

Thermal

The Official Newsletter of Bathurst Soaring Club



Spring 2016



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From the Editor

Another eventful winter at Pipers Airfield and in spite of the constant rain we have still had a few busy flying days, and on occasions some great winter soaring. As well as on the flight line there has been plenty of activity within the club.

It is with great sadness that we mourn the loss of Leigh Youdale. Leigh was a long standing member of BSC and a member of the committee for a number of years. Leigh lost his battle with cancer in August and will be sorely missed.

In May an air show was held at Bathurst Airport to raise money for Lifeline. The club was able to take the Duo Discus to put on static display. The aircraft attracted plenty of attention and allowed us to promote the club. Many people should be thanked for their contribution to making the day a success, including Dominique Brassier, Leonie Furze, Michel Begg, Adrian Clout, Graham Spoor, Brian Baily and many others.

Thanks must also be given for the work being undertaken around the airfield. Peter Edkins and Adrian Clout have been busy spraying weeds mowing grass and maintaining the club's equipment. This includes Adrian work in his capacity as Airworthiness officer keeping all our gliders in the air. The most recent project undertaken by Peter and Adrian was to restore an old roller that has been on the airfield grounds for many years. This roller will be used to repair our runways that have been deteriorating for many years. It will also be useful to prepare the surface of runway 08/26 when it is reopened this summer after the crop has been harvested.

Early in October the club was again in the spotlight, this time in Martin Place in Sydney. This was a promotional event for the upcoming Gliding World Championships. Our clubs LS4 VH-CQN was on display and many clubs in NSW were represented and numbers of members of BSC were in attendance. This kind





of event is good exposure for our sport. It is imperative that our club gets involved in such promotions if the sport of gliding is to survive into the future. Thanks to Armin Kruger, Thomas McGowan, Guy and Dominique Whitehead, Aaron Stroop, and many others the day was a success.

Congratulations to Henry Mander who this year was accepted into the Airforce to begin flight training. Henry hopes to go on to begin training as a fighter pilot and we wish him all the best of luck in his endeavours. We also look again to Mathew Scutter who competed along with Dylan Lampard in the 20 meter two seater championships in Lithuania. Mathew and Dylan came 7th in their class out of 22 gliders flying an Arcus T.

A number of our members have reached milestones in their flying careers in the last year. Alan Taylor this year stepped down from the tug roster after completing a total of 5,500 launches over many years; quite the achievement. We thank Alan for his contribution to the club. Congratulations are also due to Armin Kruger as 2016 marks fifty years since he first learnt to fly. Armin has been involved in teaching many students to fly in his years at BSC and we hope will continue with this work for many years to come. At our AGM dinner we also honoured Colin Turner and Joe Brown with life memberships of the Bathurst Soaring Club. Colin and Joe have both been a part of the Bathurst Soaring Club for many years and have made a huge contribution.

People like Colin and Joe have dedicated many years to make BSC what it is today, one of the most successful clubs in NSW. Thanks to Leonie's fabulous cooking, and the good company and spirits of our members the night was one to remember.

With all the rain from winter to early spring the West Wyalong Cross Country Course and Regatta were relocated to Pipers Field. Under the direction of Graeme Brown the participants were able to get in some of the first cross country flights of the season, hopefully the first of a great many. While gliders were taking to the sky and getting out of final glide for the first time in many months, others were participating in the airworthiness courses. The courses was very successful with two of the club gliders having their Form 2 inspections completed while a number of members achieved their Form 2 Inspectors Rating.

Len Dekerman does a great job of running these courses with the assistance of many others including Armin Kruger and Graeme Cant.

I'm sure we have all had a very tedious winter staring out the window at rain and puddles but it looks like the weather gods are finally deciding to smile on us, so I hope to see you all at Pipers pushing gliders out of hangers, and hope to share a thermal with you soon.

Charles Durham
Editor

Nano Loggers

With the soaring season beginning you will all be thinking about badge claims and logging flights for the OLC. The club currently possesses four Nano data loggers for use by members. These loggers are small compact and very easy to use. For anyone wishing to use a club logger please contact Charles Durham. These loggers are often in demand and in these situations people attempting badge flights will get priority.

NSW State Comps 2016-2017

This year BSC will be running the NSW state comps at Narromine, with Bryan Heyhow as competition director. This competition will be held from the 26th of November to the 3rd of December. It is a grate privilege for the Bathurst soaring Club to be asked to host the competition and we wish all the competitors the best of luck.

www.nswgc2016-2017.com.au/

Nev's bad day



Dr Robert Hall

Member of the Order of Australia

In June of this year Bob Hall was made a Member of the Order of Australia, “for significant services to sporting aviation particularly to gliding through leadership, advocacy and training roles, and to the promotion of safety standards.”

Bob hall has been an integral part of forming the Bathurst soaring club into what we see today. Bob has been flying gliders with the Bathurst soaring club since the 1960s and has served our club as in Instructor, as a committee member and as our chief flying instructor. A great many members over the years have been trained by Bob and many more have a lot of fond memories flying with bob over the years. However Bob’s contribution to gliding does not stop with the Bathurst Soaring

Club. Bob as been involved with the Gliding Federation of Australia for many years in a number of various roles including President, and as president of the Air Sport Australia Confederation. He has also been the recipient of such awards and recognitions as, the Paul Tissandier Diploma (Federation Aeronautic International) and the Gold Medal, Air Sport Australia Confederation.

All in all Bob’s contribution to gliding over the years has been huge and this is a well deserved honour to a man who has dedicated a big part of his life not just to the development of the sport, but to training multiple generations of pilots who will become the future of gliding.



HIGH FLYER: Bathurst’s Dr Bob Hall has been made a Member of the Order of Australia (AM) in the 2016 Queen’s Birthday Honours List. Photo: PHILL MURRAY 061116prob2

Runway direction Monte Rosa:

at the WSPA Alpine flying seminar in Varese, Italy



Picture credit: Irit Abramovich

Away at a conference in September last year, during one of the, well, less intriguing talks I found myself browsing gliding events and stumbled across the live coverage of the 2015 FAI Grand Prix Final. It turned out to be absolutely gripping to follow little coloured glider symbols chase each other across mountaintops. And even better, they had cockpit views, relying on Google Earth images, of the breathtaking scenery. The contest was held at Varese at the foot of the Italian Alps, about 50 km to the northwest of Milan. Before the talk was over, I had decided I was going to go fly there during the next Australian winter (and I didn't even know yet how long and wet that winter would be at Bathurst...).

