



Thermal

Newsletter of Bathurst Soaring Club

Autumn 2012
www.bathurstsoaring.org.au

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From the President

Club Camps

We have had mixed success with the Temora and West Wyalong camps but only in regards to flying conditions. Organisation and attendance was 10 out of 10. Thanks to the many that assisted but specifically to Bill Tugnet and Armin Kruger who are the driving force with excellent organisational skills.

On the 3rd of January I achieved a personal best flight while flying from Temora. I set a 720km FAI triangle, Temora, Hillston, Corowa, Temora. Conditions were fantastic and completing the task had some challenging moments but with good climbs much of my task was on oxygen flying between 8000 and 13000 feet. In just over 6.5 hours flying I am sure with greater planning a larger flight could have been achieved.

My time at West Wyalong was a case of "you should have been here at the start of the week". One flight over 4 days for me, never mind there is always next year. The West Wyalong townspeople and Council were very appreciative of our visit and many enjoyed a Trial Introductory Flight in our ASK-21. Armin also managed to become a TV and Radio personality providing great advertising for our club.

The Juniors are coming

We have recently offered the Juniors hangar space in the Trailer hanger for their IS28 to be stored de-rigged. This was previously stored tied down rigged outside at Camden at a large expense. They are not sure when they will have the IS28 flying again but when they do, they will need a launch from one of our Tugs.

When they are around, please make them feel welcome, we are all ageing and the Juniors are important to both the future of gliding and the future of our Club. Be mindful they may not listen to the ABC radio and they may play their music louder than many of us would. Remember the club is for all.

Tug update

As you are all aware there was much activity in December and early January with a new engine and propeller installed after the incident with TNE. Thank you to Peter Hofman for his assistance and hard work including a quick trip to Lake Keepit with the engine from PPC so that TNE could be flown home. Then the new engine was installed in PPC.

Peter is dedicated to assist with the maintenance and also has a passion to have them looking as good as new. He is constantly looking for things to improve with the Tugs and his hard work and dedication is much appreciated.

Tug Master Change

First of all thank you to our outgoing Tug Master, Ray Humphrey, 11 years managing the Tugs deserves a pat on the back and a well-earned rest. Mind you, Ray is still on the Tug roster and also the Instructors roster. Your dedication and hard work is appreciated.

Peter Rainsford has taken over as the new Tug Master and I am confident he will keep the Tug operations running smoothly.

Grass Cutting

With all the rain and warm conditions it has been a struggle to keep up with the Grass Cutting. Thanks to all that have put in countless hours driving the Fergie, Fiat, Ride on mower and hand push mowers. Our field looks a treat from the air after a fresh cut.

More volunteers are always welcome, so if you would like to assist in mowing the strips please ensure you ask Peter Edkins to show you how to operate the Fergie or Fiat. Many hands make for light work. We have recently had two of our newer club members contact Peter, thank you.

Ab Initio courses

Traditionally we have run this course in November as we did last year. Since then we have had a number of people on a waiting list for the next course. We decided to run a course in April, with a potential course in May. We are still intending to run a course in November should the demand be there.

As we should all be ambassadors for our Club and Gliding in general, spread the word and see if one of your friends or work mates are interested in learning to fly. If so, get them to contact Lyle McLean.

New Runway ground works

We initially had some work on the new east west strip commence in November. Little did we realise this would be the best time to complete the task as we have had so much rain that the final touches are only now in April being completed. This strip is now operational and I think Bill Tugnett was the first one to use the new strip landing the Tug after a launch.

You will also have noticed that the undershoot area for landing up the Caravan Strip has had the long grass cut, also the trees have been trimmed back. This gives us a good understanding on the work that will need to be done to ensure that it is safe for glider landing in the undershoot area. Please do not be tempted to land short on the Caravan Strip as the ground is not suitable. The Committee will consider options for work to this undershoot area over the winter months. As this is generally low lying ground that can get waterlogged no work would likely occur until the dryer months....you remember a normal summer?

Sarge's Lucky Hat

Any caricature of Sarge would reveal a tall lanky bloke with a big toothy smile, glasses and a floppy white terry towelling hat. That's his Big Tuesday hat and without it, it's just not Sarge. It's the same hat he was wearing when he logged his 18 knot thermal a couple of years ago. Who would know what misadventures would befall him if the lid wasn't in its rightful place, on his scone? Bill Tugnett's story recounts the week in which the signature titfer escapes and some of its magical qualities. Ed.

At the beginning of the second week of the Temora Camp, a call was received from a very distraught Sarge (who's been at the camp the first week). "I left my hat at Temora somewhere – I've had it for years and it's brought me a lot of luck".

The hat was soon found; logical place – on the bar.



Now BSC pilots are a skilful bunch, but the thought of some extra luck had them scrambling to borrow Sarge's lucky hat. Such was the demand, and in fairness to all, a ballot was conducted and seven lucky pilots were allocated the hat for a day.

Day 1 Peter Newcomb

"I had planned a photo shot for the day and it went remarkably well. I achieved a 30% increase in battery life from my Nikon and Canon and my shots were of a superior standard. The hat worked for me"!!



