



# Thermal

Newsletter of Bathurst Soaring Club

Spring 2013  
[www.bathurstsoaring.org.au](http://www.bathurstsoaring.org.au)

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# FROM THE PRESIDENT

I am disappointed that I am not able to attend the AGM personally this year. Delaying this meeting until my return in November was considered too late for the AGM by the committee. Also changing my travel dates were not possible due to conference dates and times that I was able to be away from my business. I have had good opportunity while being away to spend time with a close relative that is currently fighting multiple cancers, this was a very important personal thing for me to be available in time of her need.

The flying calendar for this season is packed with the regular events and some new innovations thanks to some willing organizers. I look forward to hearing how events such as the School visit, Jaguar car club and glide fast are received. I am confident that our usual camps and events will be a success this season assuming the conditions are suitable. Many club members are involved in the organization and running of these events and I encourage members to get involved and assist or participate where possible.

November last year our club held the NSW state gliding championships. It was well run under the expert supervision of Colin Turner with many from the club assisting, thank you to all that were involved. There was a real sense of team work during the competition in particular when we had to deal with the stress after the fatal accident. All involved were professional and assisted where possible during this difficult time. The competition saw challenging days with well-planned tasks resulting in champion pilots winning in the various classes.

I know Colin Turner has announced (not the first time) that this was his final stint as Competition Director. I am sure we will be looking to him for guidance and encouragement when Bathurst Soaring Club's turn next comes around.

The last 2 years we have had significant attention to the Pawnee aircraft. Peter Hofman is doing a sterling job in making sure they are not only airworthy but look like they are well loved. While it was unfortunate that we have a minor propeller strike on the hangar door, the resulting bulk strip and re-build of the engine discovered some problems that we were able to fix now. It may well be a blessing as the potential for a bearing failure prior to the normal life of the engine was there. The real culprit (hangar door opening not high enough) has been targeted by the committee as something that will be fixed once and for all. Clearly it was always a matter of when it was going to happen, not if. I am hopeful that before the end of summer under the supervision of Peter Hofman the modifications to the hangar door will make it not possible for a further propeller strikes to occur.

Your committee has taken the unpopular step of introducing fee increases this year. These increases were well overdue and necessary to ensure that the revenue is sufficient to cover ongoing maintenance of all our assets but also to ensure we have sufficient being put aside for future improvements. The launch and glider hourly rates have not been increased for many years, these were well overdue. We looked at other clubs as a guide before the increases were decided on by the committee. The committee were quite surprised just how low our fees were when compared to many other clubs. We aimed for an increase that would ensure the continued financial security of the club without having any adverse effects on utilisation, clearly we will be keeping a close watch on this in the months ahead.

It is always sad when we say goodbye to one of our pilots, Alan Bones was a much liked member of our club and his sudden sickness and passing left many of us quite shocked. We will miss sharing a thermal with him. Our thoughts go out to Alan's family and friends.

New members are the future security of the club. To those that have joined us in the last 12 months, welcome. I trust you will feel in no time that Pipers field offers not only great gliding opportunities but also a friendly warm atmosphere that feels like a home away from home.

I would like to take the opportunity to personally thank all the committee for their assistance over the past year and I look forward to the next two years. I thank Peter Hofman for giving me the confidence to leave the AGM in his capable hands.

I am delighted to provide a further two years of service to the club and personally want to see a number of projects through to completion. Some of these include, runway repair, club house improvements, fleet maintenance, tug re-bagging, just to mention a few.

I know this year you have two options for President and Vice-President. I am encouraged that there are more people wanting to assist than there are positions available. If the members return me as President I welcome those that ran but were unsuccessful to attend any or all meetings that they want and share thoughts and ideas that they may have.

I look forward to sharing a thermal with you and hearing about your achievements and a story of a thermal that didn't get away over a glass of red or two in the clubhouse.