Then serendipity struck. A few months later I came across the name Varese again, in an invitation to join the WSPA, or (American) Women Soaring Pilots Association's annual meeting to be held there in 2016. I called my dad,

at home near Frankfurt, some 600 km north of Varese on the other side of the Alps, and asked him to be my crew, and for me to fly his glider. My mum said yes. On the condition that we add a few days to visit the lakes of Lugano and Como without anyone staring at the sky all day. My dad and I promised. The LS3a in tow, we left for Varese in late June and arrived in soaring paradise, the Aero Club Adele Orsi (ACAO) on the shore of Lago di Varese.

It takes a serious introduction to alpine flying to make it paradisiacal. Mountain flying is exhilarating but can be dangerous. Most, if not all of the 30 or so seminar participants, ranging in expertise from pre-solo to successful competition pilots and distance flight record holders, did not have much mountain flying experience -- but this was the point of the seminar. The WSPA team and, above all, ACAO's extraordinary president Margot Acquaderni made sure each of us got a thorough

introduction to dynamic soaring, working mainly with the ridges during this time of year when wave is rare, and a good dose of the local knowledge that is key to flying anywhere in the Alps.



Picture credit: Irit Abramovich

Talks in the morning, on topics such as wave flight or safety factors, were followed by flying with an outstanding team of instructors and coaches, including a number of members of the Italian national team, who donated their time to support WSPA and the Italian association of women glider pilots, Fly Pink. I had two flights with Alberto Sironi, known for feats such as his 1633 km distance record from Varese in May 2014. An overt lover of the adventurous ridge rather than tranquil wave flight, in his talk Alberto made the point that on several of his record flights, the way to go fast was to descend to the ridges rather than staying at high altitude in the wave against the headwind. Look on Youtube for stunning footage.

Practicalities

Varese is a great base for the Italian side of the Alps. Feel free to contact me if you want to know more. At ACAO, Margot Acquaderni and her team speak fluent English and are very helpful with questions many international glider pilots have (e. g., you need a gliding licence and a medical to fly solo in Europe):

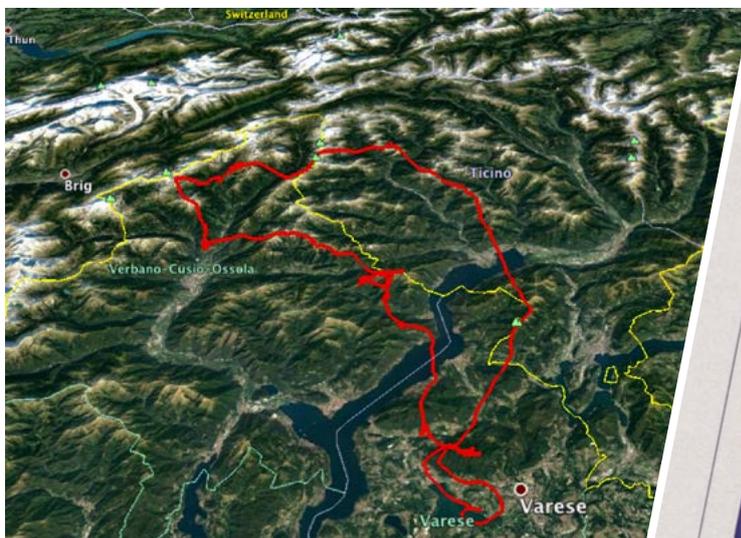
<https://acao.it>. The club has gliders for hire, and the Australian Institute of Sport's training centre is just across the lake from ACAO.

WSPA holds annual seminars in different locations, the next one coming up in July 2017 in the Appalachian Mountains. Women in Gliding, our Australian women soaring pilots association, is holding its 2016 seminar in December at Mount Beauty.

So I had a true expert for my two days of area introduction, which were very different from one another since the wind came from the north on the first day, from the south switching to southwest on the second, requiring rather different strategies. The first day saw us climbing on the ridge of the house mountain, Campo dei Fiori, cross over Lago Maggiore towards the northwest and reaching the midsummer snow peaks of the high Alps north of Domodossola before heading back via the town of Locarno on the northern tip of Lago Maggiore. Keeping the speed up made sense. Other insights were less obvious. For instance, adjusting attitude to keep the horizon level when thermalling becomes an automatic process for "flatland pilots"-- which is great when the horizon is flat, but not so great while facing a mountain on one side of the circle and a valley on the other. Drawing attention to the automatism right away makes it much quicker to counteract the habitual adjustments.

In the second flight, Alberto demonstrated the consequences of hopping across the lake from one ridge to the next too low (and just how low that is, in given wind conditions, is part of 'local knowledge'). We spent a good half hour entertaining the diners at a mountain hut greatly by flying S-curves with our wingtip just about in their soup plates until we had finally reached the altitude where the ridge started working properly, and we could climb out safely. This is not something I would have tried by myself when I flew 5R, my dad's LS3a, the following day on my first solo venture out. To make things more interesting, that day brought conditions so hazy

that lookout was a real challenge, especially on the ridges everyone uses to leave the vicinity of the field. But that was well worth it for getting to fly between Alpine peaks and across mountain lakes. (WSPA member Gail Schipper made this short video of what it looked like for us: <https://youtu.be/aoehOsudKUo>) At the seminar's closing ceremony, along ACAO's bar overlooking the swimming pool and among the many new gliding friends we all made, most of us said the same thing about our week of flying at Varese: I loved it, and I will be back.



Vale Leigh Youdale



Leigh at West Wyalong Feb 2011

By Lyle McLean

Sadly, after a long battle with cancer, Leigh Youdale passed away peacefully on 26th September 2016, surrounded by his family.

I say sadly, but despite his illness, Leigh was far from sad throughout his ordeal. He never complained about his lot, retained his great sense of humour, and got on with his life and his many and varied pursuits right to the end. He continued to fly at Pipers as long as he could, and in his last years he took up painting in water colours again. He was quite an accomplished artist. He also took up playing the harmonica and enjoyed jamming with folk and blues artists whenever he got the chance. More of this later.

I last saw Leigh on the 11th of July. Two weeks earlier he was in a serious condition in hospital, but had recovered and was back at home. I knocked on his door, and was greeted by a cheerful Leigh – bright-eyed and seemingly full of energy. He apologised for looking so well, and said he felt like a complete fraud looking as well as he did. As always his sense of humour and self

deprecation was front and centre, and we had a great chat for a couple of hours. We did not discuss his illness, except when he told me his doctors had given him 6-12 weeks to live. It just did not seem possible.

Leigh was introduced to gliding by his good friend, Tom Gilbert. I believe Leigh got to know Tom when he and Jan were looking to buy in the Camden area, and I understand Tom and Jane helped them find a good real agent. Once Leigh found out that Tom was a glider pilot, though, he couldn't wait to try gliding out for himself.

