

Thermal

The Official Newsletter of Bathurst Soaring Club



Spring 2017



George Marböt and John Jurotte flying in Winter

WHAT'S INSIDE

From the Editor	2
From the President	3
Coaching corner – Should I turn?	5
How we got our BSC logo	6
October long weekend regatta	7
Gone gliding forever	8
Message from Switzerland	10
Wave flight at Bathurst	11
Trophies	12
The BSC committee	12
Official observers	12
Cross country events calendar	13
Classified advertisements	14

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From the Editor

Charles Durham

Since the start of spring there has been an impressive enthusiasm for flying. I imagine people are making up for lost ground from this time last year when we had constant rain every weekend putting a stop to our aspirations. That combined with an ABinitio Course, Aerobatic Courses and summer regattas have kept us all busy. It has been an eventful few months with the ABinitio courses welcoming new members into our club, and the aerobatic courses getting our tuggies current with plenty of 5000ft launches. The first of the summer regattas was a barrel of fun! It also presented me with an opportunity to get current on paddock landings. Well done to Ben Spoor for winning the first round, in very difficult soaring conditions I might add. This was the first of a series of regattas that will be held over the summer.

With great weather ahead of us why not get out there and make the most of it! The Duo Discus, LS4 and Junior are all available to fly this summer, as well as the K21 and K13 for training. Unfortunately the Orion has had to go to Camden for an AD however it will be back on line very soon. I would like to take the opportunity to thank Owen Sutton and Adrian Clout for rebuilding the instrument panel in the Junior. They did a great job and the aircraft now has an LX S100 computer and a new radio. Under the direction of Dominique Brassier, the aircraft's captain, this glider is starting to come up to the same standard as the rest of the fleet in time for the soaring season.

I think it is a good time to start thinking about the future of our club and the direction we want to go in. As we are all too aware gliding is an ageing demographic and we need to spare a thought about how best to recruit. Unfortunately we are facing a stark reality that if we don't increase our numbers in the next five years the sport of gliding will not survive. The GFA is investing a lot of resources into this area with the "soaring to the future" program and we have all read the articles in the magazine, however the question is what can ordinary members do at a club level to help boost the popularity of gliding? It is simply a case of getting people in the door whether they are inclined to fly or not. Our club has a great social atmosphere and guests are more than welcome to attend our

dinners. Many of our guests have no interest in flying themselves but if we make them feel welcome they will go and tell all their friends what a great club we have and that is the kind of effective advertising money can't buy. It's not practical to bring people to the club every weekend. After all we have busy lives and we also want to fly our own gliders, that's why we are here in the first place but if every member attempts to bring all their family and friends for a weekend at least once this will pay off in the long run. Some of our members already do this to great effect.

Many of us who catch the bug and become committed glider pilots will be in this club for ten years or more with others spending most of their lives in the club, we need to spare a thought for the effect on the club when we reach a point where we stop flying. The older generations of pilots have brought a large number of new members into the club. Here's something to think about for those of us who have not been in the club for quite as long, we should make it a goal in the time we are members (however long that is) to secure at least one new member to replace us when we are gone and that new member can find another to replace them and so on. This insures the survival of the club. If any one finds more than one new member in the time they are with us then the club is expanding and this can only be a good thing. For many of us gliding is our passion so let's share it with our friends and families.



From the President

Armin Kruger

BSC 2017 AGM President Report

Welcome. It's good to see you all here. I hope you all enjoyed dinner last night – a big thank you to Bevan. I won't make this too long as there are several reports following mine, not least of which will be Guy Whitehead's first treasurer's report.

It's been a challenging year for the committee due the lousy weather affecting our flying activities – this started late last year and finally started to turn around mid-winter to provide some good soaring conditions as well as some good wave flights at Pipers.

But, rest assured your committee has still been busy and found ways to spend some of your money:

1. Re-sealing the main runway
2. Converted the Duo trailer to meet NSW compliance regulations
3. K21 3,000 hr inspection
4. Plus many other repairs etc to aircraft, ground equipment, runway maintenance etc – more details will be provided in specific reports.