Keith Gateley

# *XC Coaching Week*

## **Tasks**

Day 1	27 <sup>th</sup> Oct	Temora - Forbes - West Wyalong 284 Km
Day 2	28 <sup>th</sup> Oct	Lake Cargelligo - Rankin Springs - West Wyalong 249Km
Day 3	29 <sup>th</sup> Oct	Lost due to X wind
Day 4	30 <sup>th</sup> Oct	Lake Cargelligo - Ardlethan - West Wyalong 284 Km
Day 5	31 <sup>st</sup> Oct	Condobolin - Parkes - West Wyalong 323Km
Day 6	1 <sup>st</sup> Nov	Condobolin - Rankin Springs - West Wyalong 304Km
Day 7	2 <sup>nd</sup> Nov	Tullibigeal - Weethalle - West Wyalong 178Km

## **Participants**

John Patterson  
Bob Sarmany  
John Jurotte  
David Damary  
Mike Timbrell  
Richard Bull  
Nick King  
Ed Marel  
John Carr  
Jim Bannatyne

## **Coaches**

Graham Brown  
Lyle McLean  
Bernard Eckey  
Brian Rau  
Paul Mander  
Brian Hayhow

## **Tuggies**

Des Eustace  
Brian Bailey  
Paul Westman  
Elvin (Curly) King

## **Dogs Body**

Graeme Cant  
(Treasurer)

After packing up on Saturday the 26th and trailering the gliders to West Wyalong we set up in what looked like an abandoned airstrip. Jeff Stien from the local council said we were a week earlier than he expected however he made us very welcome and soon had the airfield mowed and looking sharp. Jeff never misses a photo opportunity for the local newspaper and soon had us organized for various shots. We ended up on the front page of the West Wyalong Advocate and in a Greg Grainger documentary so all the locals now knew who was in town.

The outlanding lessons on the first day could not be done as all the paddocks are full of grass and crops at this time of year. In fact a few days later it proved very hard finding a suitable paddock for a real outlanding. A task was set but the tug popped a brake cylinder so only a few got away. Graeme Cant and Des Eustace went to Temora for the parts and we spent the day fixing the brakes.

The Monday was a very difficult day with lots of shear in the thermals and the only good air out to the west. Only a very few made it to the good air and most turned back or outlanded. John Patterson was shown how to outland by yours truly in the Orion and it was so far from any habitation we had a long walk before we found a road. John's GPS said it was Thompson's lane. Soon a big tractor came down the road and we asked if this was Thompson's lane. The farmer said his name was Peter Thompson and then added with a grin he had been around a while.

The next morning had everyone talking about the unusual conditions the day before. Lots of theories were put about the trough and which was the better side. The trough conditions were reversed from what we usually experience. There was also a sharp line between grovelling close to the ground and soaring to 8000ft. Wave influence?

We lost a day due to strong southerly winds but then had terrific conditions for the rest of the week.

Bob Sarmany did his first 300km and most of us were happy to get the rust out of our cross country flying. David Damary and John Patterson now know what cross country flying is all about. De-rigging and rigging gliders!

Staying too long at the top of thermals was exposed the next day in the flight trace reviews so this was focused on. We had some terrific visiting coaches in Bernard Eckey, Brian Rau and Brian Hayhow and some were lucky enough to have cross country flights with them. Paul Mander has re-joined our club and our coaching ranks and some were also lucky enough to have flights in his ASH25. I went with him on the first day of Speed Week and would recommend you go with him at Pipers if invited. All of these coaches participated in the lectures and flight analysis which revealed some terrific knowledge.

On the last day only a short task was set as there was a front approaching. This provided the opportunity to explore the wave on top of the thermals. Some got into them and I ended up at 11500ft which was a perfect way to finish the week.

Many thanks to all those who contributed and especially Graeme Cant who slaved endlessly for little reward (nothing). Please book early for next year as this was a very successful course and will be combined with Speed Week again. It will be open to all Clubs.

Safe Cross Country Flying

Graham Brown

# ***SPEED WEEK***

Speed Week is all about flying faster cross country. Four years ago Paul Mander, having noted the absence of an inter-club coaching event in NSW, decided to fill the gap. Gliding regattas had also largely disappeared. They were popular many years ago and useful for easing people into the competition environment without the pressure of either State or National comps.

Having recently re-joined Bathurst after a break of many years, Paul decided to hold Speed Week 2013 at West Wyalong directly after the XC Coaching Week. The program was similar to previous years combining a series of presentations and workshops with a friendly regatta allowing participants to compare individual performance with the rest of the field.



