Thermal

Newsletter of **Bathurst Soaring Club**

Summer 2011
www.bathurstsoaring.org.au

What's Inside

PRESIDENT'S MESSAGE

Taking on the role of President in any organisation can be good or bad. This will often depend on how the previous committee have worked together, the financial position of the organisation, its level of membership and a host of other issues.

I would like the thank Bob McDonald for his hard work in the past and after chairing our November meeting, I feel that taking on this role was a good decision. We have a strong Committee with good balance of views and a great challenge ahead to build up the bank balance after the land purchase so our Treasurer doesn't have a fit at the thought of spending club funds.

I look forward to the challenges in the year ahead.

TNE

Immediately after the AGM we had an emergency committee meeting to discuss options to get TNE back in the air after the accident at Lake Keepit. Thankfully the pilot was not hurt. At this meeting we considered various options to ensure the best outcome for the club. The existing engine had run 80 percent of its life with only 400 hours to run before replacement. The normal repair for a prop strike requires a "bulk strip" which means to dismantle, inspect, repair and rebuild the engine. The quote for this work amounted to 30 percent of the cost of a new motor, so we decided to propose that our insurance company pay us for this part of the repair.. I am happy to report, that the insurance company has agreed to the payout and a new engine ordered at a favourable USD exchange rate. We expect to have TNE back flying before Christmas complete with a new engine. Of course, the Insurance Company is also paying for the airframe repairs and also the cost of a new propeller, which is beyond repair. The old prop was well into its running life so we start again with a zero hours fan.

Thanks to Nick King for offering his Maule which assisted for a couple of days when PPC was off line for a 100 hourly. Our Club is fortunate that we have the luxury of two tugs allowing us to keep operating while one is not serviceable.

NEW LAND

As you are aware, there has been much activity with the purchase of the new land, relocating and removing fences and finally earth works which started on the 7th of November. We hope to have this land incorporated into our airfield by the end of November.

One point is we have more grass to mow so if you are, like me, rated on the Fiat, I encourage you to do your bit, get re-acquainted with the tractor, get the iPod plugged in and listen to your favourite music for an hour or two next time you are at the club. Many hands make light work. Remember grass which is higher than your ankle can produce an expensive ground loop.

DINNERS ARRANGED AT PIPERS

I have been personally involved in organising two dinners at Pipers, the first with 32 attending and the second with 21. These are excellent opportunities for the Club House un-official committee (Janine and Elsie) to obtain improvements for the benefit of all. These dinners were good fun but also gave me a great insight on how much work is involved and a greater appreciation for those that have organised many dinners in the past. I would encourage anyone that wants to organise a BBQ or more formal dinner for 10 to 40 people to let me know and let's set a date.

In closing, please feel free to contact me should you have any ideas for the committee.

Happy soaring, catch you in a thermal.

Keith Gately

The Presidential Team – Peter Hofman V.P. and Keith Gately

AGM 2011

39 members gathered on 23rd October at Pipers after a yet another of the wonderful BBQs prepared by Janine and her dedicated helpers the evening before. Various reports were delivered and recognition given to those key members who have tirelessly contributed so much time and expertise to our club. In summary, the BSC is in good shape despite some inclement soaring weather and consequent reduction in flying hours.

Committee 2012

President	Keith Gateley	
Vice-President	Peter Hofman	
Secretary	Lyle McLean	
Treasurer	Graeme Cant	
Ordinary members	Robert Bull	Peter Gore
	Janine Humphrey	Peter Newcomb
	Aaron Stroop	Mike Timbrell
	Colin Turner	Leigh Youdale

Life Membership was bestowed on Paul Drew for long and meritorious service to the Bathurst Soaring Club. Paul joined BSC at its very origins in 1967 when we were named the Sydney Technical College Gliding Club. One of his first acts in gliding was to undertake the GFA Ground Engineers' Course held at Camden in those days. Since that time he has worked quietly in the background applying his skills and testing many of us as DI Inspectors. He received his rating as Instructor in 1975 and continues in this role. Over the years Drewsie has become a fixture around Pipers and is well known as a person always willing to lend a hand. Hearty congratulations, Paul!

Paul 2011

The younger model with his Skylark

2011 Awards

BSC Instructors Trophy **Robbie Bull**

Nominated by David Hofman for an inspirational outlanding check.

Golf Victor Trophy **Matt Gage**

For the best placing by a member at the Nationals.

A creditable 5th place in Club Class.

BSC Trophy for Meritorious Achievement **Peter Hofman & Peter Edkins**

Won by two members this year for their extraordinary work on airfield maintenance.

John Phillips Trophy **Janine Humphrey**

An encouragement award.

Monty Cotton "Tiger" Trophy **Ed Marel**

For the best cross country flight from a BSC Camp. On 1st February Ed flew his LS6 GST on task West Wyalong-Trundle-Narromine-Condoblin-West Wyalong. Total 474 kms.

John Maggs Trophy **Gilles Faure**

For achievement by a pilot with less than 100 hours.

Crossan Wave Trophy / Harry Crossan Memorial Trophy

Harry would have been disappointed by the lack of claimants.

Peters Edkins & Hofman with Bob MacDonald

Robbie Bull & Bob McD

Janine Humphrey

Matt Gage

Gilles Faure

Photos by Peter Newcomb

Weather Forecasting

How to I arrive at the weather predictions most weeks?

Experience has shown that most of the available weather forecasts are unreliable when predicting the soaring conditions. However, many contain the basic information needed to derive that which has proven to be a reliable prediction. So far, it seems that my predictions have been better than any single source of data.

Weatherzone

www.weatherzone.com.au/nsw

This can be used to find the maximum temperature likely to be seen. Predictions of showers are regularly signs of good soaring conditions, as this could mean cumulus clouds which might over develop. A decision not to travel to Pipers based on a Weatherzone prediction of showers alone is probably poor one.

Bathurst 7-day Weather Forecast

	Thu Oct 27		Fri Oct 28		Sat Oct 29		Sun Oct 30		Mon Oct 31		Tue Nov 1		Wed Nov 2	
Summary	Mostly sunny		Mostly sunny		Late shower		Possible shower		Mostly sunny		Mostly sunny		Mostly sunny	
Maximum	18°C		23°C		25°C		21°C		19°C		21°C		19°C	
Minimum	5°C		5°C		10°C		12°C		7°C		5°C		6°C	
Chance of Rain	20%		50%		90%		80%		30%		5%		40%	
Rain Amount	< 1mm		1-5mm		5-10mm		5-10mm		1-5mm		< 1mm		1-5mm	
UV Index	Very High		Very High		Very High		Very High		Very High		Very High			
Frost Risk	Slight		Slight		Nil		Nil		Nil		Slight		Nil	
	9am	3pm	9am	3pm	9am	3pm	9am	3pm	9am	3pm	9am	3pm	9am	3pm
Wind Speed	24 km/h	19 km/h	8 km/h	12 km/h	8 km/h	14 km/h	5 km/h	10 km/h	11 km/h	16 km/h	6 km/h	11 km/h	4 km/h	12 km/h
Wind Direction	E	ENE	NE	NNW	NW	NW	NNW	W	SW	SSW	ESE	ESE	E	E
Relative Humidity	70%	56%	90%	59%	81%	62%	90%	71%	92%	59%	79%	52%	83%	54%
Dew Point	7°C	10°C	10°C	14°C	15°C	17°C	14°C	15°C	10°C	10°C	9°C	10°C	10°C	9°C

BOM

The bureau now have a graphical weather prediction tool within their website. See http://www.bom.gov.au/forecasts/graphical/public/nsw/orange.php for details of the Bathurst area.