Leigh learned to glide at Camden, and the rest of the story is very familiar to those of us who have spent half lifetime or more in gliding – Leigh was hooked.

At about the same time, Tom was flying glider's at Bathurst Soaring Club as well as Camden, so it was not long before Leigh followed Tom to Bathurst, where he was able to develop his cross country soaring skills.

Leigh purchased his first glider – a Libelle (GX) – in partnership with Richard Sprogue. Leigh spent

many enjoyable hours flying this lovely glider over thousands of kilometres.

Leigh flew the Libelle between -Dec '98 and -Jan '04 when he and Richard decided to sell it and purchase a later model glider- a Mosquito (QF)- in partnership with Jim Cuthel. Leigh remained in the Mossie syndicate until, I believe, ~ April '05.

Subsequently, Leigh bought a share in the DG 500M (QK) motor glider and flew that fine aircraft at Pipers and at camps for many years.

Leigh's last glider was a PIK 20B (TV) which he owned in partnership with Greg Dillenbeck until about 2 years ago. Following the loss of TV in an accident, I purchased the T-hangar that used to be home to TV. Every time I go to that hangar to fly my own glider I am reminded of my friend Leigh.

Leigh enjoyed both local and cross country soaring in the Bathurst basin and the western slopes; of going away to gliding camps for a week or two in Narromine, Temora and West Wyalong, where he got to stretch his legs on those wonderful extended cross country flights of 3-4-5 or more hours duration, covering 2-3-400 km or more; of following long dense cloud streets at 10,000 feet while cruising at 90 knots with the world stretched out below and everything visible for 50 km in every direction; of seeing the wind shadows wisping across the surface of dams twinkling like mirror balls in a disco far below; of soaring with the eagles; of chasing willy-willys or grass fires for that magic, rough, wild 14 knot bucking bronco of a climb; of climbing to cloud base at 6-8-10 knots- whatever the day granted - before setting of on track for that next thermal; of flirting with the tremendous energy on the edge of a thunderstorm; or cursing his luck at missing that last thermal and maybe having to having to outland when home base seemed so near; and then - finally - relaxing into that high speed final glide as he reached the altitude needed to get him home safely once more, to join his mates over a few beers and a \$10 meal in the local pub, to exchange tales of derring-do and to enjoy the wonderful camaraderie that is such a part of this exceptional sport.

Its not just about the flying! Our sport of gliding...of soaring... is special. And Leigh was one of us, and a special one of us.

I had the pleasure of knowing Leigh for the past 20 or so years, having first made his acquaintance in the early 90's when I returned to flying with BSC after an absence of ~8 years. Leigh was, to put it simply, genuinely one of natures true gentlemen. His quiet manner always impressed me, and he had a good sense of humour to go with it.

I valued the many conversations we had over a glass or two of red at the end of a summers day flying, or in front of a warm log fire in winter, when tales of the day's aerial exploits were related (and often inflated). You could tell by how Leigh spoke of his flying how much he loved it- how much it meant to him. Beside gliding, we shared a love of photography, Leica cameras, blues music and of travel, and were never at a loss for something to talk about.

Leigh and I were members of the BSC management committee for a number of years, and I valued his quiet and thoughtful counsel. Leigh never shot from the hip (or the lip !!)- he always had an opinion, and all listened to it because it was always well considered.

I never heard Leigh utter a bad word about anyone. He was too much of a gentleman for that, and preferred to give the benefit of the doubt and to give the other party a fair hearing rather than take someone else's opinion on board and run with it. I respected him for that.

Over many years, Leigh became one of the more visible members of our club, and was widely respected both as a pilot and for his service to the club. In addition serving as a committee member, Leigh served with distinction as Membership Secretary and as Chief Duty Pilot. Everything just ran smoothly with Leigh in charge.

We were very lucky to have him serve on the committee for many years, and his contribution and wise counsel will be sorely missed.

On a lighter note, as I mentioned earlier, Leigh decided later in life to learn to play the blues harmonica. He simply fell in love with the blues.

Now rather than sit around in his shed and drive the neighbours mad learning to play this thing by himself, he decided to fast track the learning process by taking lessons from a professional.

I am sure my parents would have appreciated me taking the same approach in learning to play the guitar! I ended up playing professionally for a few years in my mid to late 20's, managing to complete a 4 year engineering degree in 10 years as a result! At least Leigh's parents were spared that trauma.

Why am I mentioning this? Because in 2012 Leigh joined me and a bunch of my old pro musician mates to play a gig at Bathurst Soaring Club. My mates and I get together every year to play a gig or two, and Leigh jumped at the opportunity to join us for the gig at BSC.

We practised together every few weeks over a period of 2-3 months, and to his credit Leigh learned most of our repertoire from scratch in that time. And he did a really good job on blues harp – you could just tell by looking how much loved playing and being a part of the band.

On the night in question, we tossed the towplanes outside and put on a concert in the hangar. The acoustics left a bit to desired (the hangar being basically a tin shed), but we didn't care – we were just having too much fun to worry about that. We had a ball, and I know from comments made by many of the members present on the night that they did too.

We have been asked by many people to repeat this performance, and I think we will do so in the next year or so. I am only sad that Leigh will not be able to be a part of it.

I would like to finish by quoting a poem by John Magee, a Canadian Spitfire Pilot and Poet who died in a training accident in England in 1941.

I am sure many of the pilots will know or have heard this poem, and I am sure Leigh would appreciate it as it sums up what flying was about to Leigh and what it is for many pilots. The poem is called "High Flight".

Rest in peace, Leigh.

High Flight

John Gillespie Magee

RCAF, Spitfire Pilot and Poet

"Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace.
Where never lark, or even eagle flew —
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
— Put out my hand, and touched the face of God."

Trophies

At the 2016 AGM the trophies were awarded yet again and there were some great achievements by our pilots not to mention great stories to tell. Here are the trophies for 2016.

- ▶ The Crossan Wave Trophy, Geoff Sweeney, 15300ft at Pipers in January
- ▶ The Harry Crossan Trophy (for the best cross country flight out of Pipers), Geoff Sweeney, 796km from Pipers in February
- ▶ BSC Instructors Trophy, Armin Kruger, nominated by John Paterson
- ▶ John Philips Trophy (encouragement award), Andrew Goode
- ▶ The Monty Cotton "Tiger Trophy" (for best cross country flight at a BSC camp), Geoff Sweeney and Peter Williams, 655km at Temora in January
- ▶ John Maggs Trophy (for best cross country flight by a pilot under 100 hours) Dominique Brassier
- ▶ BSC Trophy for Merits' Achievement, Bob Hall, Order of Australia for services to Sporting Aviation
- ▶ Golf Victor Trophy (for best performance by a club member at a competition) Mathew Scutter, 1st place at the Junior World's in December 2015 and 1st place in 15m class at the Benalla Nationals on January 2016.

