter.trotter6@bigpond.com



With spring comes the start of the competition season. To help you plan your soaring season here is a round up of the competitions and coaching weeks planned from September through February 2013.

After a few years El Niño weather patterns bringing rain and flooding which washed out many contests, perhaps this season will see a return to more soarable conditions. Now is the time to put the gloom behind you and remember just how good conditions can be at sites like Narromine in late spring and early summer.

The competition season kicks off in sunny Queensland with a coaching week and the Queensland State Championships in September - October.

KINGAROI



Kingaroy Soaring Club in the heart of Australia's cross country heaven. Featuring an all weather strip and two runways Kingaroy Soaring proudly has some of the best facilities in Australia.

QUEENSLAND COACHING WEEK

22-27 September, Kingaroy

For more details contact Greg Schmidt
phone 041474720

CLUB & SPORTS CLASS

National Championship

Kingaroy, 8-19 October 2012

Greg Schmidt gregschmidt88@gmail.com

Phone 0414747201 www.kingaroygliding.com

NARROMINE



As the season progresses the competitions follow the weather south to Narromine for Narromine Cup week 24-30 Nov, followed immediately by the NSW State Championships 1- 8 December. Statistically, this is the best time to be at Narromine with the prospect of unstable conditions producing high cloud bases with scattered CU over a wide swathe of north western NSW. Gold height claims, 7750km distances and over are common. The longest day of the year is only two weeks after the end of the comp so the soaring days will be long with gliders arriving home at 8pm from a long final glide the norm on good days - which can happen day after day. Narromine is justifiably known as one of the best open country soaring sites in the world and no Australian pilot would want to miss the opportunity to fly there at this time of year.

NARROMINE CUP

24 to 30 November 2012

Open to all. Early cross country coaching to 1,000klms.

Book now: arnie.hartley@gmail.com

www.narromineglidingclub.com

Narromine Cup this will feature coaching from G.

Dale, one of the best cross country gliding coaches in

the world. G is employed at Lasham Gliding Club in the UK as a coach and has been coaching each season at Omarama with Gavin Wills for many years.

G will be providing coaching theory lectures - not to be missed - and practical each day as a part of the NSW GA coaching initiative set up by

Bryan Hayhow for Cup Week. Narromine Gliding Club will have two Duo Discus and a Grob Twin Astir available for hire for one-on-one coaching.

G's coaching is provided at no cost to GFA members.

NSW STATE CHAMPIONSHIPS

Sat Dec 1 – Sat Dec 8, 2012

www.nswgc2012.com.au

Bathurst Soaring Club will run the Competition and the Narromine Gliding Club will provide the infrastructure and catering.

Colin Turner is the Comp Director. Col has been involved in the organisation of 9 comps, 8 as comp director, and one as ops director. Col said, "Narromine is an unbeatable soaring location in early December, so don't miss it."

Col announced his retirement at the last State Comps run by the BSC, "At the wind up dinner at the 2009 comps after announcing my retirement one regular comps pilot offered a case of champagne if I were to run the 2012 comps. I expect to collect the champagne in December."

20M 2 SEATER NATIONALS

22 – 31 Jan 2013

Narromine NSW

WAIKERIE



CROSS-COUNTRY INVITATIONAL

3-4 and 10-11 November 2012.

Cross-country pilots from near and far are invited to the Spring cross-country invitational, to be held on consecutive weekends, 3rd/4th and 10th/11th November 2012 waikeriegliding.com/xcinvitational

ORANGE WEEK

Saturday 24th November to Saturday 1st December 2012. waikeriegliding.com/orangeweek

SOUTH AUSTRALIAN

STATE CHAMPIONSHIPS Waikerie

Thursday 27th December 2012 to Thursday 3rd January 2013..

waikeriegliding.com/2013statechamp

LAKE KEEPIT



Lake Keepit Soaring Club will be holding a coaching week called Keepit Fast from Monday 19th to Saturday 24th November 2012. It is a compliment to the Keepit Regatta held in February. Keepit Fast is a coaching event that will focus on developing cross country speed and competition competitiveness. Principal coach will be G Dale. Bruce Taylor and Brad Edwards have agreed to support him. The charge per entrant will be \$240. Participation will be limited to 30. We have about 10 spaces left if other wish to enrol. All they need do is let me know on Chris.Bowman@pcce.net.

