

# Thermal

The Official Newsletter of Bathurst Soaring Club



Summer 2018-2019



Bathurst Soaring Club - Piper's field

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Thank you to all contributors

Editor Charles Durham • Graphic Design Kathleen Mason

# President's Report

Charles Durham



From Western Advocate article: Aaron Stroop, Charles Durham and Angus Stewart

I have only been in the position of president for three months now and there is much to do. So far the committee has for the most part been planning and preparing for the next twelve months. Our goals in the short term will be to get our glider fleet operational, give our club house and facilities some TLC and to continue to ramp up our marketing activities.

## Flying Ventures

Earlier this season the committee had to make the unfortunate decision of cancelling an ab initio course due to the Orion not being airworthy in time. The Orion was undergoing repairs due to an accident some time ago. In this matter we were at the mercy of insurance companies and there was nothing anyone could do to rectify this situation. There will be an ab initio course in March. The training panel has made changes to the way our courses are run and these changes will come into effect in 2019.

The Christmas Camp was very successful and very busy. Most days we were soaring to 12,000ft or better and we did some half a dozen TIF's. Right now many members are at the Temora Cross Country Camp and many more members will be going to Narromine in February.

The Narromine Camp will be from the 17th of February to the 3rd of March. So far the LS4 is booked out and the Duo is booked for the first week but available in week two. The Junior is still available and it would be great if someone would bring it to Narromine. Hopefully the Orion will have a trailer and can be made available, the committee will keep you informed.

Well done to all those members who competed in comps this year. Particularly those who went to the F1.0 GP at Leeton and good luck to those who are yet to compete.

## Airworthiness

As many of you are aware the Orion is now back online. At this stage the glider cannot be flown cross country as we do not have the trailer. However we hope to have the trailer very soon.

Much of the 50 year survey on the ASK13 is now complete. The aircraft still needs to be rebagged. This is a working in progress we will inform members when we have a completion date.





## Airfield

The two separate areas that the committee believe need attention on the airfield are the club house and the runways. Over the next year or so the committee will be looking at ways to give our club house some TLC without blowing the budget. We have been unsuccessful so far at obtaining grants however we will continue looking and applying for them. You can also expect to see working bee's over 2019 on the club house.

A number of members are brainstorming ideas to build an implement for the club's tractor that can improve the surface of our runways. We expect to see progress on this over this winter.

## Marketing

Through the efforts of members the word is getting out in the community about gliding. The club has had a presence at a number of events including air shows, community and school fairs, as well as local radio interviews and news paper articles. We cannot expect to see immediate results from these activities however they have gained us a few new junior members. The main aim is to increase public awareness. There still exists a situation in Bathurst where many residents have lived in the town for 30 years or more and have no idea there is a Gliding Club. We mean to

change this in time. It is wonderful to see the effort put in by members volunteering with these activities. I would also like to thank all the members who bring friends flying at the club. Bringing friends to the club is the single most effective way to support gliding, apart from going flying yourself.

## Thermal

Finally I would like to make an announcement, This will be my last issue of Thermal. Now that I have taken on the responsibility of becoming president of the club I have decided to hand on the baton. As of 2019 Angus Stuart will be the new Editor. I have greatly enjoyed being editor for the last two years and wish Angus all the best of luck in his new roll. I will of course write President reports in issues from this point on however all creative and artistic decision making now lies with Angus.


I hope you and your families had a good Christmas break and a happy new year and it looks like the cross country weather is now with us so happy flying and see you in the skies.


**Charles Durham**


President

# Events Calendar

## 2018-2019 Training Courses and Camps


 Sun 17 February – Sun 3 March  
**Narromine XC Camp**  
organised by Charles Durham


 Sat 16 March – 22 March  
**Ab Initio course**  
organised by the Committee


 25 March – 1 April 2019  
**XC flying week at Pipers Field**  
organised by Geoff Sweeney

## Events at Pipers Field

4-day weekend, social event, etc

 **Friday Flying** from  
28 September 2018 until April 2019

 25-28 January  
**Australia Day long weekend**

 19-22 April  
**Easter weekend**

### January 2019

Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1			1	2	3	4	5
2	6	7	8	9	10	11	12
3	13	14	15	16	17	18	19
4	20	21	22	23	24	25	26
5	27	28	29	30	31		