Badges

- ▶ Henry Mander, Silver and Gold C
- ▶ Adrian Clout, Silver Distance and Height Gain
- ▶ Mark Eastwood, Silver C
- ▶ Guy Whitehead, Gold C

First Solos

- ▶ Andrew Cook in the ASK-21 on ANZAC day

Other Merit's and Achievements

- ▶ Bob Hall, receiving The Order of Australia for services to sporting aviation
- ▶ Andrew Goode, converting to the LS-4
- ▶ Chris Becek, Michael Begg and Guy Whitehead receiving their form 2 inspectors rating at the October maintenance cores

Ten Bucks in the Bank

Nobody doubts that in soaring we sometimes encounter challenging environments. Similarly, we probably all recognise that we have finite mental/intellectual capacities, and that these capacities will differ from person to person, depending on the situation. Likewise, that we get loaded up as the challenges mount up.

Here's a handy way of putting it:

STRESS = DEMAND/CAPABILITY

There's a variation to this equation:

RISK = DEMAND/CAPABILITY*AWARENESS

In other words, the risk is lessened by our very awareness of it; or becomes acute and dangerous where there is a lack of awareness. But the most crucial component is that of capability, which amounts to money in the bank. We'll focus on the first equation, that being the one that defines our ability to perform well.

Let's think of ourselves as having ten dollars' worth of mental capacity. And that when this ten dollars is all spent, we're going to lose

it. Don't laugh, this is exactly what happens when people reach their limits, get overloaded, develop tunnel vision, fly too slowly and/or in a skidding manner near the ground. But on the more positive side, those who are able to devote the most part of their thinking to making good decisions will inevitably do better than those who have spent most of their ten bucks just flying the machine.

Now let's recognise that each action of our flying consumes some amount of our balance. Those actions which require conscious thought are going to consume more of our precious capacity than those which are so practiced as to need no thought; they have become automatic responses, background stuff.

So let's give some consideration to foreground stuff vs background stuff, and recognise that if anything in the "background" column is consuming significant amounts of thought or effort, we need to practice those actions until we get them off our "foreground" load and into background.

For instance:

Foreground stuff	Background stuff
Whether to turn	Which way to turn
Deciding when/whether to leave this thermal	Accurate attitude while thermalling; speed, angle of bank
	Slipping turns; no skidding, string to the outside
	Recentring
Deciding Cruise Speed; MacCready block speed	Maintaining cruise speed, following pattern
Deciding where the sky is working	
Updating XCSoar; tactical decisions	Following XCSoar
Deciding whether final glide is doable	Following the energy
Monitoring final glide	
Thinking about drinking	Having a timer to remind oneself to drink

When background stuff gets into the foreground, there's potential trouble. Practice with a purpose; the aim is to get the routine stuff into background so as to free up one's mind to deal with observing and decision making. Calm and well considered decisions tend to be good ones.

A recollection of its origins and the early days

Article contributed by Bruce Meldrum



BSC's L-13 Blanik VH GYL on shot final into Raglan. Photo courtesy of Mike Timbrell.

As I recall it was early in 1966 when I saw the notice outside the student amenities building at Sydney Technical College inviting expressions of interest in a gliding Club.

Sandy and I were both at the Institute of Technology then, and as she had expressed an interest in parachuting I thought that this gliding club caper might be a safer involvement. An enquiry about the notice brought forth the student amenities officer, a Mr. Bob Matchet, who gave us the good oil. It seemed that several Business Studies students had talked him into starting a gliding club.

This was not the first Sydney Technical College Gliding Club; such a club existed before WW2 and, I believe, even built a sailplane which was bent just at the outbreak of war thereby causing the club to fold as other priorities emerged.

Some of the people who stimulated the 1966 STCGC's beginning were Paul Thost, Alan Blair, Mike Burns and a lecturer by the name of Jack Haddock, all had some experience.

Paul Thost, a paint chemist with a passion for management had reputedly started several clubs in the West and he and Alan Blair had begun to fly with the Dubbo Club where they met Mike Burns, an engineer who was running an aircraft repair and modification business at Bankstown. These days Mike is on the other end of those

Form II's that you send in for glider airworthiness to GFA. Jack haddock had been a Military Glider pilot in the RAF during WW2 until someone landed a troop glider on top of his glider and put him out for the duration. His interest in aviation had been re-kindled and he was keen to fly again.

I was co-opted as secretary and some other names familiar to present club members joined up: Paul Drew, Frank Jackson, Kevin Rhodes of Auster rebuilding fame, Keith Franke, Sandra Ferguson (later to become Sandra Meldrum), Dick Seers, Graham Felton, Chris Rolfe, the Pelnens: Gunard and daughter Sandra (later to become Sandra Crossan), Col Hayler and his brother Mark Hayler who later joined the RAAF and got to the Empire Test Pilots School (the ultimate flying school).

The first problems addressed were: what to fly, how to obtain it and where to fly it.

The joining fee was set at \$4 and \$4 per annum, designed for impoverished students.

The committee after some searching found a marvelous aeronautical contraption called the Wallaby Trainer, built by Edmond Schneider and known as an ES50, it was a pod and boom strut braced tandem high wing monoplane just slightly ahead of a primary glider with a glide angle of about 1 in 12-15. The cost of \$400 was

of course prohibitive as there were only about 15 people in the club by that time. Bob Matchett once again came to the rescue and talked the Canteen Fund Committee into a loan: we were off.

With a trailer built by Jack Haddock and Dieter Hilderbrandt (another founding member) the long haul from Colac began. Upon arrival in Sydney the ES50 was immediately put into the Aeronautical Trades School and refurbished by a lot of scruffy sarcastic apprentices who probably thought that hardware like that belonged in a museum. Meanwhile, the Committee searched earnestly for a venue and most importantly an instructor. As he had a few hours up Paul Thost answered that call and went off to do an instructors course coming back able to cart us aloft as passengers. The first flights of the ES50 VHGH (known as Genuinely High Performance) took place at the Nowra base of the Navy Gliding Club using autotow- fantastically exciting.

My log book shows a first entry of 5 minutes on the 5/9/66 and a second of 4 minutes on the 10/9/66, not a fast way to accumulate time.