**West Wyalong Airfield**



**Dave in his Hawk at WW**

On Day 1 we were treated to our own private air display as Speed Week coach Dave McManus returns to Williamstown via West Wyalong fresh from the Temora air show.

BSC members Chris Becek, Armin Kruger, Lyle McLean, Nev Page, Mike Timbrell and Sean Young attended along with thirteen others from various clubs around the state. Our coaches were four times world champion Ingo Renner, Dave McManus and Paul Mander. Each pilot was asked to think about which measurable aspects of their personal performance could be improved to produce faster average speeds. Everyone wanted to fly faster but the path to this outcome needed plotting.



A group discussion ensued to identify the most useful performance indicators which could be extracted from traces via See You™ and then plotted for each pilot over the week. Collectively, four numbers were identified as the most significant, viz:

- Percentage time thermalling
- Achieved L/D
- Average Climb
- Height lost while thermalling

The last figure was an interesting one and a new idea to most of the group. I think Kerri Claffey was the one who suggested it. While average climb is comparative to others on the same task, height lost is a direct measure of the ability to locate, centre and use lift efficiently and consistently.

Although all four figures were collected and displayed for each pilot each day, further discussion on the last regatta day resulted in Percentage Time spent thermalling and Height Lost while thermalling as the two most important indicators to be carried forward as an individual performance indicator.

“When should you leave a thermal?” Garry Speight’s Rule was introduced as the answer, i.e. “You should leave a thermal at the moment when you are reasonably confident that you will find better lift further along your track.” This underlines the need to keep looking forward both along your current track and around the corner when turn points are imminent.

Ingo Renner has long been interested in shear wave. Having spent countless hours exploring, he is now convinced that the phenomenon it is far more frequent than previously believed. He explained how shear wave is produced when the wind velocity is both higher and lower than that in the convecting air mass. The appearance of “hooks” in the upper part of cumulus clouds are a sure fire sign of its presence.

The student group represented a very wide range of experience and the collaborative discussion in our workshop sessions produced an extraordinarily helpful mine of information. The theme of directed practice was emphasised as the most effective way to hone skills and improve performance.

We were entertained mid-week with a *Meet the Stars* evening at what had become gliding HQ, aka Tattersall’s Hotel. On stage taking questions from the gallery were Dave McManus (Junior Worlds), Kerrie Claffey (Women’s Worlds), Tom Claffey, Tony Tabart and Paul Mander (Worlds) and our own World Champions Ingo Renner and Brad Edwards. All shared their most memorable moments competing at the highest level. What a lineup! I can’t think of another event where so many top notch glider pilots have gathered to share their memories and knowledge.



**Ingo Renner, Tony Tabart, Paul Mander, Brad Edwards, Tom Claffey, Dave McManus and Kerri Claffey**



**Ingo Renner & Brad Edwards**



**Ingo, Tony Tabart and Paul Mander**



## The Regatta

As in previous years, midday found us on the grid ready to launch. After our morning session, Lyle McLean would present his Met report and the group would agree on a suitable task. AATs were standard fare with large radii turn zones to facilitate the range of experience among the competitors. Many of our flying days were challenging to some and outlandings not uncommon. High shear/buoyancy ratios combined with wind and convection heights around 4500 ft AGL called for tactical judgement. Nevertheless the greater majority got around each day and everyone engaged the spirit of competition and set off on task.



**Best Tow Out Vehicle Award goes to Bob Dircks of Lake Keepit**

Each evening we analysed our traces and reported key performance indicators for all to see and compare. By applying the mornings' lessons, a measurable trend of improvement was becoming evident in many of the figures as the week progressed.

Taking the lead from the *Tour de France*, the overall leader was presented with a yellow shirt, the stage winner with green, the novice stage winner sported white and the King of the Mountain (best climb) wore the red polka dotted number as modelled by Armin; and very fetching it was on him too! Especially when teamed with the green stage winner's chemise underneath. Well flown mate!



Armin in podium kit



Our last day was a cracker

## Outcomes

Remember? The objective was to record and measure key performance indicators over the week. The results below were taken from the first six pilots on our alphabetically compiled list of participants and the trend is self-evident. It just goes to show what can be done with a well-constructed program and using local talent.