Luckily the weather hasn't dented our optimism and I should take this opportunity to highlight some of the major achievements of the past 12 months:

1. We've provided many dinners from curries to BBQs – thanks to Bevan, Chuck, Dominique, yours truly and the many helpers
2. The usual camps at Tem, WW and Pipers have been well attended
3. The Xctry coaching week – thanks to Graham Brown
4. Airworthiness course – thanks to Len Diekman
5. We've run 2 x ab-initio courses
6. Aerobatic training – thanks to Aaron



Charles, Dad and Phil Eldrige after out landing in the same paddock at Vitoria on our way to Blayney

7. Runway 08/26 crops – thanks to Chuck
8. Parachute re-packing took place last week – some 28 chutes were re-packed and we can consider making this an annual event
9. Oxygen – Bill Tugnett is heading up a group to provide an oxygen filling facility at Pipers – more details will be made available soon.

Before closing I must thank some members who regularly contribute their time to make this club the success that it is:

1. Peter Edkins – airfield and machinery maintenance
2. Bill Tugnett – aircraft maintenance and numerous other functions
3. Len Diekman – Airworthiness courses and all round knowledge of airworthiness issues
4. Owen Sutton – instrumentation and re-wiring
5. Colin Turner – Duo trailer mods and clubhouse upgrade project
6. Tug pilots
7. Instructors and coaches
8. Duty pilots
9. All the Form 2 inspectors
10. Tug pilot trainers – mainly Ray Humphrey and Brian Bailey
11. And last but not least, the committee who provide so much of their time in so many areas that I won't try to list here – thank you for making my job bearable, and also a big thank-you to Bob Sarmany who's retiring after 5 years of solid service.

In closing, I'd like to wish you all a very good soaring season with lots of badges and kms and please accept my sincere apologies if I've omitted anyone for their good efforts.



Duo Discus on runway 08

Coaching corner – Should I turn?

Paul Mander

One of the most common “faults” in the technique of early hours pilots is circling too much; that is, too often. And it’s not just early pilots.

When one is at all anxious, frequently in my case but commonly when one is inexperienced and/or one is a bit low and feeling the need to climb, the natural instinct is to circle immediately whenever lift is encountered.

This tendency is terribly counterproductive and should be worked at to overcome.

It is easy to monitor one’s performance in this, if one gets into the habit of analysing one’s flights in See You (there are similar products but this seems to be the most used) which has an excellent statistics page where it identifies a wide number of flight performance parameters.

The best ones have over the years at SpeedWeek been whittled down to

- ▶ Average rate of climb
- ▶ Percentage of the flight spent climbing
- ▶ Percentage of flight spent trying; that is, turning in the hope of a climb
- ▶ Height lost whilst climbing

It is well established that optimising these aspects of one’s skills will quickly lead to good cross country performance.

The first ones to concentrate on, because they are the most doable and deliver the most return, are the second and third items, which go hand in hand. If you can bring in a figure of 30-35% climbs, you’re doing well. Likewise, try to keep the %Tries at 2% or under. If you do that, the rest will fall into place.

The way to get really bad statistics/performance is to turn too soon, too often.

The way to improve them is to be more deliberate, more considered in appraising the air one is flying in, and to turn only at the instant that one becomes confident that there really is a thermal there.

It can be bewildering in turbulent air, with bumps and gusts confusing the vario and the pilot, and when one is under pressure it is easy to get discouraged when every circle seems to turn into sink. But have courage, don’t be

deterred, keep honing one’s skills. That is, practice, practice, practice.

The fact is, whilst gusts and bumps do confuse the picture, there is almost no mistaking the real thing, and one should persist in searching until one finds it. Only then should one roll into a real turn.

Picture it, flying along at cruise speed which could be anything from 60 knots or so to 120 knots. A bump, the vario responds. Do I circle??? Well, it depends, and probably not.

Firstly, consider the odds of flying directly into the core of a thermal; pretty slim.

Against that, what are the odds that the bump is part of a larger area of lift, within which is the gem of a real core? Pretty good. So the challenge is, how to find the real core before committing to a full turn.

This is where gliding becomes so interesting, a bit like fishing. The first ripples and bumps are the sign that there is something there, so slow up, relax and open up one’s senses, and respond to the nibbles and use one’s brain to analyse the picture.