I find this most useful for predicting maximum temperatures and an indication as to likely rainfall. The chance of any rain option is what is used by Weatherzone and other websites. This can be very misleading. Unless the *Chance of Rain* indicates rain then it is highly unlikely that there will be any.

Blip Maps

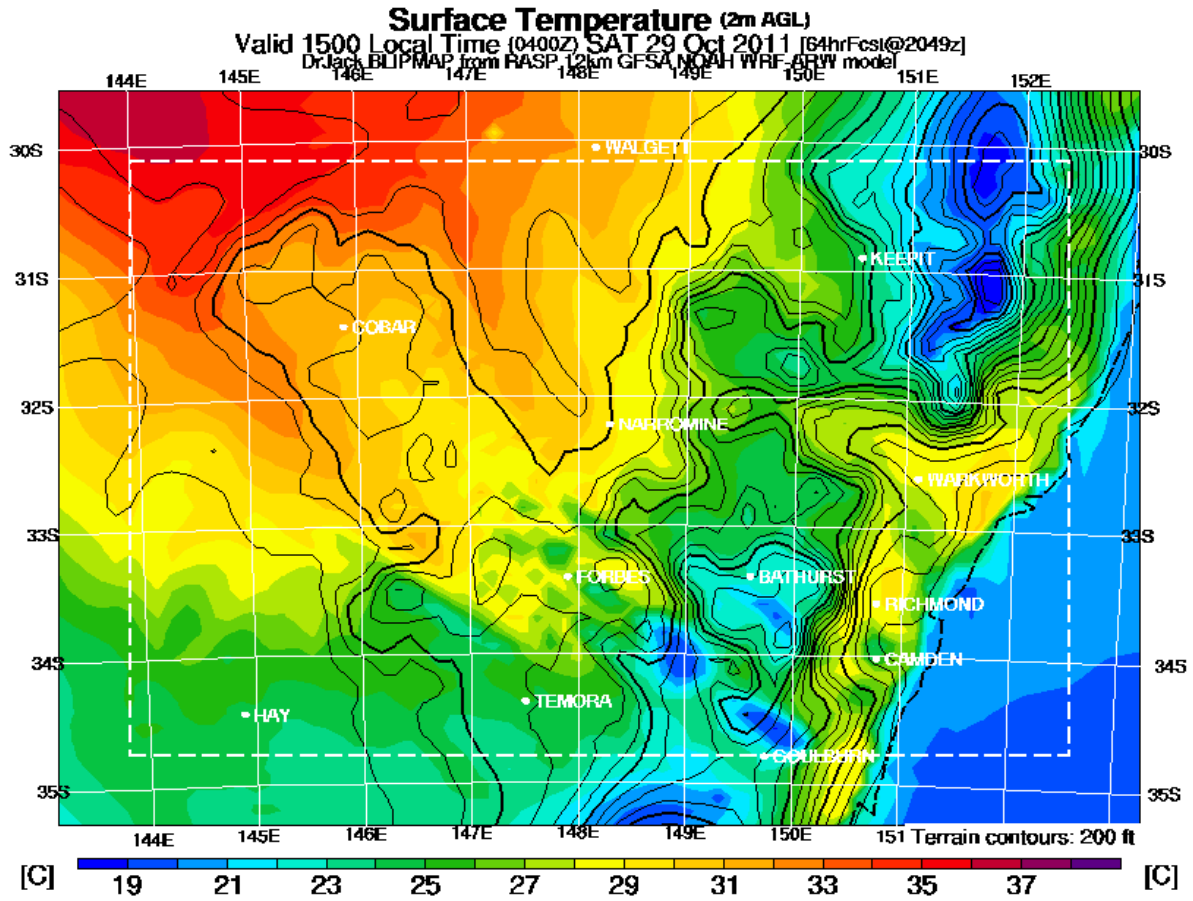
The data for Sunday becomes available late Thursday evening, hence the timing of the predictions.

These have become widely used to assess soaring conditions. However, experience has shown that they can be very inaccurate, typically underestimating conditions by a substantial amount. They are still the best source of data to predict from, providing the other sources are used to make corrections.

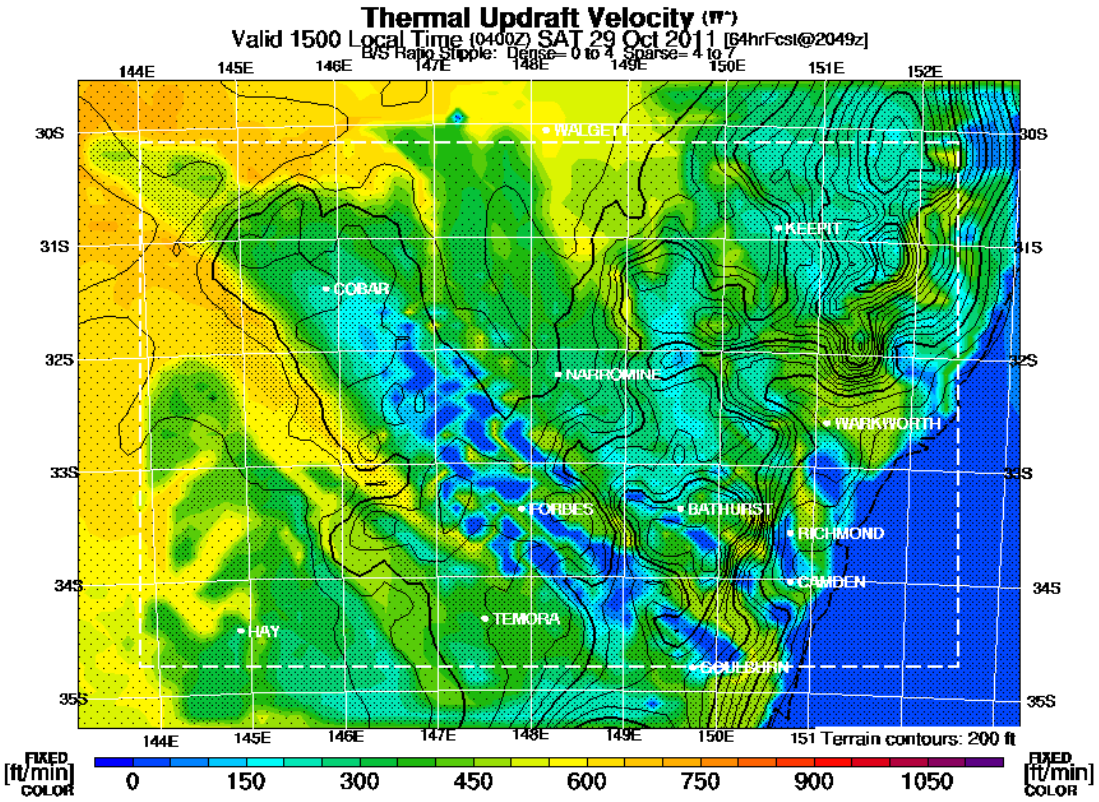
The easiest way to correct a blip map prediction is to compare the predicted surface temperature with bureau maximum temperature. Having done this, the existing temperature trace can be adjusted with the BOM maximum temperature. It has proven to be acceptable to leave the wet-bulb line as is when predicting cloud base. The predicted global strengths can be altered by about 1 knot per 3 degrees of temperature difference.