That evening the talk on the verandah of the Shamrock was abuzz with the possibilities of the magic hat extending battery life. What could it do for glider batteries?

Day 2 George Marbot

"I had a difficult day with broken & weak thermals. Twice I was almost committed to outlanding when I contacted 8Kt climbs. Driving back to the hotel late that afternoon I saw several 3lb brown trout rising in the creek on the edge of town. I think I'll borrow the hat for my NZ gliding / fishing holiday later this year".



Day 3 Peter Hanneman

"Flying long haul 747 trips for many years, I know the benefit of power naps. As soon as I put the lucky hat on, the feeling of serenity and relaxation was immediate, so I had a quick dose. Despite complaints from others (the morning briefing was delayed 10') I am attempting to obtain my own hat, which I see from the label is manufactured by the Wun Hung Lo Hat Company, China (*The WHL Hat Co. went out of business after the last typhoon flattened the factory. Ed.*)



Day 4 Graham Brown

I hate Sarge's Lucky Hat!!! I outlanded near Coolamon! My Phone didn't have coverage! The SPOT coordinates couldn't be recovered! My crew couldn't locate my trailer! The farmhouse was deserted! I spent 4 long hours waiting for the crew, watching others streaking overhead! I tried to burn the hat but the lighter wouldn't work! I hate Sarge's Lucky Hat."



After Graham's experience, nobody would touch the lucky hat. A ballot had to be taken to see who would lock it away in a spare room at the Shamrock. Australia Post wouldn't accept it for postage, so it was delivered back to Sarge by a newcomer who wasn't aware of the history. After two flat tyres on the way home, it was thrown onto Sarge's driveway at Fitzgerald's Mount with a note attached - "keep your bldy hat".**

WELL...RED

How good does Junior look these days? Back in October, Col Turner cleaned off the damaged paint from the nose and wing tips of the Junior before skilfully applying a new coat. Looking pretty smick, Col. Your efforts are greatly appreciated.



The K13 re-paint started with the repair of the fibreglass nose by Bill Tugnett and Phil Jones early in 2011. During the Engineering course the left wing tip was repaired by visiting craftsman Athol Holtham. Then the Course Presenter and BSC member, Len Diekman, brought the finish up to the UV protection phase using silver paint. Later in October Bill Tugnett matched the existing colour with a Ford Red and applied it to the nose and tips. The grand old lady of our fleet is looking her best thanks to a large dose of TLC. Thanks to all who contributed!



LATE START

Leigh Youdale tells his story in the first of our member profiles. Ed

Well, I'd better come clean and say my first love has always been sailing, and gliding became an eventual substitute for that when we moved back from Melbourne to Sydney about 20 years ago. The cost of housing in Sydney meant I had to give up owning a boat, skiing and motor racing which, with competition tennis, had been my main sport activities for the past 10-20 years. We built a new house in Camden and I settled for a life of genteel gardening, but whenever I got fed up with that (often) I would drive down to the gliding strip at Camden and sit in the car at the activity. I never thought to cross the fence and enquire because there was just no money available for anything extra at that time.

When I lived at Abercrombie House for a while in the early 70s I did take one flight in a Blanik when the club was still out at Bathurst Airport. I thought it a bit of a creaking tin can and although found the flight interesting, it never 'grabbed' me. At that time I had a small sailing dinghy and used to race it solo at Ben Chifley Dam.

Many years later friends in Camden invited us to a dinner party where I was introduced to Tom Gilbert, Roger Wright and Norm Bloch. Naturally, being an Australian gathering the women folk gathered in one area to talk about female interests so I gravitated to hang out with the blokes and their gliding talk; and asking questions. It started to get interesting. Several months later Tom and Norm invited the group out to a party in the Stemme hangar at Camden and that afternoon everyone got a flight. I was last to go and Norm took me up. I recall that several minutes into the flight we hooked a thermal over Camden Park. Norm folded his arms calmly and said "Your aircraft". Having never flown anything other than a kite, this was a little confronting but he made me go on the controls and started to teach me a little about flying.

We were up for about 45 minutes and I have to say it was a pretty brilliant start to have my first serious glider flight in a Stemme! Later Tom confessed that he'd told Norm to "give him a good flight and we've got him!" A couple of weeks later, Tom and Jane invited us to Pipers for the weekend for a "Christmas in July" event. I remember we got to our camper trailer about 3 am on Sunday morning and had to crack the frost off the canvas to get inside. Later that day my second glider flight was with Tom in a K13, quite a contrast to the Stemme.

I was, by then, 'hooked' and within a week, in June 1994, had joined Bathurst at a time when I was nearing my 55th birthday. A late start, indeed! At the time there was an agreement brokered by Roger Woods between Southern Cross, Bathurst and Gulgong (I believe) that you could also join a second club at half rates and no joining fee so, as I lived in Camden and found it much easier to get away for a short afternoon of flying there I did much of my ab initio work with Southern Cross.

My first solo was at Camden in an IS28 on my 51st flight in April '95 (slow learner) but I see there were gaps of two months at time through this period due to work travel and other interruptions. Work commitments, a redundancy and other impediments slowed my activity over several years including one period when I didn't fly for almost a year.