The Keepit Regatta will be held from Sunday 24th February to Saturday 2nd March 2013. This is a week of cross country training, with entries restricted to 30 gliders. Pilots fly together in pairs AAT tasks with early cross country pilots matched with seasoned pros, and they compete together as a team in a casual competition, either in two gliders or in a twin. Only the slowest time of the pair is scored, so it is in the interest of the more experienced pilot to coach and assist right throughout the flight.

JOEYGLIDE 2012

Lake Keepit, NSW

9-17 December 2012

JoeyGlide.com, the Facebook group, or email Adam Webb on pres@ajgc.org.au.

JoeyGlide this year is being held at Lake Keepit Soaring Club from 9th-16th December. As always it will consist of the Australian Junior National Championships as well as a two-seater coaching week. Both events are open to pilots aged 25 or under, and are as much about having fun and meeting like minded glider pilots of a similar age as they are about competing and coaching. Entries are now open, and we have 16 competitors and 4 coaches registered already, we are on track for the biggest and best JoeyGlide yet! For more information check out www.JoeyGlide.com, or contact Adam Webb on pres@ajgc.org.au.

BENALLA

MULTICLASS NATIONALS

Benalla January 7th-18th January 2013 (inclusive) hosted by the Gliding Club of Victoria at Benalla, Victoria. Benalla is an excellent site offering flat land and hill/mountain terrain. The competition is being held in the best weather time period for the site so should mean some excellent soaring conditions. The facilities of the Gliding Club are the best in Australia so come and join us.

Details at: <http://www.deltaone.id.au/BenallaMulti13/> or contact the competition manager, John Switala, at john.switala@ptp.com.au

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

GOULBURN VALLEY SOARING



Goulburn Valley Soaring is situated near Warring, approximately 15 km Nth of Nagambie on the Goulburn Valley Highway. That's about 1.5 hours from Melbourne. To get there by road, turn off the Highway to the east at Dargalong Rd, turn right at Dean's Rd, then right at Tidbold St

At present we have 10 members, with facilities to cater for 20 - 25 members

comfortably, so we are keen to meet you!

We have several instructors (both male and female) and can cater for absolute beginners through to advanced cross-country instruction.

We have a very comfortable clubhouse with lounge and kitchen, and good clean amenities

The club has two large hangars with plenty of room for newcomers and two club gliders; an ASK13 and Pilatus B4. There is also a privately owned

Standard Cirrus available on line.

Launching is via a powerful Tost Winch. Launches cost \$15

We have a Nth- Sth strip (03 -21) approximately 1300m long and an 800m cross strip.

There is a licensed caravan park with powered sites available.

Other users of the airfield include a small but active Gyrocopter school, a few

GA aircraft and occasionally hang gliders launched by auto tow.

With only ten members we are not always able to operate every weekend. We aim to fly every second weekend and extra days when we can. Our long term plan is to have sufficient members to fly every week end. If you'd like to come and fly with us, please get in touch so we can make sure we are there and flying when you arrive.

You can contact Roger, club president on 0412 330696 or our CFI Garry on 0418 105750.



BEAUTIFUL BEAUTY

New Mt Beauty member Geoff Fields snapped this pic on his 3rd flight with Mark Bland in the ASK-21Mi GVS on 29 July. The club has endured a cold wet winter but managed to operate most weekends with some remarkable winter soaring flights. The 21/22 July saw the club retire (hopefully temporarily) its faithful IS-28B2 WVU with a Dawn to Dust day on the Saturday with a celebratory airfield party after flying! 70 flights were carried out over the weekend.