<b>% Thermalling</b>	4/11	5/11	6/11	7/11
Pilot 1	44	44	33	32
Pilot 2	51	34	31	22
Pilot 3	-	48	34	26
Pilot 4	-	-	43	37
Pilot 5	36	37	32	27
Pilot 6	33	38	25	19
<b>Height Lost</b>				
Pilot 1	5010	4964	4646	3097
Pilot 2	6644	4259	2703	3228
Pilot 3	7359	1220	1204	548
Pilot 4	-	1588	1634	1253
Pilot 5	-	-	3373	3688
Pilot 6	-	3996	3091	1063



**The Speed Week Team**

Speed Week gets better each year and once again the feedback from participants has been unfailingly positive. This event is a must for all who aspire to improve their cross country skills.

Mike Timbrell



**Hamilcar glider disgorging a Bren Carrier**

## Vale Alan Bones

Yesterday we gathered at Mona Vale in Sydney to bade farewell to our friend, Alan Bones . Family, friends, ex Qantas crew and the gliding fraternity were there in force.

It was a day filled with emotion – sadness to lose him, an apparently fit & vibrant 74 year old, compassion for Pauline, his children & grand children at their loss & some humour, when it appears that golf was the only aspect of his life that he didn't master.

Alan was a quiet & unassuming man. He was never one to dominate the conversation, but when pressed he could quickly “hold the floor” on the technicalities of airline flying, aircraft, engines & so on. He started as an apprentice, gained engineering qualifications, a pilot's licence & completed his career with Qantas as a senior check captain.

There is one story that best illustrates Alan's quiet determination. In charge of a 707 about to depart Bangkok for Sydney in 1972, Alan was instructed to hold for some “additional cargo”. An RAAF Hercules had just landed from Saigon with the “additional cargo” being 74 orphaned Vietnamese babies. The babies were quickly taken on board the 707, but the Thai authorities insisted on a revised passenger list before clearance for departure. No problem for Alan – to the original passenger list were added the names of the new passengers ---- “Mickey Mouse”, Minnie Mouse”, “Donald Duck’ ..... etc. etc

To paraphrase Peter FitzSimons’ “you’ve gotta love this bloke”!! We all did.

Bill Tugnett

1 August 2013

## NSWGA Hails Col Turner

The President of NSWGA, Dave Boulter has recognised fourteen years of meritorious service by Col Turner as a competition director.

Col has directed a total of nine comps; four Club Class Nationals and five State Multi-class. The tenth comp was at Lake Keepit - Dave Shorter was the Comp Director and he asked for Col to act as Ops Director so that he could fly in the comp.

*I had flown about 25 Club Class and Multiclass comps during the 80s and 90s. Apart from the odd day win I only once finished in the top 10! Following the adage "if you can't beat them, join them" in 1999 I tried my hand and running a comp and found that despite the work and frustration with the weather I enjoyed being involved in that role and which in due course led to my ongoing involvement.*



# *Bernard and the NRMA Bloke*

"Have you seen my car keys?" Bernard asks.

"No."

Bernard, Brian and I search the unit with no result.

Bernard is a bit uptight as he has to drive from West Wyalong to South Australia leaving at 5:30 tomorrow morning.

A more thorough search reveals nothing.

"Weren't you at your car boot a while ago?"

"Um.....yes. "

"Could the keys be locked in the boot?"

"It is IMPOSSIBLE to lock the keys in the boot of a Mercedes." Bernard tells us.

OK they must be somewhere inside the unit.

More searching reveals nothing.

Bernard says he will walk around the block to clear his head.

He returns none the wiser.

It dawns that the keys are probably in the boot.

"Who do you call in NSW to get into your car?" "The NRMA." "But I'm not a member of any motoring club."

Just then the NRMA happens to drive through the caravan park and we flag him down.

"How do you get into a Mercedes when the keys are locked in the boot?"

"You can't. You are F\*#ed!" says the NRMA bloke. "I can smash the window but the car probably won't ever go again. Your F\*#ed!"

Bernard is now depressed.

Over a cup of tea he says that his old Mercedes had a secret compartment with a spare key for such occasions.

Maybe I did it on this one too.

He checks and finds the key.

Happiness abounds!

He leaves the boot open and starts packing the car.