I stopped flying at Camden with any regularity in 1998 when it became apparent that the opportunities to get into more than local flying were limited there. I had been flying the Junior, thinking after the IS28 that I'd never want anything sweeter than this little single seater to fly, but I see that by September '98 I was flying the club's Libelle. In December that year I went down to Benalla and rented a Hornet to undertake a one-week course in XC flying. My first real outlanding was into a paddock within 6km of the Benalla airfield after flying to Balldale and returning against a strong Southerly headwind.

By December I had bought my own Libelle (GGZ) with two other members in syndicate. I flew my five hours in November '99 at a camp at Tooraweenah. I also attempted a 300km but only managed 236km. It wasn't until the Temora camp in January 2001 that I managed to do a slow 336km. I well remember a long, low, final glide from Old Junee straight in over the fence to finish. Next year there was a camp at Narromine where I flew a 343km. task.

Experiencing severe leg cramps in the Libelle on long flights I looked for a roomier cockpit and after selling the Libelle in early 2003 bought a Mosquito (GQF) which as a flapped 15m glider was a revelation in terms of performance. The "Lead Sled" as Tom Gilbert christened it. In November that year at Narromine I got my first 500km. Brian Bailey and our syndicate had built two roomy 18m hangars together at Pipers, firstly to house the Libelles we had and then later the Mosquito. In March 2008 difficulties within my syndicate caused the sale of my hangar and the Mosquito. The future was a bit uncertain until the opportunity to buy Joe Brown's share of the DG500M came up and so I became part of that syndicate until late 2011 when some

medical issues clouded the future again so I decided to sell my share of that aircraft and reassess my flying future when all that is cleared up. Mutual flying in the Orion?

- Recollections? The great enthusiasm and positive inputs of John Salter, one of my early instructors at Bathurst.
- Being put into a spiral dive by an instructor at Camden in an IS28 without warning or preparation. Rather scary as it turned on its back!
- Eddie Pahic's attempts to unsettle me at Camden when doing my annual checks there on two occasions.
- The great atmosphere and camaraderie of the people at Bathurst.
- A very heavy landing in the Mosquito when the ASI wasn't working properly - tubes were blocked with rain water after being left unsealed in a downpour at Narromine by another pilot. Took Cliff Wylie two days to blow and dry the system clear with an air compressor during the subsequent inspection.
- A few great days with climbs to 11,000 ft at 10 knots.
- Getting stuck behind a ridge in the Libelle near Peel after several hours of blasting up and down a street between Bathurst and Wattle Flat that suddenly died. Wheel down, and eyeing off treetops on one side of my circle and a river flat on the other side, I hung onto an indicated half knot climb for about 30 minutes and the slope generated just enough lift to get me over the top and - would you believe it - back to Pipers at 6,000'! Moral - don't give up too early.
- Landing the Libelle on the bitumen at Narromine when Lisa Trotter had landed wheels up on the grass blocking that strip and being hit by a 90 degree micro burst from two storm cells just as I turned on final at about 100 ft. Barely in control that time and nowhere else to go.



Getting in Sync with Daily Patterns

Rhythm not Blues

The Challenge

- Somehow top pilots are able to align their flying to what is in the atmosphere within the task areas
- They are able to make consistently better decisions
- This presentation looks at a couple of ways we can prepare better and improve our in flight decisions

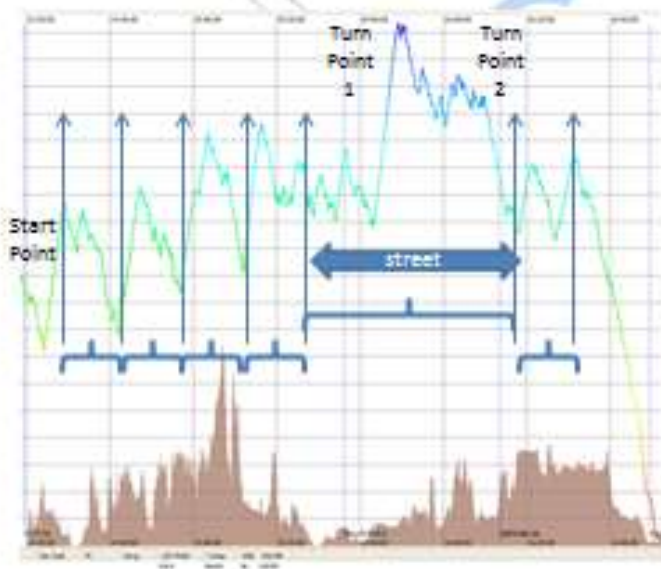
Rhythm

- **Rhythm** (from [Greek](#) *ῥυθμός* – *rhythmos*, "any regular recurring motion, symmetry") is a "movement marked by the regulated succession of strong and weak elements, or of opposite or different conditions." In other words, rhythm is simply the timing of the musical sounds and silences. While rhythm most commonly applies to sound, such as music and spoken language, it may also refer to visual presentation, as "timed movement through space."