Located at: -36 44, 147 10 Tel# 0417 565 514. www.mtbeauty.com/gliding



716 FLIGHT GLIDING CLUB

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

2 WING AAFC

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

ADELAIDE UNIVERSITY GLIDING CLUB

Operations from Stonefield with Barossa Valley Gliding Club. Winch launching weekends and public Holidays year round. Facilities include, Clubhouse, bunkhouse, toilets, showers, Kitchen, BBQ area and entertainment. The club owns 5 gliders including 2 x two seaters, 4 private gliders. 22 members. Tel# 0412 870 963. www.augc.on.net

AIR CADET GLIDING CLUB

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

ALBURY COROWA GLIDING CLUB

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

ALICE SPRINGS GLIDING CLUB

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

BALAKLAVA GLIDING CLUB

Weekend operations by winch 10km's NW of Balaklava on the Whitwarta Road. Tel# 08 8864 5062. Located at 34° 05' S, 138° 20' E. 4 Club aircraft: including 2 x two seaters, 10 private gliders. Facilities include Bar, Canteen, clubhouse, caravan Park, camp sites, workshop, Hangar sites, Club owns Airfield. 49 members. www.bgc.asn.au

BALLARAT GLIDING CLUB

15 members operating from the Ballarat airfield. Airport Road Ballarat. 37° 30.7 S, 143° 47.5 E Tel# 5339 2444. Aerotow operations most weekends or by arrangement. Single club two seater. Access to hangarage and airport facilities for Bar, showers and rooms.

BARAMBAH DISTRICT GLIDING CLUB

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

BAROSSA VALLEY GLIDING CLUB

Stonefield, 16km East of Truro, L 5km, behind Stonefield church, Tel# 08 8564 0240, Location 34° 22' 30" S, 139° 19' 54" E. Winch operations weekends and public holidays or by arrangement. 2 club Gliders including 1 x two seater, 5 private gliders. Facilities include canteen, clubhouse, caravan park, camp sites workshops, Hangarage and spare sites. Club owns airfield. 7 members.

BATHURST SOARING CLUB

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

BEAUFORT GLIDING CLUB

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

BENDIGO GLIDING CLUB

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

BOONAH GLIDING CLUB

is in South-East Queensland about 25 minutes south of Ipswich. Contact the Boonah Gliding Club via Email infomail@boonahgliding.com.au for any queries 7 days a week. If you wish to speak to someone about bookings, call our mobile 0407 770 213. www.boonahgliding.com.au

BORDERTOWN-KEITH GLIDING CLUB

Western Hwy 5kms west of Bordertown, Located at: -36° 15' 54" S, 140° 42' 42" E, Tel# 08 8752 1321. Operations by winch every Saturday or all year by arrangement. 5 club aircraft including 2 x two seaters, 2 private glider. Bar canteen, clubhouse, bunkhouse, Caravan Site, Camp Sites. 23 members.

BOTHWELL GLIDING CLUB

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

BUNDABERG SOARING

Elliott Gliding field, Childers Hwy Bundaberg, Tel# 0417 071 157, located at: -25° 03' 1" S, 152° 13' 33" E. Winch operations weekends and public Holidays. Club Fleet includes 1 single seat and 1 two seat glider, Private fleet 1 x 2 seat glider. Club Facilities: Clubhouse, Caravan park, camp sites, 2 hangars. Grass and sane runways. www.glidinginbundy.com.au 27 members.

BYRON GLIDING CLUB INC.

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

CANBERRA GLIDING CLUB

Bunyan Airfield , 1297 Monaro Highway, Bunyan NSW 2630 (13km north of Cooma, Western side of highway), Located at: -36° 08' S, 149° 09' E. Tel# 0429 523 994. Aerotow operations weekends and public Holidays. The club has 4 aircraft including 2 tow seaters. Private fleet is 11 gliders. Facilities include: Clubhouse, bunkhouse, club and private hangars. Club own the airfield. www.canberraagliding.org 51 members. Wave flying centre for NSW

CENTRAL COAST SOARING CLUB

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

CENTRAL QUEENSLAND GLIDING CLUB

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

CORANGAMITE SOARING CLUB

Kurweeton Pastoral Co, Kurweeton Derrinallum - Private

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

CUDGEGONG SOARING P/L

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

DARLING DOWN SOARING CLUB

McCaffrey Field (Warrego Hwy, at 8km W of Jondaryan, turn S down Mason Rd), Located at: -27° 22' 06" S, 151° 32' 00" E, Tel 0409 807 826. Aerotow operations weekends, public Holidays and by arrangement. The club has 7 gliders including 2 x two seaters. There are 26 private gliders. Facilities include: Bar, Kitchen, Cluhouse, Bunkhouse, caravan park, camp sites, BBQ area, Showers, Wi-Fi, Lounge, Workshop, Hangarage, Club own the airfield. 100 members. www.ddsc.org.au