Firstly, and this is the big one, thermals rarely occur in isolation. Ground sources shed a stream of untidy rising air downwind which ascends like a curtain, a curtain which is collectively rising in a turbulent and confused pattern but within which are (usually) bubbles of real strength. It’s simply up to us to find our way to hook the real fish.

So, as one pulls up into the early patch of “lift”, characterised by bumps, turbulence and squawking vario, doesn’t it make sense to start a turn so as to align oneself with the wind, and explore, but not make an immediate full turn? Up wind or down depends on the relationship to one’s track, it doesn’t matter much, it is just that by paralleling the wind one is maximising the chance of finding the core.

It is a terrible waste of time to circle in the rubbish. Talk to yourself, “I won’t turn in rubbish, I’ll explore until I find the real thing”.

The real thing is unmistakable, bumps and jiggles turn into a surge. That’s the bight... strike and you’ll have a good one.

How we got our BSC logo

Paul Mander

Have you ever wondered about the story behind the stylised glider that is the club's long-standing logo? It appears on the cover of Thermal, on all club clothing, and we walk over it every time we cross the threshold of the club house.

It has history.

Firstly, it was the work of David Hart, an architect who was a member in the seventies. Thermal had come into being and needed a cover theme. David volunteered.

Secondly, Ken Wyld had ordered the first PIK-20 to be imported into Australia, apart from the yellow prototype that Raimo Nurminen flew in the Waikerie Worlds in Standard Class, summer of 1974. It was made by Eiri Avion, a company that had been established just to manufacture PIKs.

Yellow was chosen for the prototype as the factory wanted to make a point, that unlike the German gliders, the specially autoclaved layup of the PIK meant that it was not so vulnerable to getting hot in the sun. It looked weird and nobody liked it, but it made the point and it certainly gained attention.

Ken had kindly agreed that I should fly his new glider VH-GTV in the Pre-Worlds in Finland, August 1975. I took delivery on his behalf from the factory in Jamijarvi in Central Western Finland, and performed the Australian C of A on site. It was delivered as a PIK-20A, the controversial Standard Class version of the glider, and I proceeded to fly it over there. My very first flight involved a tricky out-landing in a forest clearing, which confirmed to me the outstanding control that the PIK provided for landing.

I don't remember much about the contest, but on the day that I arrived in Finland I went directly to the glider field called Harmeenlinna, where I discovered that Hans-Werner Grosse was attempting the World's first FAI 1000km triangle in his ASW-17. So I was there when he landed, and joined in the celebrations. When I asked him why he had chosen Finland, of all places, for his attempt, he pointed to the long hours of daylight. Hans-Werner was a



proponent of taking off early, with no ballast, and making distance while most people were still getting their gliders ready. I put this advice to good use in 1980 to achieve the first 15M FAI 1000km triangle in an ASW-20 out of Narromine.

Back to the logo...

Ken's glider duly turned up in Sydney, and we retro-fitted the mixer kit that converted it from Standard to Racing 15M class. It was quite a job, things did not want to fit. It thus became a PIK-20B.

That was the beginning of TV's long association with the club and a succession of owners. It was the first of the 15M gliders to hit our shores and created great interest. It represented the future.

David Hart seized on this, and stylised it into the still dramatic picture that we're all familiar with.

The fact that I made the first and the final flight of this glider just makes it more meaningful to me. I hope that you can enjoy this sentiment and remember people like Ken and David whenever you step across our logo.

October long weekend regatta

Charles Durham

Our Summer Series got off to a great start on the October long weekend.

Saturday was too windy for a task, but the other events went ahead, starting with the Taj Mahangar warming, followed by Charles's delicious curry, then a talk on Convergences, all well received.

Sunday looked good on paper (SkySight, that is), and we set a cautious task to Carcoar radius 20km, Molong radius 25km and back to Pipers with a minimum time of 2:00 hours. Remember that all turnpoints are chosen from the Stepping Stones list of out-landing places.

Six starters lined up; Becek ASW 26e, Durham/David Durham ASK21, Eldridge ASW 20b, Mander/Eastwood ASH 25J, Mather/Hayhow Duo Discus, Spoor Cirrus.

Six launched, three got around the task, two out-landed in the same paddock near Vittoria and one turned back. So it was challenging but not a bad task for the day. And the retrieves were all home for drinks before dinner.