Observation

- The flight traces of Winning Pilots show common traits when their flights are examined
 - Their Vario Average is always better
 - Climbs are more evenly spaced
 - Entry and exits are cleaner and sharper
 - Climbs tend to be straight lines
 - There appears to be a common climb and glide pattern on each leg
 - Entry and Exit heights are consistent and usually increase over time of day

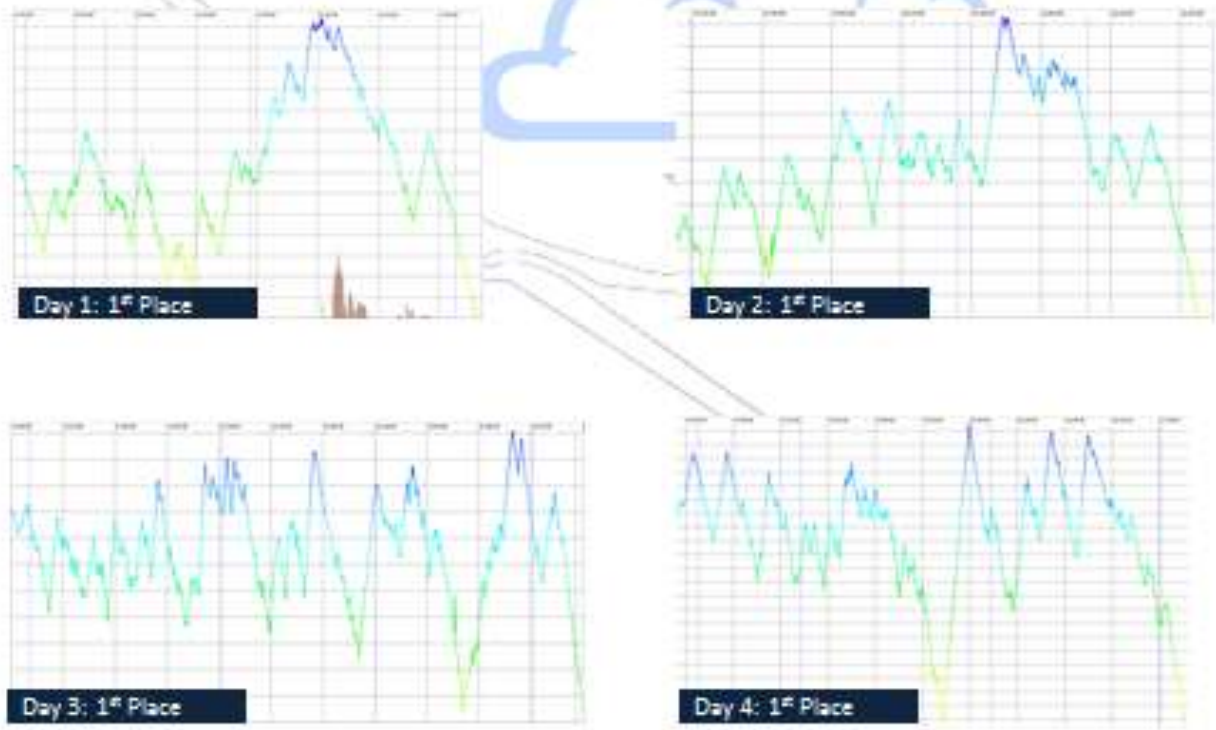
Timing



• Rhythm

- These even patterns can be seen time and time again in winning flights
- How are thermals selected with this consistency?
- If there was 1/8 cloud cover and only 1 in 4 thermals work, that's a 1/24th grid. You can't use pot luck.