GEELONG GLIDING CLUB

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

GLIDING CLUB OF VICTORIA

Samaria Road Benalla, Tel# 03 5762 1058, Located at: -36° 33' 06" S, 146° 00' 24" E, State Gliding Centre of Victoria. Club rooms with Bar and large lounge dinning, Office, Members kitchen and commercial Kitchen Toilets and briefing rooms with storage. Members Caravan Park with Ablution block and dormitory accommodation.. Weekends from April-Sept, 7 day a week operations at other times. GFA approved workshop. 8 club aircraft including 4 two seaters, 41 private aircraft. Hangar space, Large private hangar complex. 115 members.

GLIDING CLUB OF WESTERN AUSTRALIA

GCWA is about 1.5 hours, 160 km's east of Perth, towards Kalgoorlie. -31.6228, 117.2166. The club operates weekends and public holidays, with sealed runways, hangar, club rooms and a fleet of 7 aircraft and Pawnee Tow plane. The club operates from the Cunderdin airfield and can be contacted on 0417 992 806 or see us at www.glidingwa.com.au The club currently has 61 members.

GOULBURN VALLEY SOARING

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

GRAFTON GLIDING CLUB

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

GYMPIE GLIDING CLUB

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

HORSHAM FLYING CLUB

Horsham airport – Geodetic Road Horsham. Tel# 03 5382 3491. 36° 40' 12" S, 142° 10' 24" E. Weekends and public holidays, aerotow. Clubhouse, Bar, canteen, Bunkhouse, campsites, Caravan Park, Workshop, hangar space. 5 club aircraft including 2 x two seaters. 8 private aircraft.

HUNTER VALLEY GLIDING CLUB

Warkworth - (10km W of Singleton. S along Putty Rd to Mt Thorley intersection, then W towards Denman. 1st turn right after crossing the river at Warkworth). Located at: -32° 33' 00" S, 151° 01' 30" E, Tel# 02 6574 4556. Aerotow operations weekends, Public Holidays and one friday/month. Club owns 2 two seaters and 2 singles and the private fleet includes 16 gliders. Facilities: Clubhouse, bunkhouse, caravan park, camp sites, workshop, club owns airfield. www.hvgc.com.au 54 members.

LATROBE VALLEY GLIDING CLUB

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

LEETON AVIATORS CLUB

Brobenah - (9km N of Leeton PO, on E of main canal at foot of Brobenah Hills). Located at: -34° 29' 42" S, 146° 26' 07" E. Tel# 02 6953 6970. Winch operations Saturday and Sunday by arrangement. Club A/C 1 tow seater and one private motorglider. Facilities include Clubhouse showers toilets, Canteen, hangar with workshop, Camping. 7 members.

MELBOURNE MOTORGLIDING CLUB

Moorabbin Airfield Located at: -37.977661,145.101671, Grange road Mentone. Tel# 0418 511 557. Operates Motorglider AEF's around Melbourne anytime by booking. Royal Victorian Aero Bar and restaurant. Controlled airspace operations. 2 members.

MILLICENT GLIDING CLUB

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

MORAWA GLIDING CLUB

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

MOUNT BEAUTY GLIDING CLUB

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

MOURA GLIDING CLUB

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

MURRAY BRIDGE GLIDING CLUB

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

MURRAY VALLEY SOARING CLUB

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

NARROGIN GLIDING CLUB

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

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

NARROMINE GLIDING CLUB

The club owns and operates Twin Astir, Duo Discus, LS4, Libelle, Discus B. Tugs: club owned Pawnee 260 and private owned C-180.14 private owned gliders.

Facilities include club house with licenced bar and kitchen. Private owned tourist park on site with En-suite rooms,airconditioning, kitchen, recreation room, laundry. Walking distance from town.