### February 2019

Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
5						1	2
6	3	4	5	6	7	8	9
7	10	11	12	13	14	15	16
8	17	18	19	20	21	22	23
9	24	25	26	27	28		

### March 2019

N°	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
9						1	2
10	3	4	5	6	7	8	9
11	10	11	12	13	14	15	16
12	17	18	19	20	21	22	23
13	24	25	26	27	28	29	30
14	31						

### April 2019

N°	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
14		1	2	3	4	5	6
15	7	8	9	10	11	12	13
16	14	15	16	17	18	19	20
17	21	22	23	24	25	26	27
18	28	29	30				

## Over 50 years of Gliding at Bathurst

*Charles Durham*

The Bathurst Soaring Club has a long and rich history. The Club, in essence, is a melting pot of many different organisations and people from all disciplines of flying and this diversity gives it an ever-changing character and charm of its own. My own involvement in BSC started about six years ago when a work mate introduced me to gliding. However my connection to gliding goes back to my father's association with the Sydney Technical College Gliding Club at Bathurst airport when he was studying for his commercial pilots licence in the early 70's.

The three main gliding organisations that flew from the Bathurst airport in the 1960's were the Bathurst Soaring Group (BSG), The Sydney Technical College Gliding Club (STCGC), and the Blue Mountains Gliding Club (BMGC). All of these clubs came together in 1969 under the banner of the STCGC with John (Jack) Haddock as President and some 25 or so members. The BSG began operations in the Bathurst area in the early 60's flying from a number of airstrips as well as the airport with a Blanik, Kestrel 17 and a Foker 4 amongst other aircraft. Peter Hanneman is now the last surviving member of the BSG and is still a very active member of our club today. The STCGC operated from many different sites including Warkworth and Nowra with an ESP50 until they joined up with the other clubs when a new Blanik was purchased. This Blanik was flown to Bathurst by non-other than Colin Turner who also continues to be an active member of the club to this day. Many former STCGC members continue to fill the ranks of our club. The BMGC would regularly visit Bathurst with John O'shea and others leasing a Blanik from the BSG until the three clubs joined together in 1968.

After these organisations came together, popularity in the sport increased and the club grew. Privately owned gliders started to appear on the airfield in addition to club owned machines. The tow plane of choice in those days was the De Havilland "DH.82 Tiger moth". The Tiger Moth, often flown by Monty Cotton (who learnt to fly in such an



aircraft during the war) and Lindsay Cox, was a common aircraft at the time and very readily available. Many members who took a launch behind this tug raved about the "awesome power" and towing capacity of the Tiger Moth usually with more than just a hint of sarcasm. Others described the experience in words I won't repeat in this article. Let's just say a 2000ft launch in a Blanik behind a tiger moth was a good way for a pilot to build hours. The Tiger Moth used by the club still flies from Bathurst Airport to this day. As the years went on gliders got more and more performance, and, as a consequence, they got heavier and





the Tiger moth could no longer cope. The Club had subsequently a number of different tugs including Auster's and Super Cub's until we bought our first Piper PA-25 Pawnee VH-PPC from "Field Air" in Ballarat.

The move to Pipers Airfield was one of the most significant turning points in the club's history and events were set in motion in 1974 when the club received a letter from a man called Roger Piper. Roger wrote to the club after meeting club member Col Hayler who had gone to his house in a professional capacity to read the electricity meter. The following is an extract from that letter.

"I wish you could call on me as I want to get a glider building concern going and am trying to contact persons interested as later when I sell some of the land I will be in a position to finance it. In the meantime I can offer hangar ground space and flying field up to 6 of a mile radius".

This letter is today displayed on the wall above the fire place in the clubhouse.

Club members Werner Geisler and Terry Costello flew to Roger's property at Westbourne in the club's Super Cub and discussed plans to relocate the club to an airfield that would be constructed on Roger's farm. Roger Piper was an interesting man to say the least. He had a homestead on his property, however, he chose to live in a caravan in the back yard with a pet parrot, all of whose feathers had fallen out from the

fumes off the kerosene lamp in the caravan. Above all, Roger had a passion for aviation and was always very supportive of the club. Roger's great grandfather, Ensign John Piper, who became known as "The Prince of Australia", arrived in Sydney in 1792 to join the NSW Corps; became a captain in 1800 then Governor of Norfolk Island, but unlike his brother officers, didn't prosper from the rum trade. His star began rising when was appointed Naval Officer for Port Jackson in 1813. By 1822, he received 2000 acres as a land grant - Alloway Banks (now Peter Hannemans property) - and he had a further 2500 acres in Sydney including 190 acres at what is now Point Piper. All this was lost with mortgage foreclosures and WC Wentworth gave John Piper the then 500 acre property, Westbourne, in exchange for his Point Piper mansion. In 1827 Piper moved to Alloway Banks, lost it to over-spending by 1845 and then moved to live at Westbourne. He died in 1851 and Westbourne progressively passed under trust to his wife, son Henry, grandson David, and then great grandson Roger in 1955.