Consistency



Definition

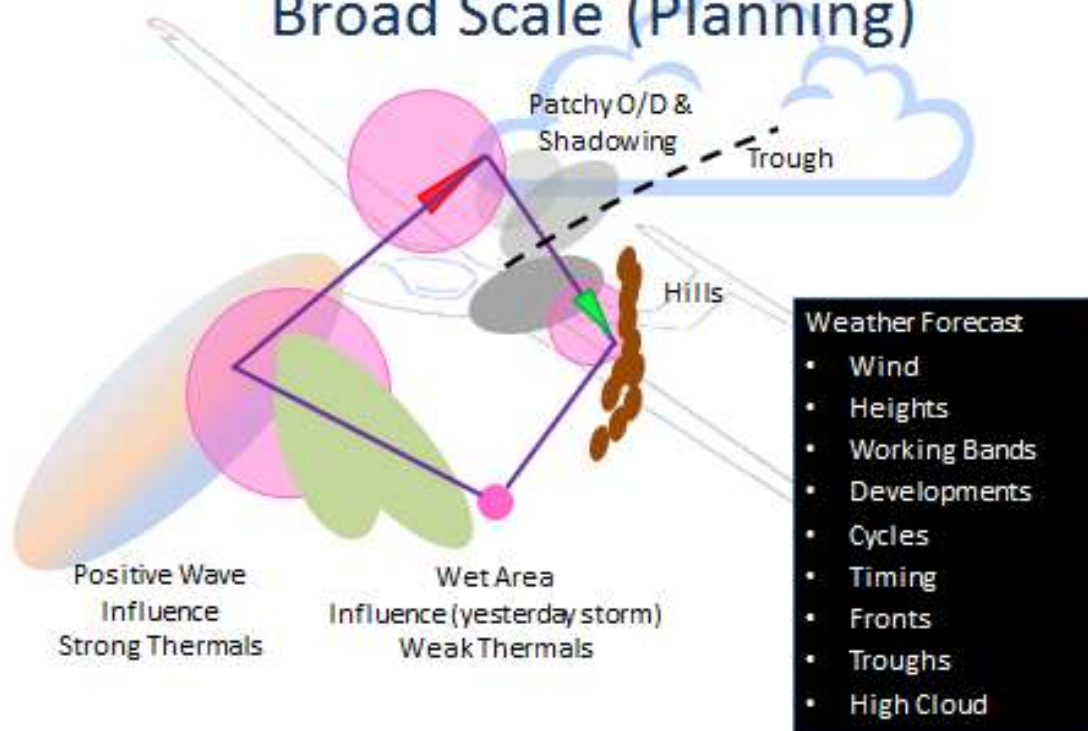
Broad

Macro

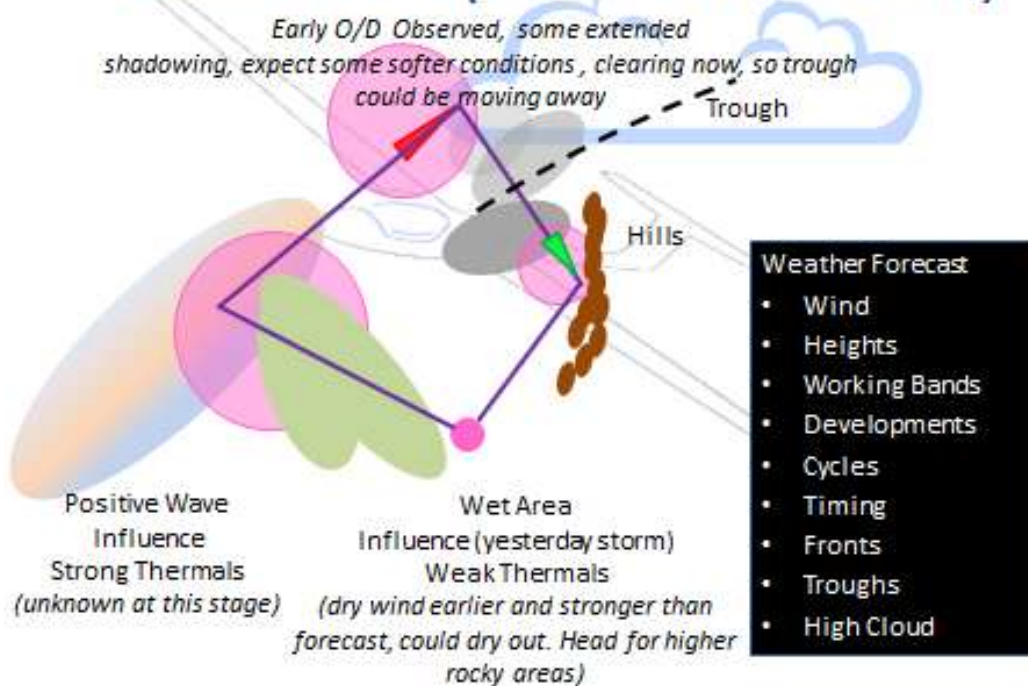
Micro

- There is an optimal way to fly the day
 - Homogeneous, zones, timing
- There is an optimal way to fly a 'zone'
 - Cloud patterns, blue (signals), flight path, selection, shape, age, energy lines, speed to fly, track
- There is an optimal way to fly thermals
 - Entry and exit heights, wing loading, location (multi-core), streets, over developments, timing, sun direction, slope, wind, behavior (smooth, broken, organized, rough), narrow, normal, wide

Broad Scale (Planning)



Broad Scale (Pre & Post-Launch)



Macro



Macro (1)