The club operates full time November to April and Fri, Sat, Sun, Mon for the rest of the year. 46 Members - The club welcomes all visitors.

www.narromineglidingclub.com.au

NORTHERN AUSTRALIAN GLIDING CLUB

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

NORTH QUEENSLAND SOARING CENTRE

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

PACIFIC SOARING

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

RAAF WILLIAMTOWN GLIDING CLUB

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

RENMARK GC - RIVERLAND SPORT AVIATION

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

SCOUT GLIDING CLUB

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

SOUTHERN RIVERINA GLIDING CLUB

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

SOUTHERN TABLELANDS GLIDING CLUB

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

SOUTH GIPPSLAND GLIDING CLUB

Leongatha airfield 8km's south of Korumburra. Tel# 0437 041 709. Located at: -38° 29' 36" S, 145° 51' 36" E Operations weekend and public Holidays and by arrangement, Winch launching with rope. Aerotowing by arrangement. 4 club aircraft including 2 x two seaters. 2 Private gliders. 14 members. Camp sites, workshop, hangar

SOUTHWEST SLOPE SOARING P/L

Operations from Bendick Murrell airfield. Located at: - 534° 10.347, E148° 28.296" E. Tel# 0488 531 216. Winch and self launch by arrangement. Club own 1 two seater and has 3 private gliders. Facilities include: Hangar, powered camping area on town water. 3 members

SPORTAVIATION – TOCUMWAL

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

SUNRAYSIA GLIDING CLUB

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

SWAN HILL GLIDING CLUB

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

SYDNEY GLIDING INC.

Operations from Camden Airport. Located at 34 02 24 S, 150 41 12 E. Tel# 0412 145 144. Self launch operations weekends and midweek by prior arrangement. Club has 2 self launching 2 seaters. 10 members. www.sydneygliding.com.au

SOAR NARROMINE P/L

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

SCOUT ASSN OF AUSTRALIA NSW GLIDING WING

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

TEMORA GLIDING CLUB

Operations from Temora Airfield 2km's Nth of the township off airport Road. Located at: - 34° 25' 18" S, 147° 30' 42" E. Tel# 02 6977 2733. Operations by aerotow weekends with full time camps in January and others by arrangement. Club owns a two seater, Private fleet, 7 single seaters. Facilities include: Bar, canteen, Clubhouse, camp sites,

VICTORIAN MOTORLESS FLIGHT GROUP

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

WAIKERIE

GFA CALENDAR

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

GLIDING EVENTS**Fabric Course**

Monday and Tuesday, 17 and 18 September 2012.

Contact Jim Barton Ph (03) 9309 4412

Queensland Coaching Week

22-27 September, Kingaroy

For more details contact **Greg Schmidt** phone 0414747201

Bunyan Wave Camp

22-29 September, Bunyan

Contact Stuart Ferguson

Phone - 0419 797508

www.canberragliding.org

SAGA Airworthiness

course - Engines,

Waikerie Gliding Club

7-14 October 2012

waikeriegliding.com

Engineering Course

Bathurst Soaring Club

14-20 October

Places still available

contact club secretary

www.bathurstsoaring.org.au

Club & Sports Class

National Championship

Kingaroy, 8-19 October 2012

Greg Schmidt gregschmidt88@gmail.com

Phone 0414747201 www.kingaroygliding.com

Cross-Country Invitational

3-4 and 10-11 November 2012.

Cross-country pilots from near and far are invited to the Spring cross-country invitational, to be held on consecutive weekends, 3rd/4th and 10th/11th November 2012 waikeriegliding.com/xcinvitational

NARROMINE CUP

24 to 30 November 2012

Open to all. Including cross country coaching with G Dale
Book now: arnie.hartley@gmail.com
www.narromineglidingclub.com

ORANGE WEEK - Waikerie

Is being staged from Saturday 24th

November to Saturday 1st December

2012. waikeriegliding.com/orangeweek

NSW State Gliding

Championships 2012

Narromine from 1 - 8 December,

2012 immediately following the Narromine Cup Week.

Operations organised by the **Bathurst Soaring Club** (Colin Turner - Comp. Director). Facilities, catering and bar by the Narromine Gliding Club.

www.nswgc2012.com.au

JoeyGlide 2012

Lake Keepit, NSW

9 - 17 December 2012

Entries for JoeyGlide 2012 are now open! JoeyGlide includes both the Junior National Championships and a coaching week for newly solo pilots. For more information check out the website at www.joeyglide.com, the Facebook group, or email Adam Webb on pres@ajgc.org.au.