The NRMA bloke happens to pass by again and stops.

He asks Bernard how did you get in?

Bernard says "you will have to pay money to find out".

"Get F\*#ed!" says the NRMA bloke.

Bernard graciously tells him that he had a spare key in a secret compartment under the car.

"You bloody Germans think of everything" the NRMA bloke says and drives off.



# A Solar Panel Battery Charging System

The removal of a glider battery(ies) at the end of a day's flying for recharging is, in some gliders, neither easy nor practical. Probably the first BSC glider where this situation was encountered was the DG500M, which arrived at Pipers in 1992. Removal of the 25Ah battery is a 20' job, taking the same time to reinstall. The original owners (Ron Ballard, Joe Brown & Frank Popovsky) sought a means of charging the battery in situ. The solution they came up with is still used today, albeit the electronics utilise circuitry which is more "state of the art".

The components of the system (ref. Dia 1) are:

Solar Panel; 12V 5W (providing 300 - 400 mA) – a 10W panel is preferable however the 500M system still has the original 5W panel.

Solar regulator; to protect the hanger battery from overcharging by limiting the charge to 13.8V.

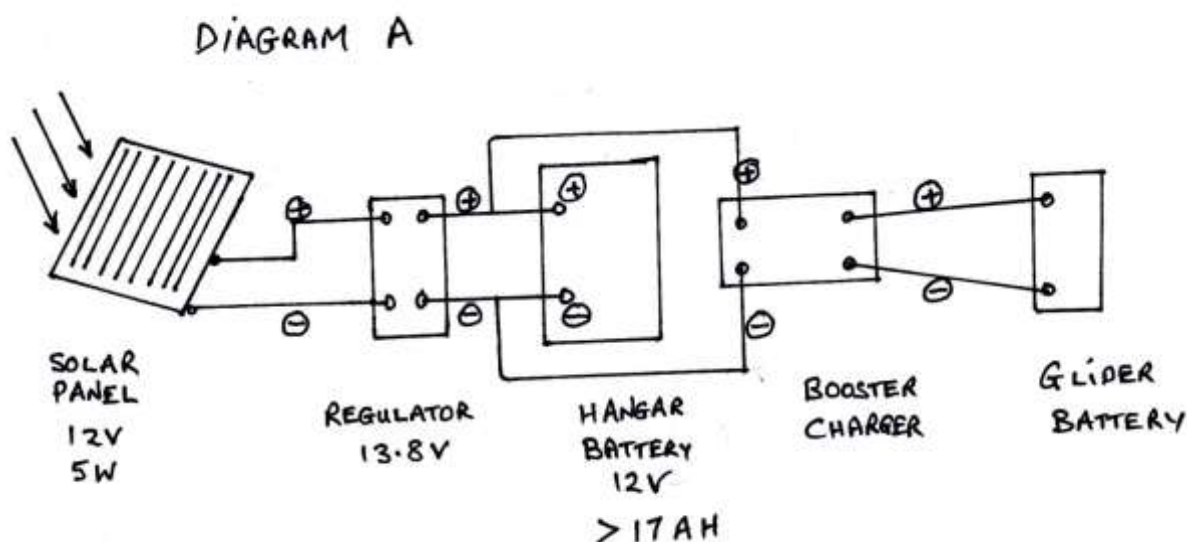
(A 12 volt solar panel will produce approx. 18V in full sunlight)

Hanger battery; 12V with a capacity of 17Ah or greater.

12V battery booster charger. Kit K091A ex Oatley Electronics

<http://www.oatleyelectronics.com/>

Glider battery(s) - typically 7 or 12Ah



The key component in this system is the Oatley 12V booster charger. Basically it takes 6 - 12V, boosts it to > 18V, then regulates it down to 13.8V. Thus the glider battery will be charged up to 13.8V and maintained there on a trickle charge.

Assuming a flight of 5 hrs with a 12aH battery and a discharge rate of 1 amp / hr, ideally the battery should be recharged at the (minimum) 10hr rate of 500mA. From observation, the Oatley booster charger initially delivers a maximum of 800mA /hr. In this example the glider battery will take approximately 7-8 hrs to fully recharge.