And the winner was... a great result for the club class and the up and comers, Ben Spoor who made an admirable flight in his Cirrus, the lowest performance glider on the day.

Second was the Mander/Eastwood team, with Chris Becek in third.

We are gathering performance statistics along the way and these will be tabulated and shared in due course. Our experience at SpeedWeek has been that pilots steadily improve those elements of their skills that are measured and recorded. See Sunday's figures on the attached spreadsheet.

The result shows that the handicapping, which has been developed over the years at the SpeedWeek events, works pretty well for a spread of pilot experiences and glider types. I hope this will encourage everyone to have a go.

It was also a great result for the spirit of competing. Everyone agreed that if it hadn't been for the regatta they wouldn't have left the circuit.

Our next Summer Series weekend is the four days of Friday 17th to Monday 20th November. Flying Friday, Regatta Saturday and Sunday, possibly Monday, dinner and a gliding related talk on Saturday night. Do get organised and join in.



Ben Spoor in his Cirrus at the first weekend regatta

Gone gliding forever

Peter Hein

Clarence Joseph Brown passed away on the 31st July 2017 at the age of 96 years in Bathurst. For all of us in the Bathurst Soaring Club we all remember him only as Joe, Joe Brown.

Joe was born in Melbourne to William and Florence Brown on the 9th of February 1921, the oldest of four boys.

The Brown family moved to Wangaratta in Victoria to run a saw- milling business. At the Wangaratta High School, encouraged by the science teacher, the students built a primary glider with which they carried out ground slides. Was that the introduction to Joes gliding? As a young teenager in Wangaratta Joe would cycle to the airport each time a plane landed to see if he could lend a hand. In acknowledgement the local aero club gave him a scholarship to learn to fly at the age of 17. He obtained his flying licence a year later. In 1939 Joe was one of the youngest pilots to hold a flying licence in Australia.

Joe signed up to join the Australian air force (RAAF) on the 28th of April in 1940. He was the 11th person to do so. During the flying training in Cootamundra and Parkes it became evident that his eye sight was not satisfactory to be a pilot. When asked what he would like to do now, he said "I do n't care; I just want to be in an aeroplane". So Joe became a navigator, completing an advanced navigation course in Parkes in January 1941. He started out as an aircraftsman class 2 and through the war he rose to the rank of flight lieutenant. (The piloting and captaincy was left for his future son Timothy to take up).

Joe hardly mentioned his war time experience; it was a subject he rarely discussed.

His flight log book is still in the possession of the Brown family.

Here are some snippets of his war time flying.

Joe arrived in North Africa in May 1941 and flew extensively in light bombers throughout the Middle East, Egypt, Palestine and Iraq. A year later Joe was transferred to Kenya and participated in the East Africa campaign against the Italians.



From his log book—

25/11/41-- Bombing M/T and AFV's south of SIDI OMAR, 9 aircraft in formation good results. Completely wiped out small concentration of 20 to 30 enemy vehicles. No fighter escort. Slight A/A fire.

17/12/41-- Formation raid on main road east of DERNA. Escorted by fighters. Attacked by enemy fighters. Received several hits but no casualties. All formation returned safely.

6/10/43-- Took off from Nairobi with 3000 pounds of 20 pounds SP bombs to bomb rebel tribes who were approaching ADDIS ABABA. Whilst approaching ADDIS ABABA 3 engines cut out completely, crashed from 300 feet into trees on hill side, pilot killed, aircraft complete write off, injured seriously.

(Note: The crew was flying a captured Italian A/C Savoia Marchetti SM79, tri-motor. Pilot and flight engineer were killed and Joe received serious head injuries).

After the crash Joe was hospitalised for two and a half months in Ethiopia and then given office duties to aid recuperation. He was self-medicating and being tardy, had a reputation as a bit of a larrikin and practical joker, drove a sports car and had an imaginary crocodile.

As fate would have it, Sheila Garnett, a WAAF flying officer, was given the task of keeping an eye out for him to recuperate. Sheila did such a good job of it, that they were married seven months later on the 16th June 1944.

Following the war they settled in England. Joe attended another navigation school and joined BOAC. He worked as a navigator on Sandringham flying boats. His favourite trip was Southampton to Naples, overnight stay and back to Southampton.