SOUTH AUSTRALIAN

STATE CHAMPIONSHIPS

Waikerie

Thursday 27th December 2012 to Thursday 3rd January 2013..

waikeriegliding.com/2013statechamp

Multiclass Nationals

Benalla January 7th-18th

January 2013 (inclusive) hosted by the Gliding Club of Victoria at Benalla, Victoria. Benalla is an excellent site offering flat land and hill/mountain terrain. The competition is being held in the best weather time period for the site so should mean some excellent soaring conditions. The facilities of the Gliding Club are the best in Australia so come and join us. Details at: <http://www.deltaone.id.au/BenallaMulti13/> or contact the competition manager, John Switala, at john.switala@ptp.com.au

20M Nationals

Narromine January 2013, 22-31.

Please note new dates for 20M two seater Nationals at Narromine are January 22-31.

Change due to conflicting dates with Joeyglide. The competition will be held as a standalone competition this year rather than as part of the Club Class or Multi Class Nationals. Dedicated webpage coming in the meantime check narromineglidingclub.com.au

CLASSIFIED ADVERTISING

www.gfa.org.au

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

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

GLIDERS FOR SALE

HPH 304 Shark 18M competition sailplane.

300hrs Altair and Cobra trailer. Ventus2CX 800hrs, LX9000 with stick control, Avionics trailer Partial installation for jet by factory (wiring, Fuel tank and pumps) Reasonable offers considered. **Andrew 0488161844**

georgo28@bigpond.com

VH-XOM Std. Cirrus. Cambridge LNAV GPS +Borgeld Vario. Nose release. Enclosed trailer (regNSW) + full tow out gear. Temora based. Ph

0414605960, 02 62812998. \$1550

Hornet 206.Total Hours 1950Max. pilot weight 108Kg.Wings and fuse coating in very good conditions. Cockpit professionally upholstered with blue vinyl.New radio FL760.Colibri 4.0 with Flarm.Undercarriage alarm.New wing's cover, UV/ water resistant.Always hangared.Enclosed trailer, new tires, LED lights, wing walker, tow out gears.A.D. \$25,500.Inspect at the gliding Club of W.A Contact: **John Orton, johnorto@gmail.com**

PIK 20B Single Seater 15 meter. Good condition, with trailer and tow out gear. Offers **07 4157 6040**

Cirrus Open good condition tinted canopy very good Trailer needs a coat of paint all tow out gear \$11,000
tigermothaya@aapt.net.au

Libelle H201b VH-GGZ 2880hrs, Superb original condition with excellent trailer. Basic instruments, microair, parachute (2007), wing covers and tow out gear. \$17000 **PH (03) 5975 5362**

EP-2 SUPER GOOSE. VH-IZZ Sports class 13m Pocket Rocket. VGC with encl. trailer. Australian designed and built, 1970.Low hours. **Ph. 0437 525 666**
patching@westnet.com.au

Open Jantar 19M VH-GOI, L/D 1:47, complete refinish 2006, excellent cross-country performance, good trailer,

FOR SALE**STANDARD LIBELLE 201B**

VH GJW L/D 1:38,



Recent PPG repaint, canopy very good, new battery & harness, certified winglets, all AD's current, 6 months left on Form 2, instruments includes - electric and mechanical vario, becker radio, ASI, Alti, compass and flarm.

Water bags in wings, max cockpit weight 110kgs, wing and fuselage covers + tow out gear.

Trailer in excellent condition refurbished hydraulic brakes and 3 x new tyres.

Currently at Warwick in a private hanger. Approximately 1323 landings and 2748 hours. Ready to fly in any comp.

Contact peterplunkett@optusnet.com.au or 0432 711 585. Asking price \$18,500 Negotiable.

Microair radio, B10 vario, ground handling gear, covers. **\$19,500 ono. Mal Williams 02 62915698.**

Ventus2xc VH-ULZ 800hr, Comes with everything Metal top cobra trailer, Altir & Vega computer ,Cambridge 302 & 303, Becker radio, winter varioand basic inst, factory U/C warning alarm, LED

Flap position indicator , All tow out gear etc. New Glider Coming all reasonable offers considered.

ph Lars 0428 492 783

lars@activecampers.com.au

TWO SEATER GLIDERS

ASH25, GTF is a unique opportunity to own an outstanding hangared glider at Omarama New Zealand - home of the world's best mountain soaring. A 40% share is available to either one or two suitable individuals. If interested please contact **Gavin Wills - gwills@GlideOmarama.com**

ASK21mi , 2 seater self-launching glider, VH-GVS with enclosed Komet trailer. Total hrs 930, engine hours 97, always hangared, steerable nose wheel,

current form 2 and in excellent condition. Price: \$180,000.00. Contact: **Rod 0438 443815 roddo.harris@gmail.com**



VH-FQP Grob 103 twin 2 good condition complete with tow out gear 4660 hrs Flies exceptionally well \$65000.