In 1974 Roger helped to give the club a home. However another obstacle had to be overcome: getting "a licence to operate". The site was 8 nautical miles from Bathurst Airport, inside the 10 mile limit for new airfields. Representations were made to Bathurst Council, The Department of Transport and The New South Wales Gliding Association and by late 1975 operations could

be conducted from the site at Westbourne with the blessing of all relevant authorities. The airfield at Westbourne was named "Pipers Airfield" in honour of one of the most important benefactors in the club's history. By 1975 the club had 180 members, making it the second biggest club in NSW and pilots were establishing a more permanent presence on the airfield building hangars in the subsequent years. Members would convene at meal times in the unofficial clubhouse, the "Acropole", a restaurant in Bathurst that was open until very recently. But there was one final piece of the puzzle left to complete the picture that is the Bathurst Soaring Club: The Doc Hayden Club House.

The Doc Hayden Club house is an iconic part of Pipers Airfield and our club. Many members have plenty of fond memories of sharing a drink and telling tall stories of the day's flying exploits around the large open fire place that is the focal point of the club house. In the 70's caravans were starting to appear on the field and many members would pitch a tent and camp. The need was identified by many members for a communal meeting place to reinforce the social atmosphere of the club. As Terry Costello has often told me "the aim was to make the gliding club like a country club". It was not only a place where pilots could indulge their common passion for flying, but also a refuge in the country where city members could escape from the hustle and bustle of Sydney for the weekend. The design for the club house was set out by member Chris Pappas who at the time was studying at university to be an architect. A concrete slab was poured and construction began for the most part by members volunteering their time. Almost every person who was involved in the club at the time worked on the club house. Doc Hayden who was a significant figure in Gliding made a grant available to gliding clubs and we were able to secure funds from this grant to help pay for the construction and the club house was named in honour of our generous patron. In 1980 the club house was formally opened by the mayor of Bathurst.

There is so much to say about the club and its members and I never stop discovering new stories that need to be told. Much of the research for this article comes from documents supplied by, and old articles written by such members as Peter Hanneman, Collin Turner, Bruce Meldrum, Tim Galvin and Terry Costello. So many members contributed to building up the club and continue to do so to this day. The contributions made by volunteers are staggering. It is just impossible to recognise everyone's contribution. There are so many members in the history of this club who have helped define us both through their involvement and work for the club. The founders of course and all our club volunteers, committee members, instructors, tug pilots, aircraft and runway maintenance volunteers, all contributors big and small, the list is endless.

So where are we today? My story delving into the history of gliding in Bathurst began this year when I was elected as President and it fell upon me to organise celebrations to mark 50 years since the various different gliding operations in the region came together however gliders have been soaring over Bathurst for longer than that. This is to be the first of many documents I produce recording the history of our club so watch this space.

We marked the occasion with a lavish celebration in the tug hangar. Lyle McLean, our current Tug Master, got his band "Niaga Dessip" (aka "lock up your Grandmothers") back together to put on a magnificent show for us, and maybe we can get them out of the nursing home for a repeat performance at the 75th anniversary? I am proud to say BSC has a very diverse membership about 128 strong and growing. We currently have a fleet of 6 gliders, 2 tugs and about 50 private gliders on the field. I look forward to the next chapter.

## Women in Gliding Week

Ada Lim

After the success of WIG Week 2017, hosted by Kingaroy Soaring Club, it was resolved that WIG Week 2018 would be held in NSW. Bathurst Soaring Club, led by Leonie Furze, organised an extended week of flying, frivolity and friendship at Temora in the first week of December. Fourteen women pilots and their crew, coaches, and compatriots flew from Temora during the week; five BSC women, as well as Charles and Serge, were present at some stage during the week.