In 1949 Joe, Sheila and their 4 year old daughter Deidre returned to Australia by SS Austurius, arriving in Melbourne in November 1949. They moved to Neutral Bay (Sydney). Joe flew Catalinas out of Rose Bay. Shortly after they decided to buy a block of land in Collaroy Plateau. Living in a caravan Joe built his first house. It was one of the first houses built at the Collaroy Plateau.

Transferred to Qantas Joe's family returned to England in 1958 on a three year posting. They lived in Ascott, Berkshire. Joe flew the London- New York run. Joe and family returned to Australia in 1961 and moved back to their house in Collaroy Plateau. On a visit to Bathurst (late 1963) to see close friends, Joe and Sheila decided to buy a rundown farm house on 137 acres next door to their friends. The place was named "Walmer". It became Joe's DIY project for the next few years. Whilst commuting to Sydney fortnightly in his green beetle for Qantas, Joe started renovating his "new" old historical house (built ca. 1837). A family friend used to leave their animals with Sheila, to look after, when going on holidays. It was the friends who suggested to build some dog kennels. Another DIY job for Joe in 1968.

After a few years Joe noticed that rearing fat lambs and growing lucerne on such a small scale was not profitable enough to send now four children to All Saints' college. On one of his regular outings at the Bathurst Businessmen Club (then only for men) Joe got involved with other local businessmen and took shares in various real estate deals in town.

At Qantas Joe switched from flying Constellations to Electras to DC4 (with Captain Peter Hanneman) to Boeing 707. During this time Joe met with other Qantas air crews-- Ron Ballard, Reg Chesney, John Carr, Keith Ginman, Peter Hanneman. The five became later members of the Bathurst Soaring Club. Joe took an early retirement package from Qantas in 1972. Artificial intelligence (AI) superseded Joe's human navigation skills. A victim of new technology???? With that he now could spend more time on his farm and of course --- more gliding.

After purchasing "Walmer" Joe's interest was rekindled after he met & joined a group of Camden glider pilots who had decided to start flying gliders at the Bathurst Aerodrome. The Bathurst Soaring Group was joined by the Sydney Tech College Gliding Club and renamed the Bathurst Soaring Club. Members of the group were well known pilots in the gliding community—Jan Coolhaus, Peter Hannemann, Monty Cotton (who supplied his Tigermoth for towing), Johnny Blackwell, Charles Salisbury, John Postlewaithe and Werner Geissler.

Within the BSC Joe was a member working quietly behind the scene. The club moved from the Bathurst Aerodrome to the Pipers field after the purchase of the land in 1974. Joe was involved moving the wooden structure glider hangar from the Bathurst Aerodrome to Pipers Field. The wooden part were most of club gliders are accommodated now. He built the very first T-hangar at Pipers and at that time it was thought only another 4 or 5 T- hangar might be built. How many are on the gliding field now, 24 or 25? Joe supervised the earthworks for the improvement of the 03/21 runway. Kept the grass low and repaired the tractors. Ever landed on Joe's strip?



How many times he gave the BSC forecast re flying weather for the weekends. So often he had his eyes glued to TV screen to watch the ABC news and weather reports every night. The Brown family still does not know if he was fascinated with the isobars, rain fall patterns or just hoping he did not have to move the irrigation pipes in his paddocks or just to pick a nice day to fly his glider.

Over the years Joe owned/ part owned several gliders. His first one a Cirrus, followed by a Kestrel, LS4 (JO) and finally the DG500M. He flew the DG500M with syndicate members until he was 90 years of age. His partners and many BSC members enjoyed many memorable flights with Joe.

Joe Brown became a life member of the Bathurst Soaring club in 2016.

We will remember him.

Joe Brown - Gone Gliding forever.

The story above as told by Joe Brown's family, Bill Tugnett, Peter Hein and Peter Hanneman. Compiled and edited by Peter Hein. October 2017.

Message from Switzerland

Its nearly two weeks since my visit and flight at Bathurst; I'm back in Switzerland by now and would like to thank you guys again for the fantastic flight and time I had with you. If you are nearby here in Europe at some time I would be glad to invite you for glider flight in the Alps. The gliding season is definitively over here now, the only thing we can do till March when the new season starts is enjoying wind flying every now and then when conditions permit...