Ph 0749274307 jw.mh.kerr@bigpond.com



continued over page



FOR SALE BY TENDER

2002 HK36 SUPER DIMONA POWERED GLIDER



Engine Hrs 735

Airframe 1100

Plus T Hangar and lease at Camden Airport
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FOR INFORMATION, INSPECTION & TENDER DOCUMENTS

Phone Keith on 0418 489 552 or email keith.sutton@bigpond.com.au



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DATE 26 SEPT 2012**

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MOTOR GLIDERS

AMT 200 Super Ximango The ultimate touring motor glider Reliable Rotax power. Latest wing profile. Retracting undercarriage. Inexpensive to run. Very good condition. \$135,000 For full spec. and photos email energy@clubtelco.com or call **0428 481 355**

DG400 XJZ, 1990, excellent condition. A/c refinished 2009, 3050 hrs, 15/17m span, steerable tailwheel. Engine 266 hrs recently rebuilt and running perfectly. Auto prop retraction. Nil accidents. S-nav, Dittel radio with 10 presets, good Cobra trailer, chute, towing gear. Based Camden NSW. Optional T-hangar, headset. Contact **John 02 9771 3017 johnnormarilyn@yahoo.com.au** or **Michael 02 9546 5785 mkaras@idx.com.au**. \$100,000.

This almost new Whisper Motorglider registered experimental **ZIP** with the Gliding Federation of Australia is the first flying aircraft of its type in Australia. Based at



Wedderburn in the Sydney Basin. Factory built, its features include: 120hp 6 cylinder 3300 Jabiru engine, Dynon D180 EFIS Engine monitoring system, Flightcom 403 MC intercom, Icom A210 radio, LX16 electronic LCD variometer Garmin 296 GPS, Garmin GTX 327 transponder, Dual battery and wiring system, Airmaster AP 332 Feathering inflight adjustable propeller, Leather seats Wingspan 16m, Fuel capacity 85L, Glide Ratio 1:28 at 105km/h, 25 hours engine time and total hours Asking price: \$115,000 negotiable Contact: **Stan Nightingale ph 0415911373**

GROB 109B VH-GUM Airframe in good condition Engine operating "on condition" Excellent Panel. New tyres, low hours on prop. Would suit priv. owner

or syndicate to give it some TLC All offers considered. Ian Patching, VMFG Inc. **Ph. 0437 525 666 patching@westnet.com.au**

PIK 20E • VH ZAD Airframe 1850 Hrs, Engine 188Hrs. Excellent condition, Winter ASI, Alt & Vario with Cambridge LNAV and Datalogger. Fitted with BWS Bug Wipers and Approved Winglets. Factory trailer with tow out gear, lots of spares, wing covers etc. Good PU paint. This aircraft is very pleasant to fly and has made many long flights. \$59000 - ONO Contact **Stefan on 0429727002** or sjsmith20216@bigpond.com



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42 max L/D (20 m version)

37 max L/D (17.5 m version)



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

- easy rigging
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- easy ground handling
- hand controlled rudder option

Even nicer to fly than Puchacz

Simplified maintenance

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- spring loaded trim
- gas strut in place of canopy retractor cable
- special automotive-like shock absorber
- hydraulic disk brake (TOST) operated by a lever on the stick
- and there's more... making this glider decisively better than its predecessor

Design life 15000 h

74,950.00 EUR basic config. Ex f.

9600.00 EUR Avionic AVM Duo trailer Ex f.
(when bundled with the glider)

PERKOZ Factory News !

Flight tests of 20 m PERKOZ well advanced!

Test pilots report better than expected performance in many aspects !!!

ALLSTAR is stepping up work on certification Full EASA certificate of SZD-54 PERKOZ 17.5 / 20 m expected early 2013 !



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