You might be wondering why the hanger battery and booster charger is needed? Why not simply charge the glider battery from the solar panel via the regulator? The reason is there will be insufficient sunlight exposure time to recharge the glider battery if flying is planned the following day. Utilising the hanger battery and booster charger, the glider battery is recharged overnight.

The solar panel, regulator and booster charger are available as kits from Oatley Electronics and are not expensive. If you're not into kit assembly, Jaycar have solar panels, and preassembled regulators and booster chargers.

I can vouch for the Oatley kits – there are 7 – 8 currently in use at Piper's (XQK, GRD (2\*), VCM (2\*), ZAR & GKS) \* GRD & VCM carry two batteries – one booster charger for each battery. These systems are made portable, so that they can be taken with the glider to camps and comps.

**Bill Tugnett**

## NSW State Comps 2013

Open Class	3 <sup>rd</sup>	Paul Mander	ASH25J
	6 <sup>th</sup>	Ed Marel	ASH31Mi
Club Class	7 <sup>th</sup>	Sean Young	ASW20B
Standard Class	3 <sup>rd</sup>	Ian McCallum	Ventus C

Congratulations to all our competing members. Full results on [www.soaringspot.com](http://www.soaringspot.com)

# *Trophies Awards 2013*

The following trophies were awarded at the AGM Dinner held on the 19<sup>th</sup> of October.

**Crossan Wave Flight Trophy**, for the best wave flight from Pipers

**Dave Hofman**, 16/03/13. 11500 ft.

**BSC Instructors Trophy**, for the most inspirational instructional flight

**Pete Hofman**, nominated by Owen Sutton



**Dave Hofman**



**Brother Pete receiving his trophy**

**Monty Cotton "Tiger" Trophy** for the best cross-country flight at a BSC camp

**Robbie Bull**, 06/02/13. 584km DG505 West Wyalong/Jerilderie/Hillston/WW



**Robbie Bull with Monty's Tiger Trophy**



**Owen Sutton**

**Harry Crossan Trophy**, for the best handicapped cross country flight from Pipers  
**Adam Gill** 750km Pipers/Young/Tooraweenah/Ben Chifly Dam/Pipers

**Golf Victor Trophy**, for the best performance by a club member at the Nationals  
**Adam Gill**, 4th place National championships

**BSC Trophy** for meritorious achievement  
**Peter Newcomb**

**John Phillips Trophy**, an encouragement award  
**Paul Nichols**

**John Maggs Trophy** for achievement by a pilot with less than 100 hrs experience  
**Owen Sutton**

## Cloud Watching

Cloud watching becomes second nature to glider pilots and every now and again we spot something unusual. Sitting on the terrace of an olive plantation in Puglia one evening last June I spotted these...



**Cumulus Mammatus**, so the cognoscenti tell me. Found under cu-nims although not exclusively. To be avoided at all times by gliders as the phenomenon is associated with extremely heavy sink.





**Classic wind shear seen at Oberon mid-November**

## **AROUND THE AIRSTRIP**

BSC member Len Diekman ran the **NSW Gliding Engineering Course** from 29 Sep – 5 Oct with Aaron Stroop doing the assessments. They were ably assisted by Keith Hayden and Arnie Hartley with Peter Newcomb doing the cooking. Club members Jim Bannatyne, Sam Schonefeld and Michael Begg achieved their Component Replacement ratings.



**Aaron explaining water bag testing**



**Len and Jim looking for stress cracks**



The **Junior Trailer** has undergone a huge workover. Thanks Peter N!



From this...



To this...



And this...

**Andrew Spoor** has progressed to the Junior.



Ready to rock'n'roll



Nice two pointer!

Welcome back **Des Eustace** after satisfying CASA that he's fit to tug again.



A few of those wascally wabbits are still around after **Pete Edkins'** poisoning.



Schleicher lover **Aaron** has bought an ASW15B. Nice glider.



**Martin Wookey** has turned up in some unusual Bug Smashers lately.



The dam's in the back paddock



Is this Flanders?

# SQUADRON CHALLENGE UPDATE

As at 30th November Daggers are a country mile ahead of the field. Jordey show some promise but the rest have a lot of work ahead if they want a look-in to bragging rights.