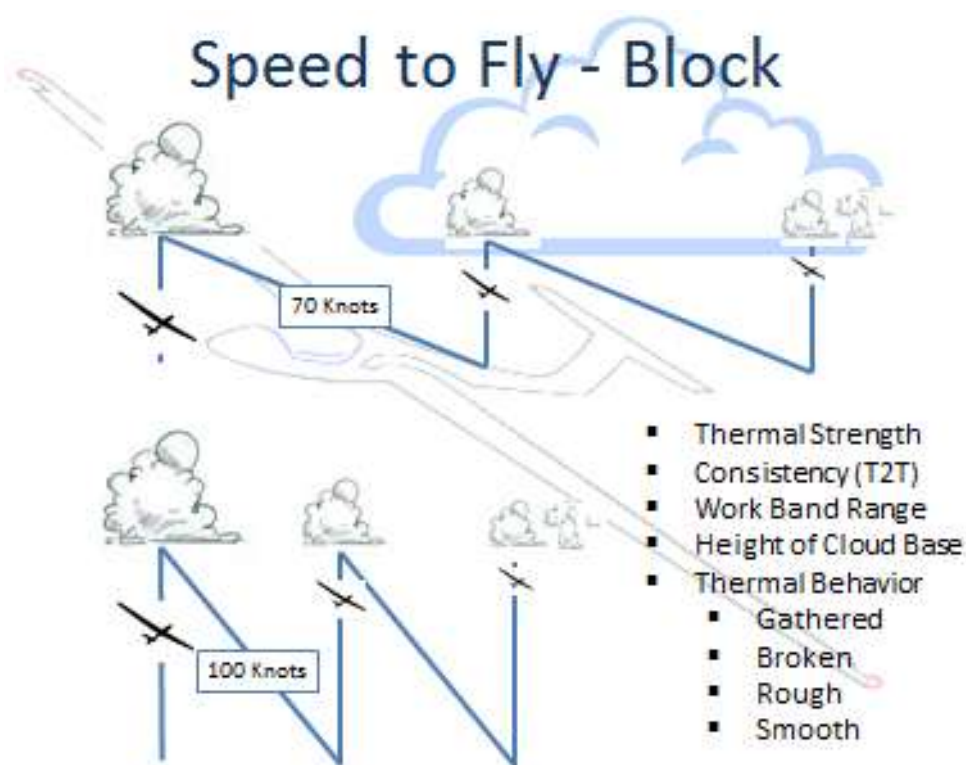
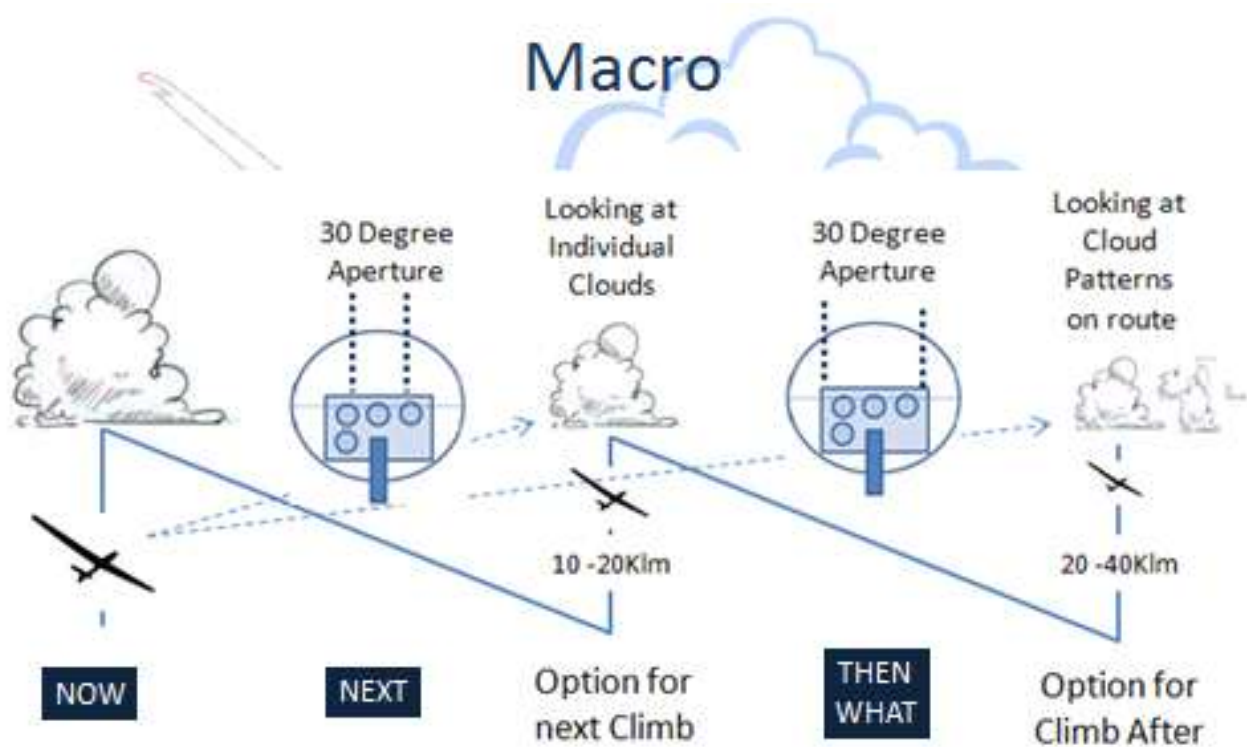
- “Now” - the climb you’re now in
 - Observe and Memorise
 - Entry Clues
 - Thermal Location within the cloud
 - Thermal Behavior
 - Best Working Band
 - Exit “Lane”

Macro (2)

- “Then” – the next climb to take
 - Observe and Optimise
 - Track over ground
 - Diversions
 - Cycle times
 - Locations
 - Energy Lines
 - Overdevelopment (shadowing, sun/wind alignment)

Macro (3)

- “Then What” – alternatives and where to next
 - Decide and Revise
 - Track
 - Triggers/Locations
 - Developments/Over developments
 - High Cloud (moving in/out, thickening, thinning)
 - Sea Breeze effect
 - Diversions