Inevitably Paul Thost always came down with a heavy cold after each flying day as the ES50 was open with only a small windscreen for the front seat; he sat up high at the rear of the pod under the wing leading edge and must have been subject to severe flow through ventilation during uncoordinated turns and sideslips etc. The hospitality of the RANGA club I know was strained to the limit by our operation, (3 to 5 minute flights and a lot of hard work on their part, as we were largely untrained and the ES50 used up tows quickly in comparison to their 2 seater.

Those early days did not see us accomplish much flying as our major problem was that of finding a sympathetic, let alone permanent, site with launching facilities close to Sydney. The next entries in my log book show that the STCGC flew at Warkworth in the Hunter Valley during Easter 1967 with the Newcastle Gliding Club which I remember as a very hospitable and helpful club. Those first members who flew at Warkworth experienced the thrill of flights in a real high performance airplane, the SZD Bocian two seater belonging to the Newcastle Club; my log book shows flights of 9 minutes from winch launches and in contrast quite a few 5 minute flights in the ES50.

Two important influences came to bear at that time: the fact that we were well on the

way to wearing out the NGC winch and hence their hospitality, and the biting of the high performance bug in the form of a proper sailplane. Several of us had seen advertisements in Australian Gliding for a fantastic machine called a Blanik, the ad said it had cloth upholstery, dual instruments, had flaps, was all metal, had a tool kit and even a first aid kit built in etc. and fantastic performance. Someone said in the committee, "Why don't we do this properly, stop mucking about with low budget machinery, go for broke and get a Blanik".

An enquiry to the Blanik agent (Bill Riley at then at Colac, later at Tocumwall) brought forth the answer that it would cost us \$6000 and was available out of the next shipment due to leave Czechoslovakia. In retrospect there must have been a colossal money glut just at that time as we were able to raise finance from a hire purchase company recommended by the Blanik agent (ESANDA) on a deposit of \$1500. All of the committee had to take security out on their houses to secure the loan.

At that point, around May or June 1967 the club was re-structured and a membership drive undertaken to increase membership. The fees were adjusted (joining fees \$20 I think) and \$15 per year to try to raise the deposit. Sandra Ferguson (became Sandy Meldrum in 1968) was the first to pay up the extra and became member number 1 in the new club. The ES50 was traded in for \$500 and I was able to fly in a Blanik for the first time at Colac on 23rd September 1967 when we delivered the ES50 to the Blanik agent as the trade-in and good faith deposit. Sadly the ES50 was written off several years later down in the Snowy Mountains somewhere by being blown over on the ground by a thermal, a sad end for any sailplane or glider.

This new overblown operation was all nail biting stuff as the club did not have the full deposit, enough members, or a site, with an awfully expensive sailplane on the water. At that point fate intervened in the form of the Suez Crisis and our designated Blanik got stuck in the Canal. Alternative deliveries were arranged and we received the Blanik finally on 23rd March, 1968. I remember that day well as Sandy & I were married and I was not allowed, for some reason, to go out to Bankstown to see the Blanik arrive. However, I digress, the Suez Crisis delay allowed us to build up membership a little more so that we had just enough to pay the deposit, a quarter

insurance and the first instalment and were able to settle on a site.

The choice of site (Bathurst) was interesting. Col Hayler and I had been attending meetings of the New South Wales Gliding Association which was effectively the Camden Gliding Centre as the representatives of the STCGC in the hope of being allowed to start the club operation there. The response was always polite but negative for a club operation. Also at about that time (November 1967) Paul Drew and I attended an Engineers Course at Camden and we met people from the RAAF Richmond Gliding Club. One of the RAAF instructors, Peter Henson invited the club to come up and fly with them at Richmond. The day we went out, the weather was so crook on the coast that Henson and crew packed a Glider or two and persuaded those of us present from STCGC to troop over to Bathurst for the day. This we did and I met for the first time the legendary Werner Geisler who flew some of the STCGC bods in a Blanik belonging to his private owner group.

That Blanik figured prominently in the clubs first years at Bathurst. It was registered VHGF5 and was I believe the first Blanik imported into Australia and had interesting expanding main spar pins unlike the succeeding models with larger plain pins. VHGF5 and several other sailplanes based at Bathurst were operated by this small private owner group known as the Bathurst Soaring Group. As I recall they were Werner Geisler, Jan Coolhaas, Monty Cotton, Peter Hannerman, Charles Salisbury, Max Riley, John Blackwell and several others whose names escape me (for more details on the Bathurst Soaring Group see Tom Appleton's article on that group in a Thermal about 1983). They had escaped from the club grind and height restrictions at Camden and after operating for some time from Pennyfather's paddock several miles to the south of the strip at Kelso with Monty Cotton's Tiger Moth, had eventually moved onto the Bathurst Aerodrome.

Paul and I also met Frank Fraser at the Camden engineers course, he came from a group called the Blue Mountains Gliding Club. That group (about 8 to 10 I think) had been training with the Bathurst Soaring Group and we met some of them on our visit there with the RAAFRGC.

Amongst the Katoomba group was a larger than life character called Alf Watts who had flown KittyHawks in WW2 and then as the STCGC/BSC club grew became in turn an instructor and Tug

pilot with the club. I personally will remember Alf as a big man in more ways than one. He died rather tragically just before Easter 1985. One of his great contributions was participation on very special occasions such as the ANZAC day holiday in a fly-past called the Dawn Patrol" when John Honeyman, Arthur Bowie and Alf flew their respective Tiger Moths in a formation of three around Bathurst to give an observer a rare sight and sound treat of a time long past.

Our first visit to Bathurst (Kelso) created an awareness of Bathurst as a site amongst the STCGC committee which was to pay off later. The negotiations with the NSWGA and the CGC were stalled from our point of view and it became boring for Col Hayler and I to relay this news each month to the STCGC committee who by early 1968 were getting quite desperate to find a site as the new Blanik had been shipped and was on the water.

In January 1968 a group of us went to a course run by the Gliding Club of Victoria at Benalla. This was organised by a new member of STCGC by the name of Col Turner. Col was an experienced pilot who had moved to Sydney and became interested in the STCGC. Mark Hayler went solo on that course and I recall being mighty jealous, a feeling that was partially soothed by a flight of 1 hour 4 minutes in the GCV Blanik.

It must have been soon after that course at GCV that Werner Geisler contacted me and with an offer for the STCGC to come and fly at Bathurst. Unknown to us Jan Coolhaas and he had talked his group into accepting us there as they said it would make their operation easier having the additional numbers. They had been fostering the Katoomba group but it had not grown to any degree in numbers. Werner particularly became quite involved in the club and served it in many roles from that time on putting in a mighty effort over the years for which we should all thank him as I think he had originally gone to Bathurst to escape the club rat-race.