Example - Saturday 29th October 2011

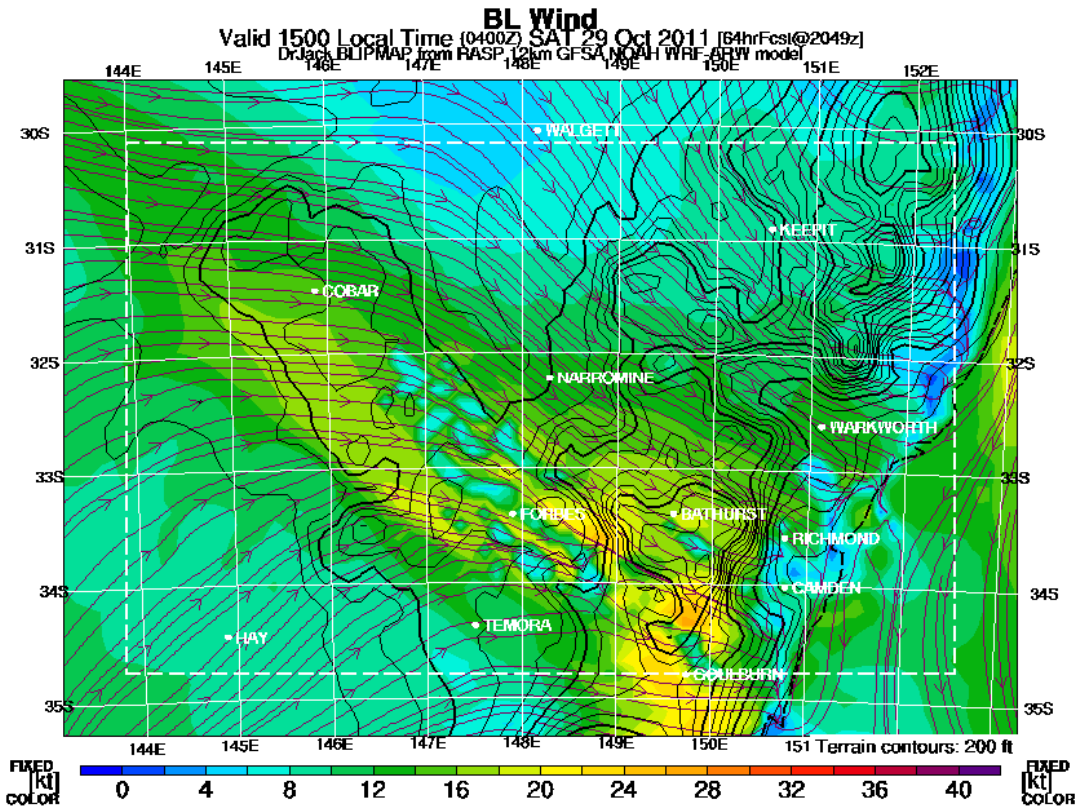
From the Blip Map, surface temperature at 3pm will be 23°



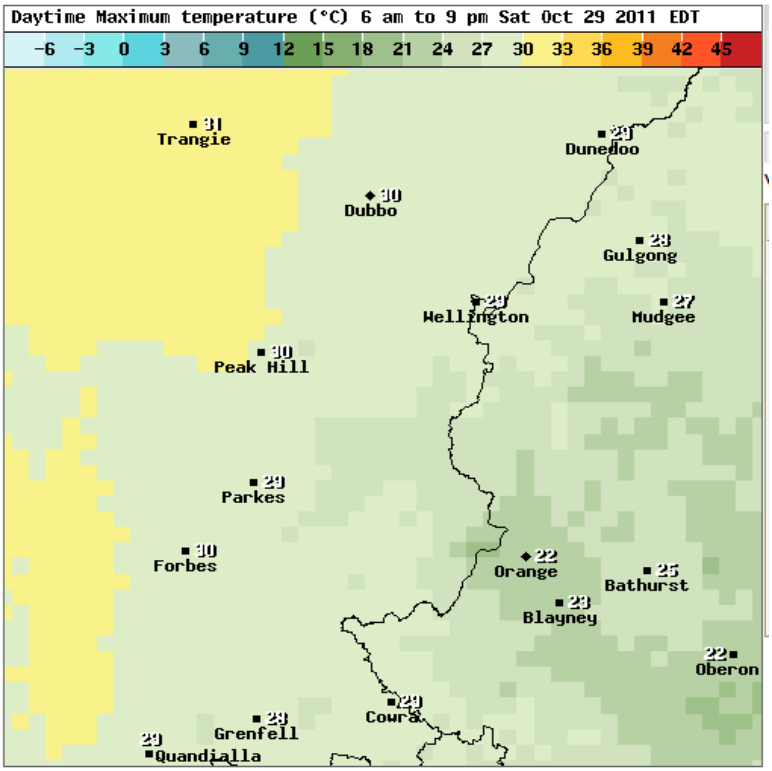
Thermal strengths will be 4 knots.