		Score	Kms	Team
<b>Daggers Squadron</b>				<b>2700</b>
P/O Graham Brown	PIK 20B	1082	1125	
P/O Mike Timbrell	SZD 55	752	918	
P/O Paul Mander	ASH25/Discus	866	918	
<b>Jordey Squadron</b>				<b>743</b>
P/O Bill Tugnett	Ventus	586	674	
P/O Dave Hofman	Hornet	157	159	
P/O John Wilson	LS4	0	0	
<b>Diamond Valley Squadron</b>				<b>225</b>
Oberleutnant Armin Kruger	LS4	225	234	
P/O Robbie Bull	DG800/505	0	0	
P/O Peter Hofman	Std Libelle	0	0	
<b>Flying Circus Squadron</b>				<b>0</b>
P/O Aaron Stroop	ASH25	0	0	
P/O Leonie Furze	LS3	0	0	
P/O Ed Marel	ASH31	0	0	
<b>Iron Thermal Squadron</b>				<b>0</b>
P/O John Simpson	DG500M22	0	0	
P/O Keith Gateley		0	0	
P/O Adam Gill	Nimbus 3	0	0	
<b>2PM Squadron</b>				<b>0</b>
Flt Sergeant Peter Williamson	PIK 20B	0	0	
P/O Peter Edkins	Hornet	0	0	
P/O Bob McDonald	Ventus C	0	0	

### Ventus Squadron

0

P/O Ian McCallum	Ventus C	0	0
P/O John Jurotte	Mosquito	0	0

### Escadrille Noire Squadron

0

Officier Pilote Serge Lauriou	DG600 18	0	0
P/O Alan Taylor	ASW20B	0	0
P/O Lyle Mclean	Mini Nimbus	0	0

### Young Pups Squadron

0

P/O Sam Schoneveld	LS4	0	0
P/O Nev Page	DG400M	0	0
P/O Charles Durham	SZD Junior	0	0

## Totals

3669

## DATES FOR THE DIARY

1 <sup>st</sup> – 7 <sup>th</sup> Dec	Women's Week at Pipers
31 <sup>st</sup> Nov – 6 Dec	20m Nationals at Narromine
8 <sup>th</sup> – 14 <sup>th</sup> Dec	Junior Nationals at Narromine
26 <sup>th</sup> – 31 <sup>st</sup> Dec	Christmas Camp at Pipers
1 <sup>st</sup> – 11 <sup>th</sup> Jan	Club & Sports Nationals at Waikerie
2 <sup>nd</sup> – 16 <sup>th</sup> Jan	Temora Camp
1 <sup>st</sup> – 15 <sup>th</sup> Feb	West Wyalong Camp

## EDITOR'S NOTES:

**This will be my last edition as editor of Thermal.** I thank all past contributors especially Peter Newcomb who has unfailingly submitted photos and without whom we could not have published.

**BSC must decide collectively** whether we want Thermal published or not. Without contributions it becomes a difficult task. Until our leadership places much more emphasis on our club magazine, Thermal will inevitably languish and die.

**Mike Timbrell**



# STOP PRESS! FLASH!

Just prior to publishing, news was received that the ***We Don't Want It Trophy*** was delivered to the Temora Gliding Club at 1300 hrs today, November 30.



Having launched at 1100 hrs, Paul Mander flew the 216 km in his Discus with the trophy securely stowed aboard. He arrived before Temora had launched their first glider for the day.

Predictably our Temora friends promised to return the favour without delay despite their having rarely, if ever, appeared in the skies above Pipers in the past.



# Bathurst Soaring Club

Bathurst Soaring Club Inc.

ABN 50 000 677 565

General: PO Box 1682, Bathurst, 2795

Treasurer: PO Box 825, Spit Junction NSW 2088

Airfield: Pipers Field (02) 63 371180  
(On Fremantle Rd. 1.5km from Eglinton)

Position: 33° 23' S 149° 30' E

100 flying members

Operating Weekends, Public Holidays

Launching: Aerotow

Bar, Clubhouse, Bunkhouse, Camp sites, Workshop,  
Hangar sites available,  
Club owns airfield

Fleet Club:

3 dual seater gliders :

DG-505-Orion [BSC]

ASK13 [GUQ]

ASK21 [GBW]