We knew that Bathurst offered a great deal of freedom but also presented many problems such as accommodation for weekend stays and was outside the terms of reference with regard to an easily accessible site. A great deal of research yielded cheap accommodation at Karingal Village at Mount Panorama, initially all in a single large dormitory and later in a retired youth hostel known as the green hut (also known as the seismometer if anybody moved around

much). There are many stories of the old green hut which need telling sometime over a beer; however the STCGC (all 40 or so members) prepared to move on to Bathurst. I believe that the move to Bathurst was significant in an unexpected way as it shaped the nature of the club from that time on since those who were prepared to travel for 4 or so hours each way and stay overnight in primitive accommodation were much more committed than those who joined the Sydney Clubs and just did a bit of Sunday flying. That factor bred a certain fellowship and only the patient and committed lasted the distance in those first few years thus laying a firm foundation for the later years.

Around the third week in March 1968 the Blanik VHGTN (known as the red Blanik, VHGF5 was blue) was delivered to us at Colac. I recall that Alan Rundle, who was an early member had conned a well known Auster buff and aviator extraordinary called David Llewellyn into allowing the club to use his Auster to aerotow the new Blanik back to Bankstown. Col Tuner did the aerotow with David and Alan. The Blanik was deposited in Mike Burns's hanger at Bankstown for signwriting and general tizzing up including the fitting of a radio as it was mandatory at Bathurst aerodrome in those days (39.8 MHz).

Just in time for Easter 1968 VHGTN was moved to Bathurst and the Easter holidays saw us in full operation for the first time with aerotowing provided by the redoubtable John Honeyman, initially with his own Tiger Moth. Some of the present club members will remember John and his colleague Jimmy Fullthorpe (Jim unfortunately died just at Christmas 1984) as they served the club on the wrong end of a tow rope for many years through a succession of tugs, committees, gliders, students, armchair experts, silk scarf pilots, instructors and other factors of danger.

Tow fees were initially \$2.20 and glider time was charged at 8c/ per minute. Those of us privileged to learn to aerotow in those days really did get some practice as the tows in summer were regularly up to 15 minutes long in hot rough air to get to 2000 feet, not like the almost winch like qualities of the present tugs. We were knocking up about 400 hours a year on the Blanik's and one suspects that much of it was on tow.

Speaking of tugs, the club purchased a Piper Super Cub (VHCUB) soon after the start at Bathurst and which was subsequently pranged

and followed by two Austers which also went the same way, one into a fence and the other into the petrol shed at Raglan during an uncontrolled startup; (you should have seen the shed. The groundsman who was in the shed at the time filling out the paperwork was not particularly impressed being attacked by a runaway Auster. The Tiger Moth was used in the interim periods between Austers and in due course another 135 HP Piper Cub was bought and re-engined to 150. During some of the outages of the Cub, we contracted a local Ag operator to tow us with his 235 HP Piper Pawnee which really opened our eyes to what a real tug could do. The Cub was eventually replaced by the present Pawnee tug which seems to have led a charmed life and multiplied.

I remember that first Easter at Bathurst as we were staying in the Karingal Village at Mount Panorama and in those years they used to hold car races over Easter. I remember being disturbed from sleep late at night by somebody arriving outside the dormitory with a great screech of brakes in a cloud of dust and running into the dormitory to dive into a bed, followed a short time later by a very large policeman with an even larger torch who wanted to know what hoon was trying to break the sound barrier around the circuit (closed to the public but we were inside) in the middle of the night driving a pale blue Datsun Fairlady, owner remains nameless.

On one of the weekends soon after Easter when there was a great crowd of club members staying at Bathurst, one of the more senior club members (whose name reminds me of a certain Black and White checked Department Store) and who was of ten in his cups after hours from overimbiding some substance which I believe originated from Scotland started carrying on a treat about not getting enough flying after driving all that way as there were to many others there. He was going on about having to make a booking; the present booking system was born at that moment and I believe has served the club members well as it evened out the attendance and stabilised utilisation which was critical in those days as the club lived from hand to mouth.

It was not until some years later when Harry Crossan became treasurer that really effective financial management was used. Since then the club has had a succession of excellent treasurers who have upheld Harry's high standards. A great deal happened in that first year, for example,

we had to fight a rather nasty battle with the Department of Civil Aviation to be allowed to continue operating on Bathurst Aerodrome. They only found out we were there when after 6 months of operation we thought we had better apply for permission to operate. That problem arose from the then detrimental policy of keeping gliding, power and regular public transport from mixing; we won on the grounds of political weight.

During that time the STCGC as the numerically much larger group absorbed the two other groups: the Blue Mountains Gliding Club and the Bathurst Soaring Group and within a few years the STCGC was amalgamated under Section 25 of the companies act which forced a change of name to the present one to avoid any complications arising from an association of Sydney Technical College with an amalgamated company. Chris Rolfe and his wife Nancy did the incorporation work for the club and the STCGC became the Bathurst Soaring Club.

Major hurdles were met and overcome; that of the hangar received a novel solution and David Hart designed the present structure to take advantage of a supply of reasonably priced wood via Monty Cotton and existing building skills. The hangar was originally built at Raglan on Bathurst Aerodrome anchored to 600mm diameter by 3 m deep concrete foundations. It was dismantled and moved to its present site when the Club moved to Pipers Field. I often wonder what became of the concrete foundation pillars. It was a great leap forward to get that hangar as all our aircraft had been in the open up till then and I can vividly recall working on Blaniks by torchlight on the edge of Bathurst Aerodrome in mid-winter to ensure flying next day.

Ah yes, Pipers Field, now that's an interesting one, I can excuse you for thinking that what follows is a fairy story but I swear this is how it happened. Col Hayler, who had worked with me in the late sixties had married and decided to move to the country. Being fond of aeroplanes and gliders (he was CFI of BSC at the time) he bought a block on the east side of the access road to the Bathurst Aerodrome at Kelso and set up house there so he could watch the aircraft movements from his balcony. Being of an electrical background he went to get a job with the local supply authority and wound up being given a utility and instructed to read

supply meters.

That job took him all over the Bathurst district and into all sorts of interesting places and situations. I remember at one committee meeting, Col wandered in and reported that he was reading a meter on a newly connected supply (to a pole in the middle of a paddock) when he got talking to the rather interesting character who owned the place and this chap stated that he had an airstrip there and was looking for a gliding club to come and fly off his strip as he was going to start a glider factory and wanted some activity on his site.

That chance meeting started a chain of events that have led to the clubs current happy position on its own land. I remember going out to see this character with Terry Costello and Werner Geisler and discussing his plans over a cup of tea in a used cocky feed bowl in a caravan in the front yard of his most amazing and antique colonial house. There were several exploratory flights and practice outlandings onto that strip which was little more than a track on the side of a hill and it was realised that for us to use it seriously we would have to put in some work.