Although several aircraft and their pilots had already arrived, the first official day, Saturday 8 December, marked the arrival of the main contingent who rigged in the searing midday sun. The five German gliders took prime position facing the runway, ostracising the Polish pair of SZD-50 and SZD-51 to the other side of the parking area. Ailsa McMillan paid a flying visit to help rig the Junior and an impromptu trailer party was held. By the time aircraft were rigged and pilots watered the heat had sapped the energy of everyone involved and no launches occurred.

Sunday was the first real day of flying. The forecasts were for ten knots up to a ceiling of above 13000, and some ambitious tasks were set at the morning briefing. Late morning launches into the blue preceded overdevelopment in the early afternoon but everyone arrived home by early evening.

Ruth and Alex, two local power pilots were introduced to gliding in the Puchacz and given their progress during the week I suspect we may have two converts. Alex so impressed her instructor Mick that she was nominated for the first meritorious flight award the next morning.

Unfortunately, being a gliding event in Australia, the weather gods did not shine upon us. The influences of Tropical Cyclone Owen and a blocking high over the Tasman led to unsettled weather. Only one day was unflyable, a day in which a month's worth of rain was predicted to fall upon the area. All the aircraft were nestled snugly in their hangars or trailers.



Leonie Furze

This nonflying time gave opportunity for the other activities which Leonie had organised. A guided tour of the museum, led by Temora Gliding Club CFI Mike Cleary, was my personal highlight, but others revelled in the formation flying in Airtruks and Rockets which had been donated as prizes.

Evenings were also highly social occasions, with group dinners every night. I unfortunately missed out on several due to outlanding (instead buying pizza for my crew) but made it to the two main events with bells on! Tuesday night was the Wig dinner, and although some people came unprepared (\*ahem\* Charlie and Serge) after some impromptu wig swapping we were greeted with the delightful sight of our club president in a unicorn getup. The prize for best wig went to Ursula Husy whose wig had delightful little cardboard gliders



woven into it. Dominique Brassiere led the dancing into the wee hours of the night and an enjoyable time was had by all.

The culmination of the week's social events was the dinner among the warbirds on Friday night. The museum was decked out with chairs and dining tables, and approximately 40 people including many local aviators came to hear the live music and enjoy the experience of dining surrounded by magnificent museum aircraft. Jo Wooller's beautiful trophy for most meritorious flight was awarded to Jenne Goldsmith, CFI of Geelong Gliding Club, who flew her Ka6 on a day when the Bathurst contingent all had technical or actual outlandings; Charles and Dom in the Duo started its engine, Leonie in her Discus went into a field, and I landed CQN at Ardlethan Airport.



Charles Durham



Fun evenings at Temora WIG 2018



Ray Humphrey and paella WIG fundraising



Serge Lauriou



## Women in Gliding Week - Ada Lim





## Women in Gliding Week - Ada Lim





## Merits and Achievements



### First Solo's

Michael Begg in the K21 in July

Alexander King in the K21 on the Australia Day long weekend

### Badges

Michael Begg A,B, and C Certificate

Andrew Cook

Ada Lim Silver Distance and Gold Distance

### Other Honourable Mentions

Henry Mander completing his first 750km flight at Temora in January 2018

Len Diekman winning the Ryan award for services to airworthiness

Graham Brown receiving the Paul Tissandier Diploma for overall devotion and services to the sport of gliding

Bryan Hayhow delivering the 'We Don't Want It' trophy to Pipers from Narromine

Dominique Brassier completing her first 300km flight at Temora 2019

Mark Eastwood completing his first 500km flight at Temora 2019

Ben Spoor coming 4th overall at Joey Glide



## The BSC Committee

**President** Charles Durham  
**Vice President** Bob Hall  
**Treasurer** Guy Whitehead  
**Secretary** Michael Begg  
**CFI** Serge Lauriou  
**Membership Secretary** John Jurotte  
**Airworthiness Officer** Richard Dowling  
**Chair of Safety Committee** Bob Hall  
**Chief Duty Pilot** Bob McDonald  
**Tug Master** Lyle McLean  
**Clubhouse** Aaron Stroop  
**Marketing** Andrew Cook  
**Ground Maintenance** Adrian Clout

## Official Observers

Len Diekman  
Charles Durham  
Bryan Heyhow  
Peter Williamson  
Serge Lauriou



*View from the pie cart at Piper's field, Bathurst Soaring Club*