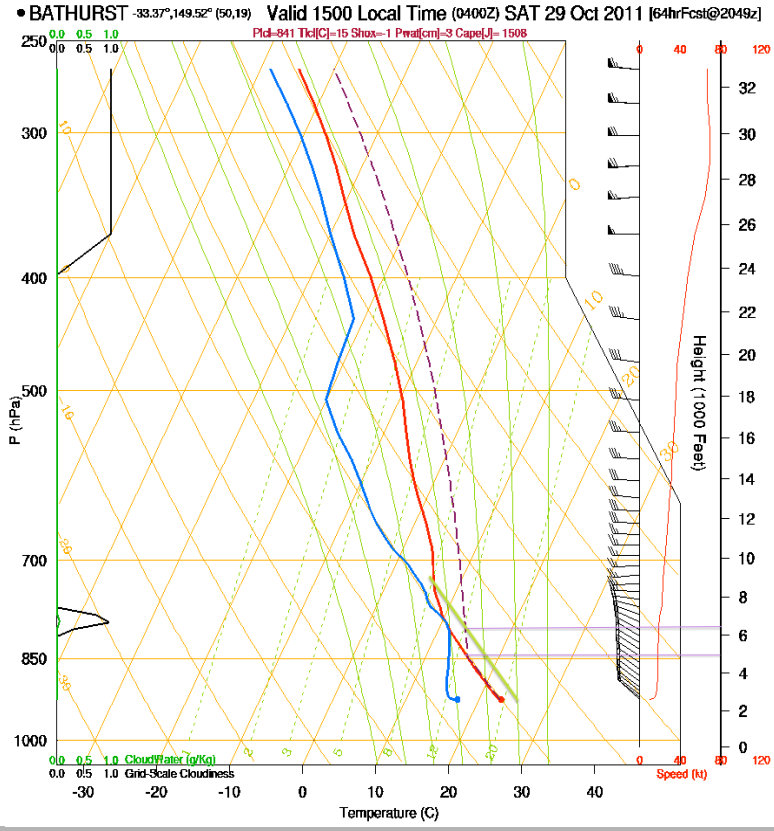
Wind will be 15 knots



From the BOM, maximum temp will be 25°- the closest they have agreed in months !



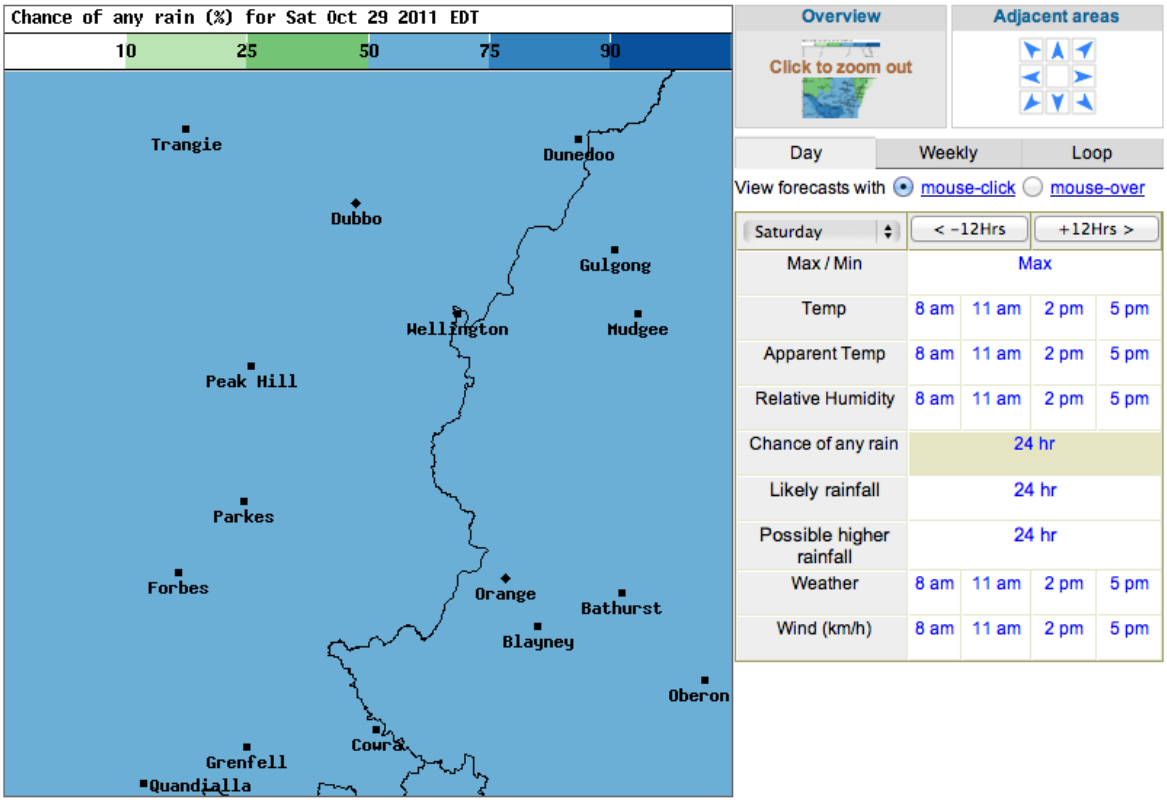
From this, I have modified the predicted sounding to derive a new predicted cloudbase (or convection height).



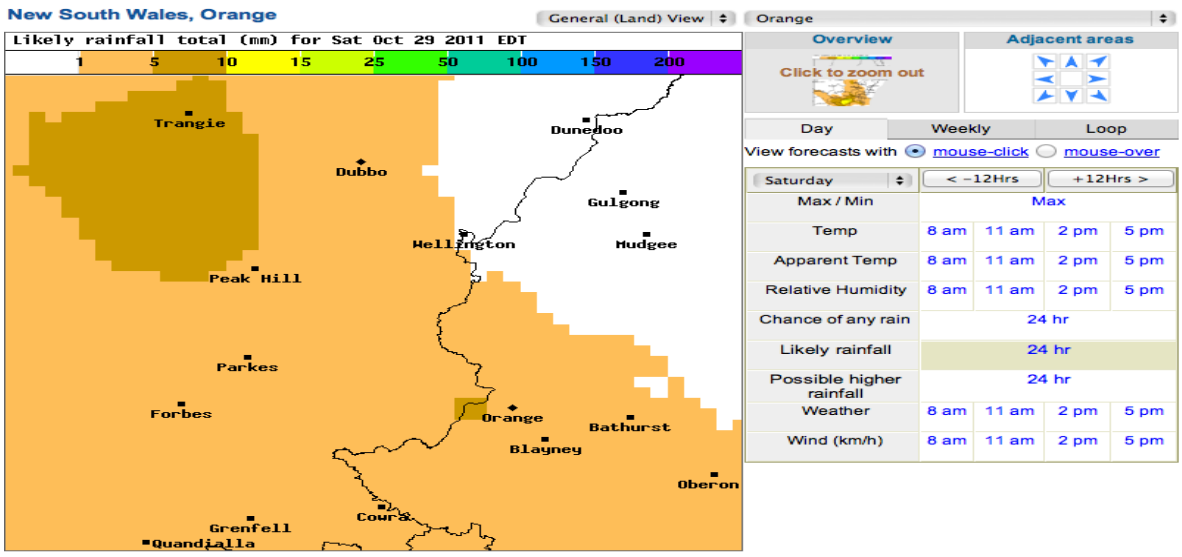
This gives an increase in predicted height from 5,000' to 6,000', and importantly, also removes the prediction of spread-out that would kill convection. Or, the 2° difference in predicted temps turns the day from rubbish into soarable !