Terry battled long and hard with the delicate diplomacy of the negotiations as well as the legalities of leases and licenses and Joe Brown set to work and literally carved the new strip out of the side of the hill either with his own hands (tractor) or by conning earth moving machinery operators. He lengthened and aligned it and the result is there for all to see.

I think it was with some sadness that the club pulled up its tie down stakes and moved the hangar, pie cart and caravans to Eglinton. The time at Raglan had seen both frustration and great enjoyment. I remember staying in a certain caravan of dubious reputation on the drome and on several occasions being pushed out of bed at the crack of dawn by the excited cries of Harry Crossan, there's wave on out there, what are you all sleeping for, followed by the hair raising tows East into the dawn gloom under the primary cloud towards the escarpment, then through the incredible turbulence of the rotor and after release the staggering rate of climb with all varicos pegged in the silky smooth lift with wing tip hard in against the primary cloud and seemingly just at arms length from the escarpment. My log book shows nearly 8 hours on one day from 7 launches with 7 different pupils through the same routine; I remember it

well, launch under the primary cloud into the rotor, release just before hitting the hillside, climb in the primary, fly up the valley to the North, back to the dam nestled in hard against the escarpment just to the North of the Sydney road, climb for maximum height, and then over the top of the primary cloud to descend through the gap between the primary and secondary clouds and back onto the drome, sheer magic!

Many other legends were forged in those early days; I heard tell of raucous nights in the Acropole in town and of startled passengers in the early morning Fokker Friendship landing through the mist past the water hydrant on the cross strip and seeing naked persons showering whilst trying to repair the sins of last night with the near freezing water. One well known health fanatic who still flies at Bathurst got caught there without any clothes on one morning. On occasions the odd partygoer returning across the drome from the Aeroclub to the caravans in the late hours fell ended up in the drainage ditch on the edge of the strip and it has been known that cars were found there next morning having mistaken it for the road.

There are other stories too arising from the many Christmas camps that the club regularly held at Forbes over the New Year period. One story worth telling involved the rag and stick Cherokee which was a popular early form of torture and training for self discipline, and on one occasion Harry Crossan took off in it from Forbes for a cross country to the South and having reached the Victorian border was able to gain enough height to get across the river in one glide and so pressed on to Benalla and the sanctuary of the Gliding club of Victoria at last light.

The story goes that he landed in close to the hangars and someone just departing for home helped him push the Cherokee into a hangar. Harry wandered over to the clubhouses bought a drink and sat down quite pleased with himself for a flight of some 400+ miles in a low performance machine. As the bar began to fill someone asked him who he was so Harry introduced himself and said he'd just flown from Forbes in a Cherokee. Now the locals just said how nice and went on drinking; they apparently had never seen a Cherokee glider and thought Harry's mount had 4 seats and four cylinders; I believe Harry thought what a churlish lot they are. Someone else came in and said "What on earth is that funny little green glider in the hangar, it wasn't there this morning". Harry

piped up and said that's my Cherokee. He didn't need to buy another drink all night, or so the story goes. The retrieve crew weren't seen for 4 or 5 days.

Not long after the time of the move to Bathurst I remember discussing the future of the club over a cup of tea (or something) with Col Hayler as it really looked as though it would succeed. I recall Col musing out loud that in the future some time we would sit in the clubhouse sipping a gin and tonic on ice and after a hard days soaring watch the sun set over the hills as the little men in their white coats would push the gliders into the hangar ready for a nightly polish. I must remember to have a word with whoever is the Chairman now about putting on some little men in white coats for glider pushing; the rest of the dream has come true.

In 1985 when this article was first published it made the suggestion: What about a 20 year Anniversary dinner next year?

It did not happen immediately but several years later there was a 25 year anniversary. It will not be long now to the 50th Anniversary.

Addendum: As I scan these notes into electronic form and review them in March 2007 it is just over 41 years since we saw that fateful advert on the Tech Notice board. Family and domestic pressures took Sandy & I away from regular activity at Bathurst for a while but we remained members and have been back to Pipers several times in recent years and enjoyed the stability and maturity of the club. I particularly appreciate the fact that the board has put some priority on keeping a real sailplane such as the K13 on the line.

It is hard to appreciate the hand to mouth nature of the early years but what should be remembered is the efforts put in by so many people over those years to lay the foundations of the infrastructure so evident today, too many individuals to list here but a selection spring to mind: to Joe Brown for hand carving the strip, to the late Roger Piper for inviting us, to Chris Pappas and Terry Costello for designing and initiating the clubhouse, to David Hart and the late Monty Cotton for the Hanger concept, to Paul and Jose' Drew for always being there over 41 years, to Col Turner, Mike Burns and David Llewellyn for their early contributions, to the original Bathurst Soaring Group and most of all to Werner Geisler for his wisdom and leadership in those formative years.

Glider Fleet

After the recent maintenance courses we have endeavoured to get all our gliders online for the soaring season. We now have the Duo Discus and Orion available for cross country coaching and the LS4 and DG-300 for solo cross country. These are great aircraft and I strongly encourage members to fly them.

Earlier in the year the committee re-evaluated the pricing of the Duo, this glider has now been reduced to \$42 per hour. We believe this is a more reasonable rate for the aircraft and more affordable for our younger members who are hoping to build cross country experience.

We have a great wealth of knowledge in our club in the form of instructors and coaches and I would encourage everyone to take the opportunity to talk to these people and organise some cross country coaching.

The Junior is also finally back on line after having some repairs done at Camden. The Junior is a great aircraft for pilots with low experience to build hours, it is also a fantastic aircraft as an introduction to solo cross country. The Junior is only charged at a rate of \$20 per hour and this is a great opportunity for us all to take advantage of.

Our training aircraft the ASK-13 and ASK-21 are also both available and will no doubt be in the air regularly over the season, these aircraft being the work horses of the fleet.



AGM 2016

After the AGM held on 23rd. October 2016, we have quite a few changes in the composition of the committee.

The new office bearers are:

President:	Armin Kruger
Vice President:	Charles Durham
Treasurer:	Guy Whitehead
Secretary:	Michael Begg

All of these elected members have qualities and experiences specific to their responsibilities and I am sure they will fulfil their duties effectively.

To support these office bearers we have a mixture of old and new* committee members. They are

Serge Lauriou	John Jurotte*
Bob Hall	Lyle McLean
Bob Sarmony	Aaron Stroop
Bob McDonald	Adrian Clout*

One should appreciate the depth and experience of these members and expect a strong performance of our committee in the coming years.