Here's a picture from an short flight I did yesterday:

Safe flights! Best Regards
Peter Stehrenberger



Wave flight at Bathurst

George Marbot



What great weekend. I thought about the flights I had and feeling it might interest some Bathurst Club members that Winter is not to all 'it's too cold to fly' so here are my thoughts for the weekend.

Yes I was rostered as Duty Pilot. I had one booking for the whole weekend!!! The weather forecast was for cold with strong westerly. Some cloud cover to around 6,000ft and it rained on the way to Bathurst. John Jurotte was there with some other members to do some sort of a course (motor maintenance).

On Saturday we decided to do some flying, I also had to do my annual, so why not, and there are no other members to fly, expect Brian and Daniela, for the Discuss.

So John and I took off with the 505 into a very strong NW, towed to some 7,500 ft, released, did some 2 1/2 hours soaring and absolutely enjoyed the flight up to 11,000 ft.

Sunday did not look so good in the morning blue sky and hardly any wind, which changed in the morning and resulted into a similar weather pattern on Saturday. John and I shared the flight and took off again around 11.30 and landed after 2. So in total I flew Saturday 2h31 and Sunday 2h30 in total over 5 hours for a weekend flying in the middle of winter. Whoffisays winter is not there to fly.

The mathematics of the exercise flying for 5 plus hours for the average hourly rate including two tows to around 7000ft, worked out slightly over \$30 per hour, glider and tow included.

Trophies

Saturday the 21st of October was our annual Trophy presentation night and yet again there were many outstanding flights by members. It's looking like we will have a fantastic season ahead of us so remember to put you flights in the book on the bar to go in the running next year.

The Trophy recipients for the 2016-2017 soaring season are as follows.

The Crossan Wave Trophy, for the best wave flight out of pipers

Bob McDonald and Keith Gateley,
10,200ft on the 19/2/17

The Harry Crossan Trophy, for the best handicap cross-country flight from pipers

Mathew Scutter, 1100km on the 11/2/17

The Monty Cotton "tiger Trophy", for the best cross-country flight at a BSC camp

Lyle McLean, 510km at West Wyalong
on the 10/2/17

The Golf Victor Trophy, for the best performance of a BSC member at a national championship

Mathew Scutter, 6th place in 15m class at the world comps in Benalla in January 2017.

BSC Trophy, for meritorious achievement

Bill Tugnett, for consistently being available to work on club equipment and assist new and other members.

The BSC Instructors Trophy, for the most inspirational instructional flight

Phill Jones - Nominated by Josh Czarnecki for present manner and all round dedication to instructing.

The John Phillips Trophy, an encouragement award

Judy Shaw, for her positive approach to the whole learning to glide experience.

John Maggs Trophy, for achievement for a pilot with less than 100 hours experience

Andrew Goode and Thomas McCowan,
for both achieving their C certificate.

Other Meritorious Achievements

Jeff Sweeney, for best flour bombing score in the Winter flying comp.

Charles Durham, for best spot landing score in the Winter flour bombing comp.

Dominique Brassier, Overall winner of the Winter flying comp.

Andrew Goode and Thomas McCowan,
receiving their C certificates.

Dominique Brassier, Successfully converting to the LS4.

Dominique Brassier, achieving her Silver C at woman in gliding week in WA.

Andrew Cook, progressing to the Junior.

The BSC committee

Armin Kruger, President
Charles Durham, Vice President
Guy Whitehead, Treasurer
Michael Begg, Secretary
Serge Lauriou, CFI
Bob Sarmany, Membership Secretary
Adrian Clout, Airworthiness Officer
Bob Hall, Chair of Safety Committee
John Jurotte, Marketing
Bob McDonald, Chief Duty Pilot
Lyle McLean, Tug Master
Aaron Stroop, Clubhouse, Compliance and Marketing

Official observers

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

Cross country events calendar

Serge Lauriou

The training panel has been busy for the last few weeks to put in place a comprehensive cross country program for the up-coming summer season 2017-2018, with many camps, lectures, Friday flying and now the monthly 4 day weekend with a regatta and cross country coaching. This program would give our members many opportunities to flying cross country, so they can achieve their personal goal in Cross Country flying for this new season.