Harmonize your rhythm to the beat of the day

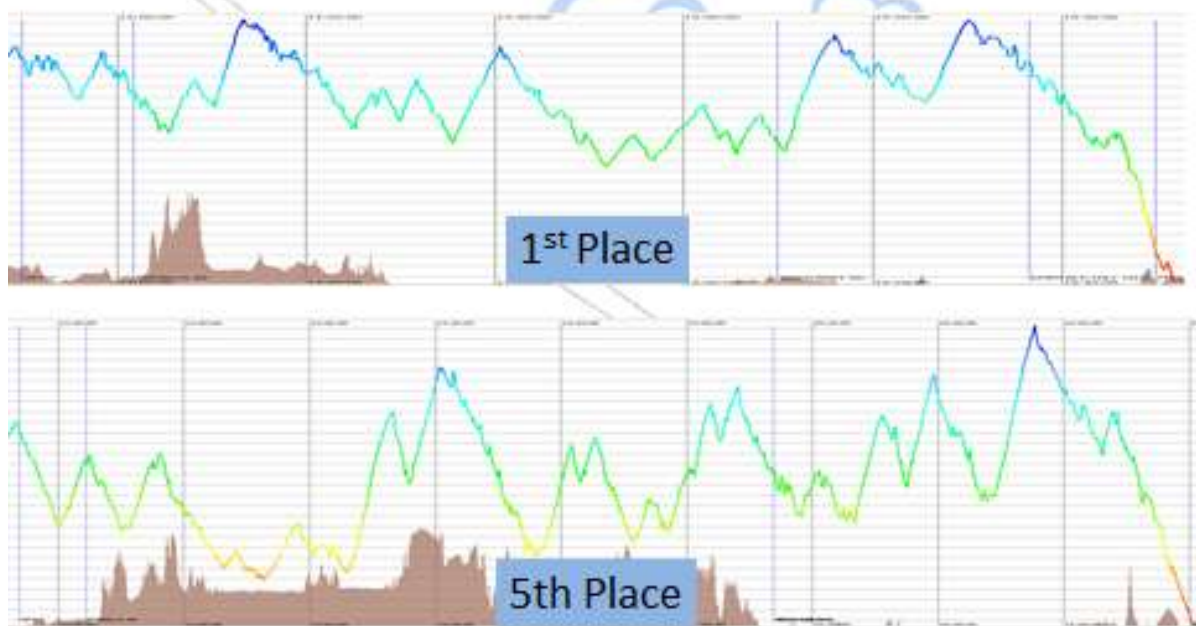
In the Thermal

- To Keep it or not To Keep it, that is the question.....you fly into lift, then what? (assume its somewhere in the band at this stage)
 - Is it strong enough to keep?
 - Are you low enough to keep it (is it marginal or way above avg.)
 - You decide to circle (is it easy or hard to center)
 - Perhaps it has multiple cores
 - Is it organized or broken (how does it compare)
 - At what strength will I exit (if it's declining in strength)
 - What's next on track? (do I exit then look or try and look while thermalling?)
 - What is the wind doing (are there shifts or shears, at what height)
 - What is my glide speed going to be?

Choices



Trace Examples



Richard Frawley

This paper was presented at Speed Week 2011. Richard Frawley is a member of Temora Gliding Club and won Club Class at the 2011 State Comps. He has kindly agreed to allow publication in Thermal. Richard flies a Mosquito. Ed.

ASH 31mi E VH-DOH

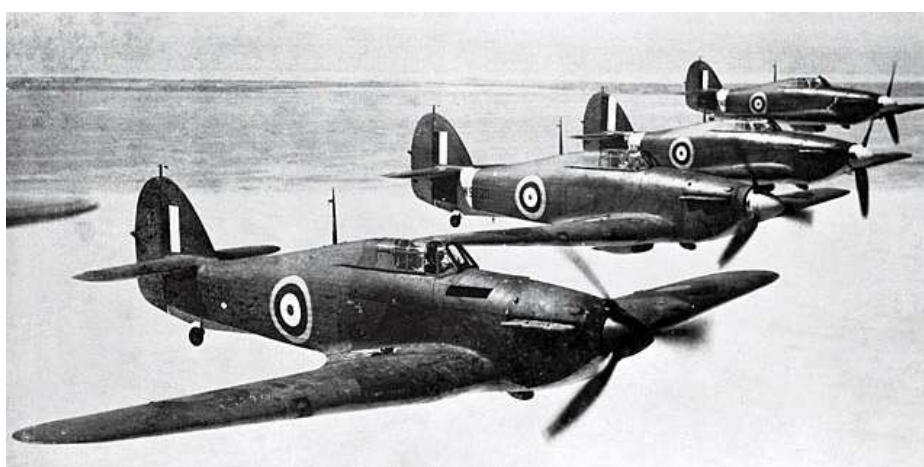
Ed Marel and Keith Gately are the proud owners of the latest hot ship to arrive at Pipers. With 21m tips Schleicher claim a best glide of 56:1 and >50:1 in 18m configuration. Boasting leather seats (what else would a gentleman expect?), LED fin lights and a button labelled "Fire" on the control column, every possibility seems covered. So far Keith has logged a flight of 719 kms out of Temora and Ed has flown 469kms from Pipers. Ed.