However, again from the BOM, there is a greater than 50% chance of rain, suggesting not so good - I tend not to worry about a 25% chance. Remember, these maps show rain over 24 hours, not just the times we want to fly.

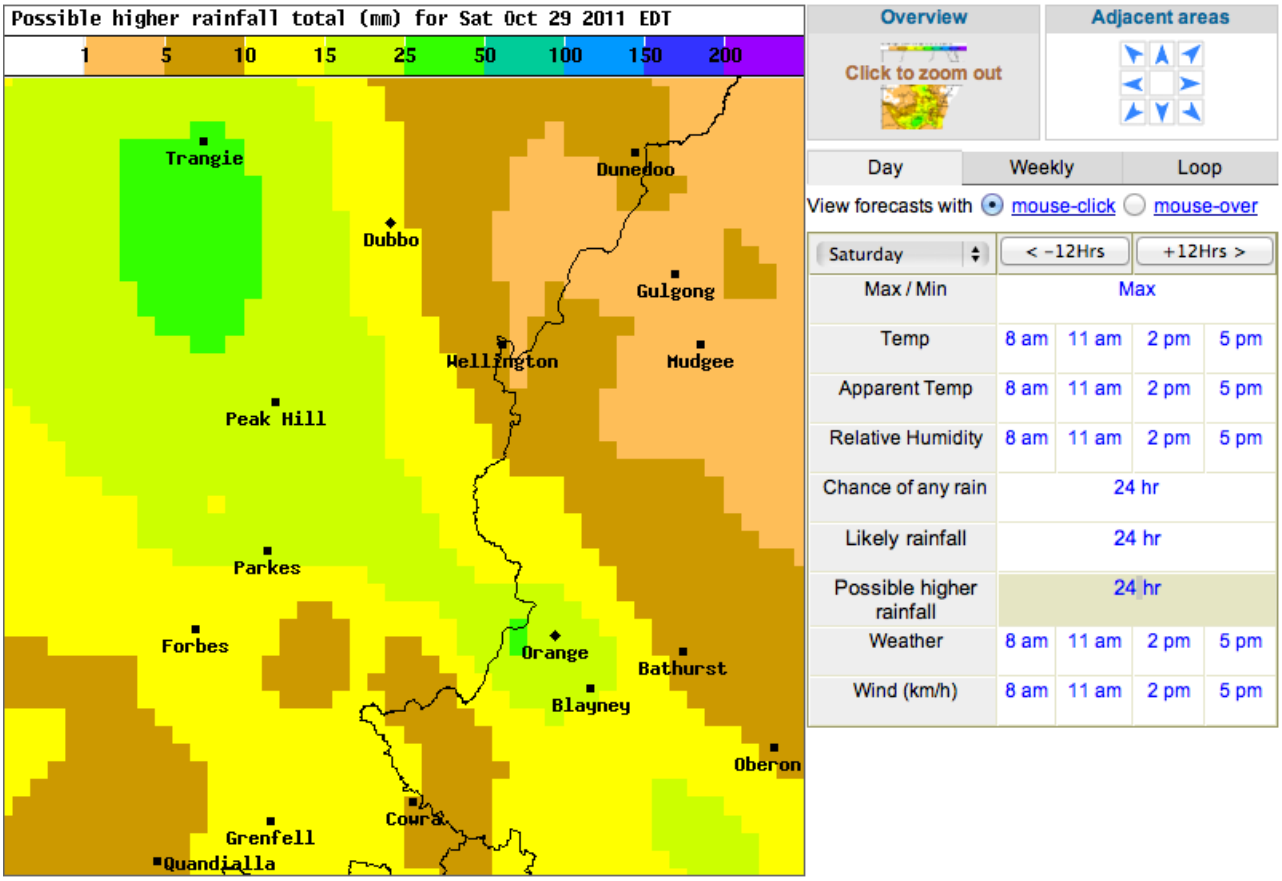
Any chance map shows 50-75% chance of any rain



50% chance map shows 1-5mm rain with 50% chance



25% chance map shows 5-10m rain



So the forecast would be:

Max temp 25°, wind 15 knots from the NW. Thermals 4 knots to 6,000' with probable showers.

Matt Gage

Overheard in the clubhouse

Two members who shall remain anonymous, discussing the relative merits of different brands of hearing aids! You know who you are!

One for glider pilots

http://www.aopa.org/members/files/pilot/2011/july/proficient.html

Bruno Gantenbrink: Safety Comes First

Translated by David Noyes, Edited by Beth Langstaff

The following article was published in Aerokurier, February, 1993.

If you would like to print some copies for wider distribution, publication is not only permitted but encouraged by the author.

Bruno Gantenbrink:

My talk was advertised as a banquet speech. What does one expect of such a presentation? Something pleasing, something educational, in any case, something positive. Nothing which disturbs one's picture of gliding. In this sense, my talk is not a speech suitable to a celebration. What can one say that is celebratory of safety? This presentation may frighten you, provoke you, or make you think. All of these reactions are to be expected. It does not matter to me whether what I have to say will cause negative or positive headlines in the press. If somebody comes to me afterward and says, "Is it really necessary for you to air our dirty linen with press present and strangers listening?" It will not concern me in the least.

If one were to gather together everything about soaring that was worth knowing, in my opinion, it would be divided into four chapters.

The first chapter would concern itself with the freedom of soaring flight. We would describe the majesty and beauty of gliding here. We would also have to consider the factors which endanger our freedom of the skies. The increasing number of senseless rules caused by an ever-growing number of aircraft and pilots make things harder all the time and in themselves give us much to consider. We should also define our relationship with the environment in this chapter.

For the next chapter, the title could read: "The Opportunity to Glide." We would have in here all of the organizational questions that have troubled us in recent times. Besides organizational problems, how do we create larger and smaller organizations? How should the training be organized? What should the licensing and examination regulations look like? In this chapter we should also look at the cost and financing of gliding because, after all, we have to be able to afford our sport.

A third chapter would handle the skills needed to fly gliders. One would then assemble all of the knowledge we need to pursue our sport, including aerodynamics, meteorology, soaring theory, flight techniques, and many other things.

The material in the first three chapters alone takes up 95% of our attention, not to mention our activity. At least that's what it looks like to me, when I think back on the talks given at this venue in recent years.
That doesn't leave much time and attention for the 4th chapter which deals with the question of how we survive our sport and is labeled "Safety." My feeling is that these four chapters should be about equal in size. But equal treatment of these subjects is not a given. The degree to which we neglect the subject of safety leads me to the hypothesis that we have a problem with it.