Training course and Camps

Mon 6 to Fri 10 Nov:

Coaching course at Narromine

- Organised by the GFA and G Dale
- DUO booked Sun 5 Nov to Sat 11 Nov

Mon 4 to Fri 8 Dec:

XC flying week at Pipers Field

- Organised by Peter Rainsford and Peter Williamson

Sat 9 to Sat 16 Dec:

NSW State Comp at Temora

- Organised by the Temora gliding club
- DUO booked (Fri 8th to Mon 18th) by Bill sharing with members

26-31 Dec: Christmas Camp at Pipers Field

- Organised by Serge Lauriou

Tue 2 to Tue 16 Jan 2018: Temora Camp

- Organised by Bill Tugnet
- DUO fully booked for the 2 weeks
- Orion partially booked

Wed 17 to 25 Jan: Temora-WW gap

- Self-organised
- DUO at Temora using TGC tug

Fri 26 Jan to Sat 10 Feb: West Wyalong 2018

- Organised by Armin Kruger
- DUO and Orion booked

26 Feb to 2 Mar: XC flying week at Pipers Field

- Organised by Geoff Sweeney

Events at Pipers Field –

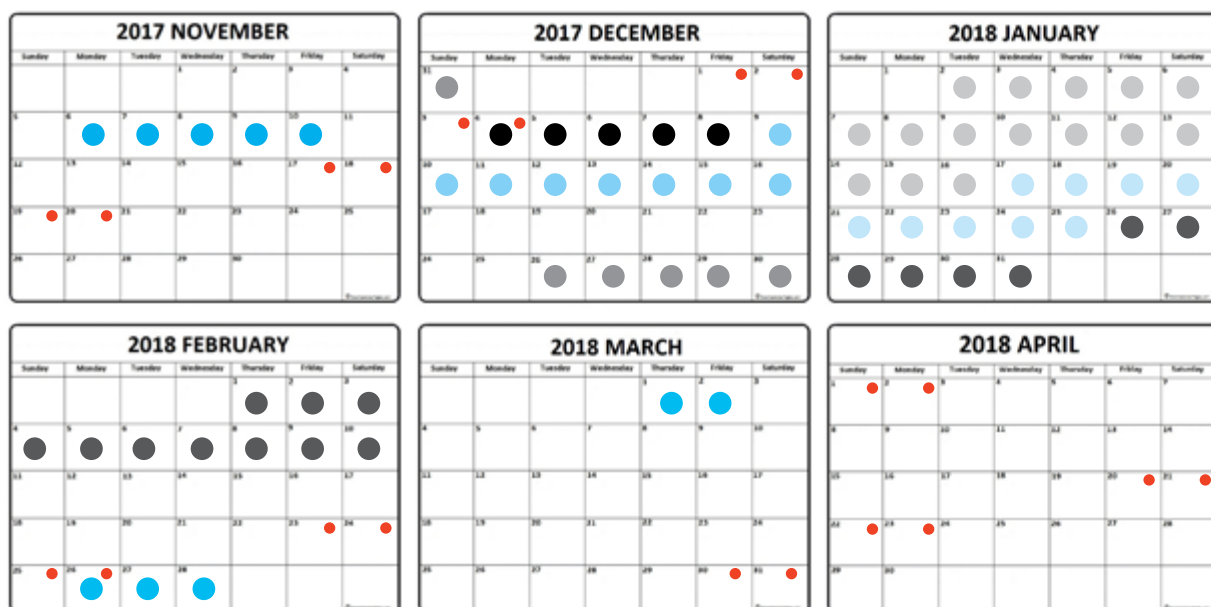
4 day weekends, social events etc.

- Friday Flying start 29 Sep until 20 Apr 4-day weekends:

- Fri 17 Nov to Mon 20 Nov
- Fri 1 to Mon 4 Dec – Christmas party
- Fri 23 to Mon 26 Feb
- Fri 30 Mar to Mon 2 Apr – Easter weekend
- Fri 20 to Mon 23 Apr

Christmas Party – Sat 2 Dec

Children's Christmas party – Sun 3 Dec 2017



Classified advertisements

For Sale

Backpack parachute \$1,500 firm
Contact Peter Hofman 0427 277 242

Half share in Hornet GKS complete with trailer,
tow out gear, parachute and half share in the
hangar. 0438 226 884 or by email. Peter Huish