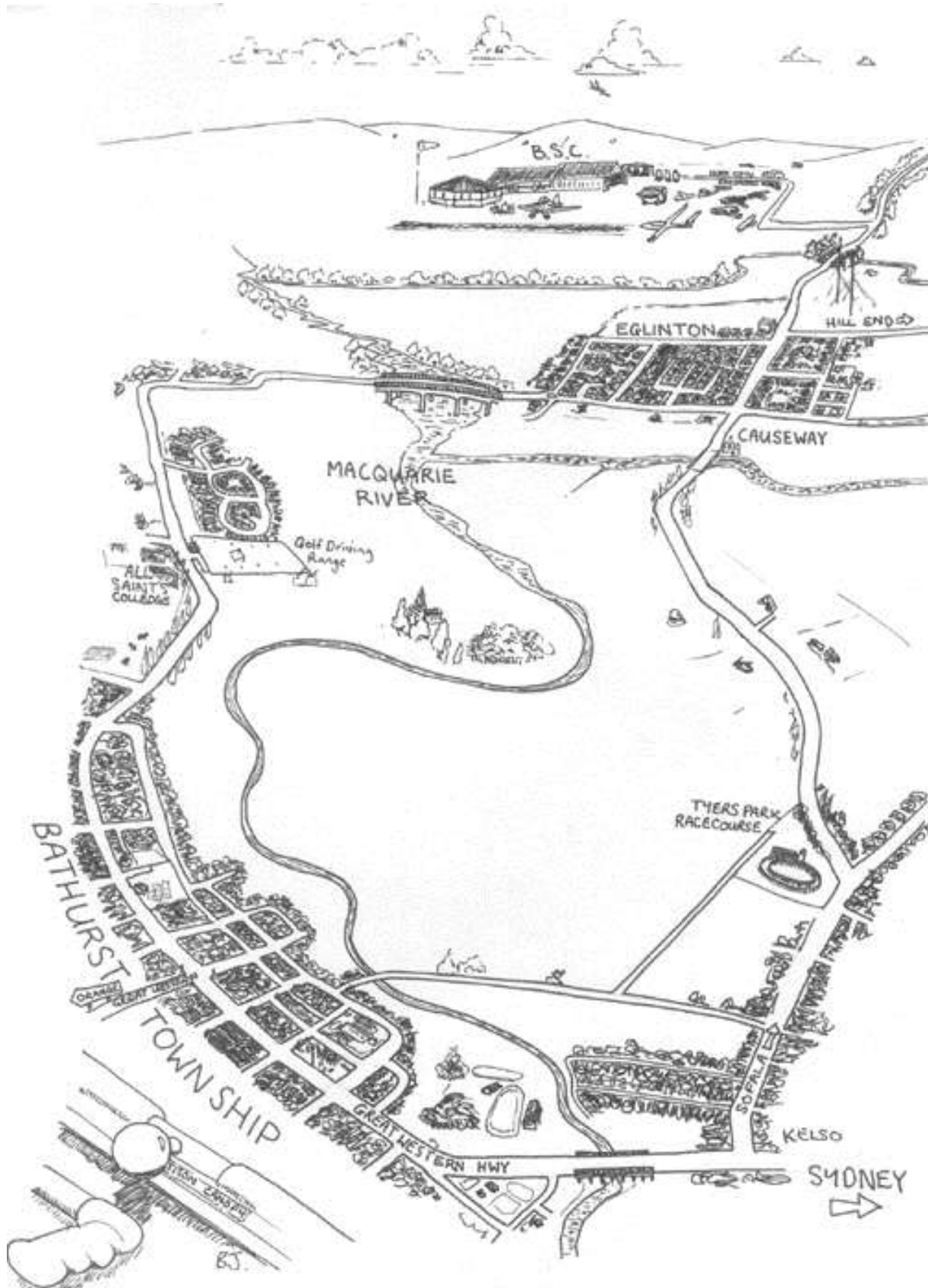
3 single seater gliders :

SZD51 Jnr [WQP]

DG300 [HDZ]

LS4 [CQN]

Two tug planes and many privately owned gliders



Piper's Airfield, Freemantle Road, Eglinton NSW 2796  
Tel +61 2 6337 1180 • Coordinates 33:22.72S 119:31.11E