Some of you are probably thinking, "He exaggerates. He's painting a black picture and that's understandable because he wants to make a strong point. Therefore he is blowing it out of proportion to make it look important. We all know that there is nothing in this world that doesn't have some degree of danger. Even gliding is not without it. But we all know that the most dangerous part of gliding is the drive to the glider field."

Everybody has said this or heard it said. I remember the first time I heard it. I was a 14 year old kid who had just been taken to the glider field by my father. Naturally, he asked whether there was any danger for his son in learning to fly and he received that same answer from an instructor in my presence.

If that answer were true, or even nearly true, then there would be no flight safety problems and there would be no use in pursuing this theme any further. We could stop the presentation here and go on to other things. It's worth the trouble, however, to take a closer look at this statement to see if it is really true.

That sentence,
"The most dangerous part of gliding is the trip to the glider field"
is the dumbest, most ignorant saying that has found a home in our sport.

I want to take up the question of the truth of this statement in a subtle, perhaps even macabre way. I will forego the usual comparative statistics stated in terms of accidents per 1000 take-offs or deaths per 1000 flight hours given out by the German equivalent of the FAA. These statistics don't tell us much. They don't express what is too much and what is too little. How many deaths per 100,000 take-offs are too many? What number would be acceptable? Such comparative numbers don't really get under your skin. I can't impress you with those numbers. I would like to weigh the sentence, "The most dangerous part of gliding is driving to the airport" against my personal statistics.

To do this, I have made up three lists. The first list is the names of comrades that I have lost in flying. The second list is the names of friends that I have lost through accidents on the way to the airport either in a car or on a bicycle. And finally, to make the picture complete, the third list contains the names of glider pilot friends that I have lost in any kind of traffic accident anywhere.

The first list, of friends lost flying, contains about 30 names. I will mention only the most prominent. Just during the last year in Germany there were: Helmut Reichmann, Ernst Peter, Hans Glöckl, Georg Eckle, Horst Kall and then tragically just a year later, his wife Marlis Kall. From Austria: Rudi Göbel and Alf Schubert. From Belgium: Prof. Sander. From France: Sidot and

Daniel Quemere, chief flight instructors at St. Auban. From The Netherlands: Kees Musters. From South Africa: Heini Heiriss. As I said, these are just some of the more prominent names.

Now the second list: there is no one. I haven't lost any friends on the way to the airport. And I was somewhat surprised to find that for me, the third list of pilot friends whom I have lost in traffic accidents is also empty.

In the last 20 years we have lost 3 world champions including Harro Wödl, who is included even though I didn't know him personally, from the total of approximately 30 world champions. In the last ten years, we have lost three former German national champions out of the less than 30 we have ever had. It would appear that you have about a 10% chance of joining them. That should raise the hair on the back of your neck.

My personal statistics lead me to believe that glider flying is at least 30 times more dangerous than driving a car. And since every glider pilot has a driver's license, gliding is 1000 times more dangerous than the drive to the glider port. I admit that there are different statistics in different types of flying. To my mind, training is the least dangerous and cross country is more so. The most dangerous is probably competition flying. But even at that, the safest activity among these is only relative, since training for everybody is only a temporary period on the way to cross country and competition.

With all that I know and understand about gliding, I believe that the sentence, "The most dangerous thing about gliding is driving to the airport." is the dumbest, most ignorant thing that has been said about our sport.

"In the stronger language used by my kids,
Gliding is bloody dangerous!"

Some who use this saying are simply ill-informed. Those who know better, but use it to pacify the public or to put things in a positive light for the press, are reckless. Actually the opposite is true. It is more dangerous than anything else that I do or know about in my life. Why don't I quit? A good question. One reason I don't quit is because it affords me more fun and pure joy than anything else I could imagine.

There is a second reason which is more decisive and that's why I'm giving this talk. I believe that gliding is not intrinsically dangerous. It is the way it is practiced that makes it so. It could be much less dangerous if we were more aware of its dangers and behaved accordingly. Sadly, we don't do this.
I am very aware of how dangerous gliding is and take care to act on this awareness. Because of this, I hope to beat the odds. If I didn't have this hope, if gliding were as dangerous as the odds make it appear, then I would quit immediately.

Almost all the soaring friends I have lost, have been killed due to "pilot error". Some of these errors have been silly little things, the simplest kinds of carelessness with fatal consequences. They died because at the critical moment, something else was more important than flight safety.

If soaring is to become less dangerous than it is today, simply taking different precautions won't do any good. The basic attitude must change. And the attitude can only change when we realistically

evaluate the danger every time we fly. That is why I have fought against the thoughtless use of the saying that "the most dangerous part of gliding is driving to the airport."

Anyone who begins gliding with this philosophy does not appreciate the danger into which he enters. When the pilot believes this saying, he doesn't have to think any more. Neglect kills safety consciousness.

The prevalent attitude is one of lulling comfort with the danger suppressed. Unconsciously, you know something is there, but you don't want to talk about how dangerous it is. Why is the realistic consciousness of the risks so important? Because our strategy depends on how we evaluate the danger.
There is no activity without risk. Even if we don't get out of bed in the morning, we could think of a scenario in which something bad could happen. But we don't worry about such things. There are two very different kinds of danger. First are the ordinary everyday risks and second are the really dangerous things. People behave quite differently depending on which of these types of dangers they perceive are present.

There are the ordinary dangers at home, in sports, and games. For example, everyone knows that every year a certain number of people are hit by falling trees. In spite of this, people walk through the woods every day without fear of being hit by a falling tree.

It is unnecessary to work hard at avoiding the everyday dangers. You trust to luck because these dangers are so rare. It is extremely rare to be hit by a falling tree. On the other hand. there are the really dangerous and more probable things. There are ways to avoid these. The strategy for avoiding these real dangers cannot be to assume that "they won't happen to me, but they may happen to someone else." The strategy must be to avoid those dangers right from the beginning or, because that is not 100% possible, to minimize them to an acceptable level.

It is necessary to realize that these dangers are not rare but are actually rather likely. The dangers in gliding are relatively high as I have illustrated by my macabre statistics. Special care must be taken to survive our sport.

I often have the impression that gliding is put in the same category as everyday traveling. The idiotic saying that "gliding is not as dangerous as the trip to the airport" makes this clear. Our consciousness of danger is under-developed. We don't think that something might actually happen to us; others maybe, but not us. We have flight safety inspectors to insure safety and relieve of us of thinking about the subject. We can think about other aspects of gliding.

What the safety inspectors tell us is, at best, secondary knowledge or advice. We have to change this. We must concern ourselves much more with the safety issue. It is not simply a rumor that our safety consciousness is under-developed. Let me illustrate this by some examples.