SQUADRON CHALLENGE

	<u>Points</u>	<u>Total</u>
Diamond Valley		
Flt Lieutenants A Kruger, R Bull & P Hofman	1048/203/1674	2925
Flying Circus		
Flt Lieutenants A Stroop, L Furze & E Marel	0 /245/3847	4092
Iron Thermal		
Flt Lieutenants J Simpson, K Gately & A Gill	121/323/1675	2120
2PM		
Flt Sergeant P Williamson, Flt Lieutenants P Edkins & M Gage	1192/0/1037	2230
Jordey		
Flt Lieutenants B Tugnett, D Hofman & J Wilson	2167/800/1425	4393
Ventus		
Flt Lieutenants I McCallum, B McDonald & J Jurotte	208/0/0	208
Escadrille Noir		
Flt Lieutenants S Lauriou, A Taylor & L McLean	421/130/175	720
Daggers		
Flt Lieutenants G Brown, P Huish & M Timbrell	1863/136/1241	3240

Scores are current as at 10 March 2012. At this stage and with the great flying a fading memory it looks like the Jordeys are in front although late challenges could come from either the Flying Circus or the Daggers. The dark horses in Oberleutnant Kruger's Diamond Valley squadron are certainly capable of mounting a counter-attack. Stay tuned... Ed.



NSWGA *Come and Get It* Trophy

This trophy remained forgotten for many years principally because the Canberra Gliding Club moved to Bunyan and the approaches to their new location from other NSW clubs were difficult owing to the controlled airspace around Canberra airport and the rough country to the East and West. There was also a *We Don't Want It Trophy* around years ago but this seems to have disappeared in the mists of time. The general idea is that you fly to a rival club and either claim or deposit the trophy before taking a launch from your destination in an attempt to fly back to your own club.

Three years ago at Temora I happened to be chatting to a bloke from the Leeton Club who also flies out of Mt Beauty. I can't remember his name. I asked him if he could fly into Bunyan from Mt Beauty and when he said he could, I told him about the Come & Get It Trophy. I must have spoken to the right bloke because within a few months he had collected it. Now Mt Beauty isn't the easiest flight from Bathurst and the Orion accident grounded me for all of the next season. A couple of months ago, I received word that Bendigo had taken it thereby putting our NSW trophy firmly into Mexican hands. Being AFL afficianados amongst other irritating habits, some Bendigo members had the gall to boast about their coup to none other than our Preso, Keith Gately at Mt Beauty. The gauntlet has been firmly cast from the South.

Of course the danger is that some other Victorian club, or worse still, some Crow Eaters may claim it from Bendigo and carry it further from our reach. At least Bendigo is an achievable 602 kms from Pipers. From Temora it's about 420.

If any of our XC pilots want to mount a challenge, let's get together over a beer and talk about a multi aircraft bid. We could work out who has the best chance of success to see who will crew and who flies. Maybe we could include the Orion so we can all get a go on the trip. Down to Bendigo, a day at Toke, one at Temora & back home. Or maybe just down and back. Who's up? I am happy to coordinate arrangements.

Mike Timbrell

A nine way aerotow – Check it out!

<http://www.youtube.com/watch?v=zAdlkB5rbgo>

I loved the gravity launch runway shown in GA at a site visited by the Juniors in Poland. Now that's green gliding. The only trick is to climb back above the launch point.

CHRISTMAS PARTY 2012



Seems like a good place to set up for a while...just don't take the mickey, OK?



Why does she get cake and I only get sausage?



Don't forget I'll have my Lucky Hat with me at Temora!



A quiet drink far from the madding crowd.

TEMORA 2012 – Pictorial



"Wow, I can't wait to get out on task!" *G.Brown*



Later that day...



The LS3 canopy...about to come very close to Bob's head



Pete looks like he's enjoying himself



Bobby looking relaxed as usual



A rare shot of Richard not eating

AROUND THE AIRSTRIP

- Congratulations to Andrew Bullen on his maiden solo on 27 Dec. The bucket of water was duly administered.
- Serge Lauriou has joined the panel as a Level 1 instructor. Well done Serge.
- The piecart mobile number is (0477) 484 931. Incoming calls only. I've written this number in the back cover of my DI book.
- A belated Happy Birthday to Col Turner who turned 80 on 10 March.
- Another Happy Birthday to Ron Ballard turning 90 in May.
- Pete Hofman continues his great work on the Pawnees.

DATES FOR THE DIARY

12th May

Party for Ron Ballard at Pipers \$20/head

EDITOR'S NOTES:

More reports and stories needed, please.

Thanks to all who contributed to this issue.

I would be grateful if anyone could help me learn MS Publisher. I produce Thermal using MS Word and I'm sure I must be doing it the hard way.

Mike Timbrell

Editor

Bathurst Soaring Club

Bathurst Soaring Club Inc.

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General: PO Box 1682, Bathurst, 2795

Treasurer: PO Box 825, Spit Junction NSW 2088

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

Position: 33° 23' S 149° 30' E

100 flying members

Operating Weekends, Public Holidays

Launching: Aerotow

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

Fleet Club:

3 dual seater gliders :

DG-505-Orion [BSC]

ASK13 [GUQ]

ASK21 [GBW]

3 single seater gliders :

SZD51 Jnr [WQP]

DG300 [HDZ]

LS4 [CQN]

Two tug planes and many privately owned gliders