The new committee would like to sincerely thank those outgoing committee members for their strong service and participation in the running of the club. The club is in a very strong position member-wise and financially due to their dedication and service to the club. These members include:

Keith Gateley (retiring President after 5 years)

Graeme Cant (retiring treasurer after 12 years)

Dominique Brassier (retiring Secretary after 2 years)

Daniela Helbig (retiring committee members after 2 years)

Peter Newcomb (retiring committee member after many, many years)

The new committee will work diligently to uphold the excellent record of the last committee.

Official observers

Len Diekman
Charles Durham
Peter Williamson
Bryan Hayhow
Graham Brown
Leonie Furze
Armin Kruger

Classified advertisements

For sale

Schempp-Hirth Mini Nimbus HS7 VH-FFR serial No. 28. 2210 hrs 724 landings.

Same Club Class handicap as Discus a,b & CS, LS7 and SZD 55. I am the second owner.

No prangs. Fully refinished in 2 pack polyurethane in 2012 by Peter Holmes. First layer of glass replaced on undersides of wings. All control surfaces stripped and re-glassed. Immaculate finish. New blue tinted canopy fitted 2012. New weight and balance 2012. New wheel hub and brake assembly, main wheel tyre and tube 2015. Wing pins replaced 2011.

Tow out gear (wing walker, tail dolly, tow bar) new in 2013. Instruments include Zander SR 820 BE electronic and Winter mechanical variors. Instrument panel and cockpit vinyl linings replaced. Cockpit re-painted.

Gear warning system. All AD's done. Arguably the best Mini Nimbus in Australia. Will sell with new Form 2. Price \$45,000 ono.

Contact: Lyle McLean 0410 536 052

T-hangar suit 15m glider.

Could accommodate up to 17 m without modification. Price: \$13,000. Note: Will sell T-hangar either with glider, or only after glider VH-FFR is sold.

Contact: Lyle McLean 0410 536 052



Safety bulletin

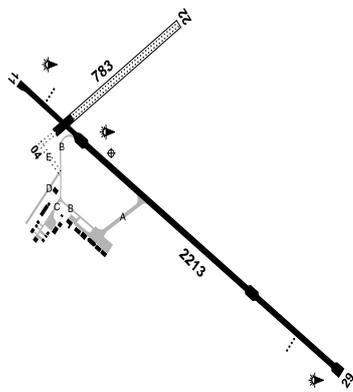
AIP Australia

10 NOV 2016

FAC YORG - 1

ORANGE AVFAX CODE 2135

ELEV 3112



NSW UTC +10 YORG
S 33 22.7 E 149 07.5 VAR 12 DEG E CERT
AD OPR Orange City Council, PO Box 35, Orange,
NSW, 2800. PH 02 6393 8000. ARO AH 0419 233 879.
FAX 02 6393 8199.

REMARKS

1. Landing fees apply for all ACFT at Orange Airport.
2. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES

Wade Air (Nestcorp Pty Ltd): 2200-0630 W, SAT-SUN by arrangement. Phone 02 6365 5111, FAX 6365 5123, 0415 247 999. Self serve bowser. Aero Refuellers: JET A1 by tanker. H24. AH call out fees apply. 1HR PN. PH 0456 670 267. Orange HEL Fuel Tanker, JET A1 by tanker, call out fees apply for AH and weekend, 1HR PN. PH 0438 270 370, 0438 270 374. Cash and credit card accepted.

PASSENGER FACILITIES

PT/HC/RF/WC/LG/ME.

AERODROME OBSTACLES

1. Trees up to 54FT AGL, 125DEG M/0.96NM FM ARP.
2. RWY 04 trees obstruct TKOF SFC.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT C, METAR/SPECI.
2. AWIS PH 02 6365 5186 - Report faults to BoM.
3. AWIS FREQ 128.8 - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

04/22	041	26c	Unrated. Grassed red clay	WID 30	RWS 90
11/29	114	73a	PCN 39 /F /C /1500 (218PSI) /T	WID 30	RWS 150

AERODROME AND APPROACH LIGHTING

RWY 11/29	LIRL(2)	PAL+AFRU 119.0		SDBY PWR AVBL
RWY 11/29	PAPI(1)	PAL+AFRU 119.0	3.0 DEG48.5FT	SDBY PWR AVBL
RWY 11/29	RTIL(2)	PAL+AFRU 119.0		SDBY PWR AVBL

(1) PAL + AFRU requires three one-second pulses to activate. (See INTRO para 23.5). Left side

(2) PAL + AFRU requires three one-second pulses to activate. (See INTRO para 23.5)

RWY edge light spacing: 11/29:60M.

OTHER LIGHTING

1. Secondary PWR switchover time: 15 SEC.
2. TWY LGT: Blue Edge.
3. SDBY PWR AVBL to PAPI RTIL, RWY & TWY lighting, IWI, Apron and terminal lighting.

ATS COMMUNICATIONS FACILITIES

FIA MELBOURNE CENTRE 135.25 On Ground

LOCAL TRAFFIC REGULATIONS

1. All ACFT to execute MAX RAD turns on RWY 11/29, TWYs and apron.
2. Use of RPT Bays 1 to 4 is restricted to RPT ACFT and Air Ambulance (excluding HEL). Other ACFT as approved by AD OPR with 24HR PN. PH 0417 698 326.
3. TWY C and D not AVBL to ACFT ABV 4,000KG MTOW.

CTAF - AFRU 119.0

ADDITIONAL INFORMATION

Information may be continued on the next page: PTO

1. Increased hazards of birds (magpies, galahs and ibis) and animals (kangaroos, wallabies and foxes) exists.
2. Random blasting HJ, at quarry BRG 085DEG MAG, 3.2NM FM ARP, 500M RAD, 0-500FT AGL.
3. Direct access from apron to terminal not permitted to GA/CHTR pilots and PAX. Exit and entry to apron via gates either side of terminal. Pilots note access code for re-entry.
4. Intensive gliding operations conducted by Bathurst Soaring Club at Pipers Field located 20NM East Orange Airport - daylight HR on weekends, PH and some weekdays. Gliders monitor 122.7 within 3NM Pipers Field and 127.35 (Bathurst CTAF) when east of Pipers Field.
5. Gliders cross-country gliding operations often transit airspace in the vicinity of Orange Airport up to and above 10,000ft. Gliders monitor 119.0 (Orange CTAF) west of Pipers Field in the vicinity of Orange airport.
6. Gliders outside of the vicinity of Orange Airport monitor 122.7.

CHARTS RELATED TO THE AERODROME

1. WAC 3456, 3457.
 2. Also refer to AIP Departure & Approach Procedures.
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Map