I remember the German Nationals at Bückeburg in 1990. We had a variety of starting methods. The open class used a start photo and unlimited start gate height. The others used a start gate with a 1000 meter upper limit.

One hot day, we went to over 2000 meters on the nearby Wiehen Mountains. This was the beginning point for the open class who wanted to start as high as possible. That was already dangerous enough. There were 35 open class ships circling in one thermal. Anyone who knows what happens in the top part of the lift when the thermal hits its limit will understand me. When

there is just barely lift on one side of the circle, you can hit a little sink on the other side and the air is very turbulent in this situation. This last part is particularly uncomfortable because the aircraft change altitude with respect to each other quite often.
The reason for 35 open class ships waiting there to start is obvious. But what were the 80 other standard and 15 meter ships doing up there? That remains a mystery to me. The only thing they were doing up there was waiting for the start gate to open 1000 meters lower. And when it did open, they all dove down with air brakes open at 110 knots.

The fact that the standard and 15 meter pilots squeezed the last 50 meters of height out of the thermal can only mean that something was wrong with their thinking. I say this because there was no advantage in their being so high and putting themselves in such danger. Circling in such a crowded gaggle is something to avoid as much as possible. Before the beginning of the task, the general rule is not to put yourself at a disadvantage. One is supposed to "keep your powder dry" until it is time to begin in earnest. The standard and 15 meter classes that gained every possible bit of altitude had not only no use for it, but gave themselves a severe disadvantage since it took a relatively long and extreme dive to get down to start gate altitude. It would have been smarter to stay close to the start gate where the competitors could be watched and a quick start could be made. 1300 meters agl would have been a much better position. The standard and 15 meter pilots had done something which was not to their advantage and unsafe at the same time.

I call that inadequate safety consciousness; they simply didn't think. It would have been more sensible to circle at 1400 to 1500 meters in the lift and spread themselves out a bit. In any case, going to the top was neither smart nor safe.

A second example is something which happens over and over at contests. The tasks are chosen such that there is opposing traffic or all classes are sent on practically the same course. During the first two or three days they seem to avoid this but after a while it creeps back in. Something isn't right here and it should be easy to fix. Since the conditions for all classes are the same, even taking into account the weather forecast, there is nothing to prevent separating the classes so that they wouldn't even see each other during the day. The task setters seem completely unaware of the dangers involved in having large groups of gliders flying together.

The third thing I want to mention is a positive example. Last summer, at the US Nationals, I saw something that impressed me very deeply. Every morning at the beginning of the pilot's meeting there was a Safety Talk. Each day someone was picked to give a 10 minute safety session the next morning. Sometimes they were rather unpolished - not everyone is a born public speaker. But they were all plain speaking people who were pilots entered in the contest. They had all been around and they all had something worthwhile to say. I was very impressed by the good thoughts that were presented. The audience listened attentively and seemed interested in the topic of safety.

Why doesn't this happen at our contests? During the briefings at our contests, we talk about the points in the hand-outs that people are too lazy to read beforehand. I can't remember ever having spent any time talking about safety at one of our contest briefings.

I am definitely not a person who preaches safety all the time. Nor did I invent the topic of safety. I know my own limitations, but I also know what I'm talking about. I have just barely lived through the past 20 years with much luck. Normally, about 80% of the people who have the kind of accident I did die. More than half of the rest are so badly injured that life is not much fun anymore.

You only have so much luck during a lifetime. Since the accident, I try to be careful. I believe that I am considerably better, certainly not perfect, but better. If I didn't believe that, then I would quit gliding immediately out of consideration for my family, my business, and myself.

Those who have flown with me in competition know that there are certain things that I will not do. I remember a situation during the 1985 world comps in Italy when I was flying with Klaus Holighaus. He was a little higher than I and we were having a problem. He flew out of the light rain in the valley over a pass with a turbulent crosswind . We really didn't know which way the wind was blowing and we could have been flying into a lee wind off the pass. Our height over the pass was at best 60 to 70 meters and we had about one to two kilometers to fly to get to the pass. Even though the passage appeared to be possible and Holighaus was practically through, I turned back into the bad weather. At that moment, I said good-bye to the ranks of pilots who seriously considered themselves in contention for the world championship title. I was never sorry for the decision I made.

There was a 99% chance that I could have made it through the pass. Klaus was a little higher and made it. I would have made it if nothing unforeseen had happened. However, only the smallest thing needed to have gone wrong such as flying a little to the right or to the left of Klaus' path. That can make a big difference in a pass. Then I would have been stuck up there over the unlandable pass.

I'm quite prepared to take risks in normal gliding and even higher risks in competition flying. At first glance, this statement is confusing. But if you don't allow yourself some risk in competition, then you might as well quit gliding altogether because gliding is more dangerous than not gliding. If I'm willing to take the risks of gliding in the first place, why not the additional risks of competition?

What is important is something quite different. Namely, whether what I choose to do is worth the risks involved. What is the degree of risk? What can I do to minimize these risks? The short and simple conclusion is that one can question exposing oneself to the danger of all soaring, including the drive to the airport. All of it is more or less dangerous. In fact everything is more or less dangerous including all other sports. So what's to be done?

Everybody has to develop a safety strategy for himself. The simplest is to eliminate the risks that are completely unnecessary. For example, circling in gaggles unless absolutely necessary. In addition, we should be aware of the risks we do take and try to reduce them as much as possible. We should set risk limits for ourselves and not go beyond these limits. We should be permanently watchful. He who pays attention and watches out for the simplest things can avoid catastrophe.

In any case, if you have a risk conscious safety strategy, that is a much more successful method of surviving this sport than to simply hope that you have more luck than your friend who takes a hit.

Flying Granny at Pipers

A 90 yo great great great grandmother!

On Mothers Day, Sunday the 8th of May, 90 year old Great great great grandmother Helen Fotheringham (born 3/1/1921) had her first glider flight. Helen grew up around Mascot airport and has dreamed of flying her whole life. She used to watch the Tiger Moths take off and land at Mascot and watched Smithy land after one of his epic flights.

Helen's son Ian and daughter Lee gave Helen the glider flight as a present last Christmas and they chose Mothers Day to drive down from her home in Wentworth Falls for her maiden glider flight.

Ray Humphrey was the Tug pilot and Nick King the instructor. Nick gave Helen a go on the controls during the flight and commented on how steady she was.

Helen's flight lasted forty minutes and when she landed she was overjoyed by the experience. "It was just fabulous, so wonderful and Nick is such a kind and gentle pilot"

Bathurst Soaring Club wishes Helen many future happy Mothers Days and welcomes her to the gliding fraternity.

Comfortable?

Full service at BSC

Some say....

..that Janine has a new best friend. Having experienced the joys of flying single seaters with nothing but the clouds and eagles for company, some say that it's difficult to get her away from the controls of the Junior. The whole thing started on the 4th of November when she took off in WQP for the first time. The smile says it all and the rest, as they say… is history.

Photos by Peter Newcomb

Let's go

We have lift off

A nice controlled descent

Now to flare

Hold it off

A sweet two pointer

AROUND THE AIRSTRIP

- **Peter Edkins and Peter Huish** have now finished building their T Hangar, and a very nice job it is too.
- **Snake Hill** is one of the suggested names for the new T Hangar area.
- **Spring weather has the runway grass growing**. Tractor time needed by all.
- **Pete Edkins and team has sprayed** for serrated tussock and the myriad of blackberry shoots are next on the list. They are easy to recognise so some extra sprayers would make the task so much easier. How about a couple of hours in the Zook to help out?
- **Using the SAR Sheet** kept with the Duty Pilot is now a requirement.
- **The new land** is now fully fenced and the proposed strip smoothed out although it needs to settle before it can be used.
- **The Maintenance Course** was again run by Len Diekman with BSC members gaining either Component Replacement or Form 2 accreditation.
- **The Ab Initio Course** was run by Peter Hanneman with help from Lyle McLean and Brian Bailey. Some new members have already resulted from this initiative.

Photos by Robert Tims

Who bogged the Fergy? Not saying!

Graham supervises Mike working.

DATES FOR THE DIARY

27th – 31st Dec	**Christmas Camp at Pipers**
1st – 16th Jan	**Temora Camp**
2nd – 13th Jan	**Club & Sports Class Nationals Benalla**
28th Jan – 3rd Feb	**West Wyalong Camp**
30th Jan – 10th Feb	**50th Multi-Class Nationals at Narromine**

EDITOR'S NOTES:

Speed Week at Keepit was attended by four BSC members this year. Phil Edridge, Ian McCallum, Ray Humphrey and Mike Timbrell all participated. See the next edition of Australian Soaring for the full story.

The Sunday Retrieve Group idea is still alive. Please contact me to add your name to the list if you want to be a part of it.

The Squadron Challenge is well underway will many XC flights recorded. This is a great way to re-invigorate interest in cross country soaring and to introduce others to the experience.

I need more reporters! I would have liked to have written about the Ab Initio Course which is such a strong contributor to the future of our club and sport. Similarly the Maintenance Course.

Mike Timbrell
Editor

Bathurst Soaring Club

Bathurst Soaring Club Inc.
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ABN 50 000 677 565
Airfield: Pipers Field (02) 63 371180
(On Fremantle Rd. 1.5km from Eglinton)
Position: 33° 23' S 149° 30' E
Postal address: PO Box 825, Spit Junction NSW 2088

100 flying members

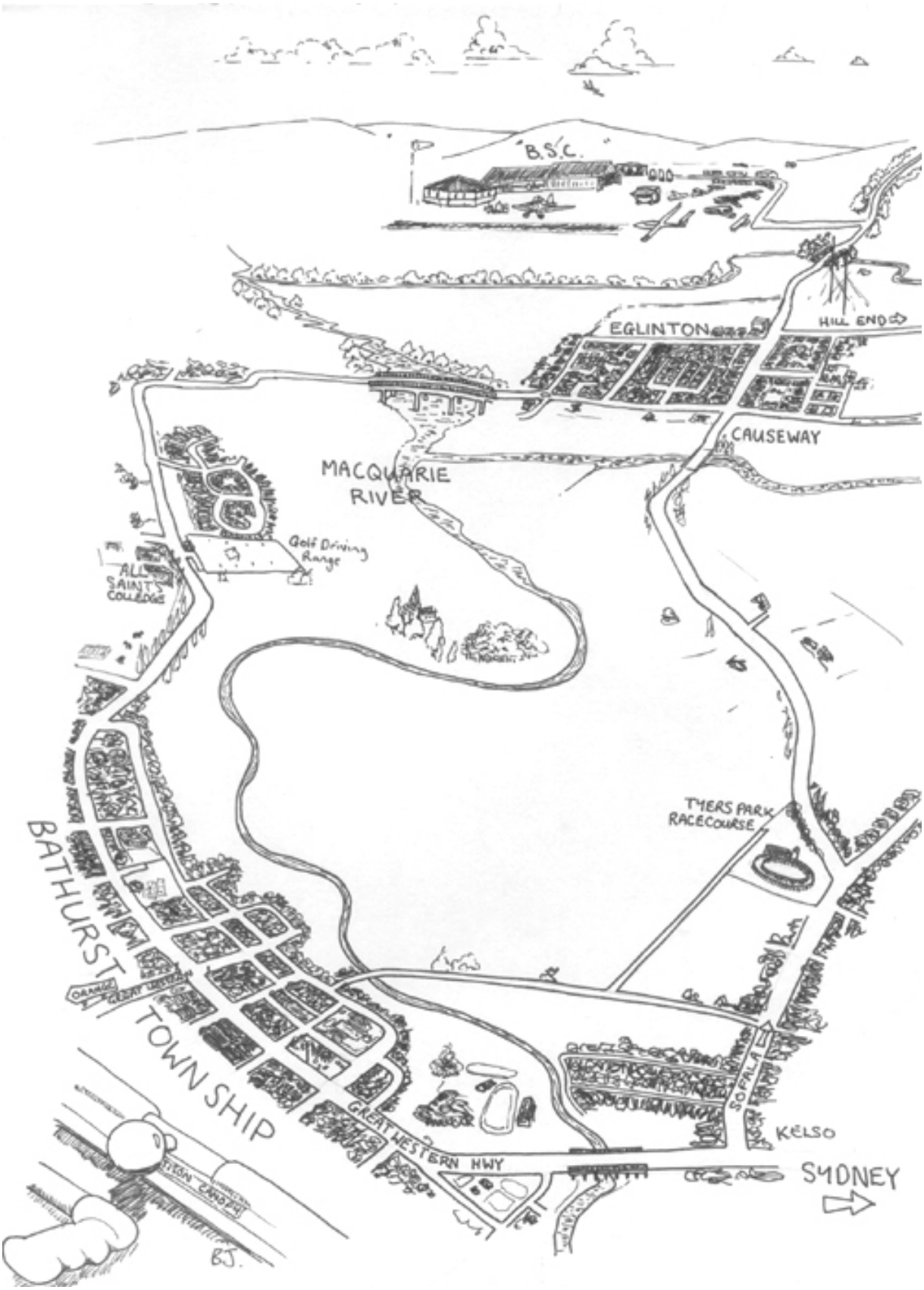
Operating Weekends, Public Holidays, Camps & some Fridays
Launching: Aerotow

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

Fleet Club:
3 dual seater gliders :
DG-505-Orion [BSC]
ASK13 [GUQ]
ASK21 [XBW]

3 single seater gliders :
SZD51 Jnr [WQP]
DG300 [HDZ]
LS4 [CQN]

Two tug planes and many privately owned gliders



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