



Thermal

Newsletter of Bathurst Soaring Club

Autumn 2011
www.bathurstsoaring.org.au

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FROM THE PRESIDENT

The land purchase is progressing slowly and now that we have obtained an updated Certificate of Title for our existing 100 acres, I see no reason for settlement to be delayed. All details are with the solicitors and I would expect a result within one month.

The area being created for the new Tee hangars has finally dried out after many months of rain. A grader is to start next week to give the finishing touches and to spread the topsoil. We will also install an agricultural drain from the pipe running below the entrance road to downstream of Chris Pappas' hangar. This will remedy the drainage from our neighbour which currently causes the wet area along the corridor between the hangars. I would expect all earthworks to be complete within one month so that Tee hangar construction can commence.

We will once again borrow the Twin Astir from the air cadets after Easter and this will be located in the main hangar where the Orion goes. It will be available for use by members but the rental is \$42/h, the cost which we are charged by the owners. The aircraft will be available only until September when its total hours run out. It will not be legal to fly thereafter.

The Orion repair is progressing steadily and we expect it to return to service in the between September and to Nov.). A detailed progress report appears later in this issue.

I advise that I do not intend to stand for election as President at the next AGM. I would like members to consider an appropriate member for this position and convince him or her to stand. It is a rewarding job but I think 3 years is enough for me and a new President may bring fresh ideas and a different approach. The present committee is very strong and includes many intelligent and caring members and a new President will have great support in all aspects of the job.

Bob McDonald

GLIDING - SPORT OR PASTIME?

sport *n.* an activity involving physical exertion and skill in which an individual or team competes against another or others for entertainment. (OED)

pastime *n.* an activity that someone does regularly for enjoyment rather than work. (OED)

It appears that gliding is a pastime for the overwhelming majority of GFA members and there's absolutely nothing wrong with that; if that is all you want to do. However it does become important if the expectations of people new to gliding fail to be met. Attracting people to a glider flight is pretty easy. A small proportion of those will join a club. Why? They want to learn how to fly. That's their first goal because at that stage they probably don't know any better. They don't yet know about the possibility of flying hundreds of kilometres cross country. They don't yet know about the excitement, fast track learning and camaraderie of regattas and competitions. They don't yet know about certificates, badges, diamonds, goal flights and other FAI recognised achievements. Each of these stages is as much an attainable objective as learning how to fly circuits and stay up within sight or final glide of the home field. The same people who have enough tenacity to learn the first bit and go solo are likely to be sufficiently capable to take on the next challenge. How they are managed and influenced is the key to whether they go on to develop new skills or become complacently satisfied or completely disillusioned in the static role of practised circuit basher and local pilot.

An accomplished and regular X-C pilot said recently "If you're not landing out, you're not trying". How true that is. If a club is not doing at least one retrieve a month from their home field during the soaring season, their committee and instructors' panel should be wondering why not. It is the stated aim of the GFA "to produce safe and efficient cross-country soaring pilots". Part of that safety must surely be the ability to outland with confidence. All of us can surely recall our significant "first times". I am sure all glider pilots can remember their first solo outlanding. Anyone who wasn't nervous is either a fool or a liar. Outlanding solo is something which has to be done a few times at least before cool judgement can overcome the very human instinct of self-preservation and self-doubt.

What are your goals? If you are happy to fly locally, fine; but think about the sense of accomplishment, if not elation, when you completed your first solo flight. Gliding is capable of providing any number of further steps capable of providing the same self-satisfaction and emotional returns. There is a strong temptation to rest on laurels past, especially when the alternative is to expose oneself in a competitive situation where differences are so starkly and publicly measurable. On the other hand, the competitive scene, where gliding truly becomes a sport, provides a formal framework demanding our best endeavours. Pilots strive to realise their potential and in doing so, improve their skills

in leaps and bounds. It would be a rare pilot who has enough self-discipline to develop as quickly as they would in a competitive environment. Regattas provide a great forum for less experienced pilots to ease into the competitive scene. Gaggle flying, handling different types of tasks, directed experience, preparedness and effective use of navigational aids are all acquired skills which can be carried forward to State & National comps. "Talking the talk" can impress but "walking the walk" is enduring.

The Glider Pilot's Certificate is an initiative introduced by the GFA in 2009 and is designed to ensure that all pilots are trained to be competent and capable of safely undertaking cross country flights. It is a formal qualification which all flying members are encouraged to acquire regardless of experience. The relevant GFA Operations Directive OD 2/09 can be downloaded as a .pdf via the following link:

<http://www.glidingcaboolture.org.au/glider%20pilot%20certificate.htm>

OD 2/09 also directs a number of fundamental changes to the old training regimen by integrating cross country coaches into the training hierarchy. I quote directly from OD 2/09:

Training Panels will comprise the club's instructors and coaches. There will be two compulsory positions within the Training Panel – Chief Flying Instructor (CFI) and Chairman of the Training Panel (CTP).

The CFI is to be elected by the level 2 and 3 Instructor members of the Training Panel only, endorsed by the Club Committee and ratified by the appropriate RTO/O. The CFI will be a Level 2 or 3 rated Instructor.

The CTP may be either an instructor or a coach and will be elected by the members of the Training Panel and ratified by the Club Committee.

The CFI may also be elected to the position of CTP in order to combine the two positions.

With implementation of this OD the current CFI will be deemed to hold both positions until the Club Committee ratifies a separate CTP

When the CFI and the CTP is not the same person, each must clearly understand and accept their roles and responsibilities.

The CFI will report to the Club Committee on all matters relating to safety, operational and safety training standards and is the Club's Officer responsible to GFA Operations.

The CTP will lead the Training Panel to develop pilot training programmes to ensure that Club members are comprehensively trained in all aspects of gliding relevant to their aspirations and will report to the Club Committee on the activities of the Training Panel.

The GPC is a welcome and fundamental change designed to redirect training congruent to GFA objectives with the view to producing a more attractive and robust gliding community.

How can we expect gliding to prosper if we are not willing to change? And change quickly. Membership is static because people are resigning as quickly as others join. Society has changed with X and Y gen parents spending much more time with their children than twenty years or more ago. The average golf club is now a walk-in compared to the waiting lists of yesteryear. But the human needs remain. A sense of belonging and companionship, aka love, is still basic. So is the need for self-esteem and status within a tribal group hard wired within all of us. That's where good people management skills fit into the equation. Many have it and some clearly do not. The latter group is one of the major brakes on the movement. We all do it for fun; so please try to put a smile on your dial.

Gliding as a sport is far more engaging than as a pastime. The competitive scene provides a common experience which is the platform for clubhouse discussion, comparison of experience during the task and the warm feeling that we are indeed a "band of brothers and sisters".

Mike Timbrell

SYMBOLS



The founding mentors of the BSC wore their Gold Cs & Diamonds with pride. The Bathurst Soaring Group regularly flew long X-C tasks and they entered comps often. Werner Geisler, Jan Coolhaas, Monty Cotton, our own bigooo Peter Hanneman and the rest. Therein lays our roots. In general they were pilot models whom we could both admire for their skills and try to emulate. Their badges represented something to which we could aspire. Given the risk of metal badges in hat crowns scratching canopies, those worn in the brim in the rear quadrant, or in a shirt collar must surely pose no risk at all.

Is it some sort of misdirected humility, egalitarianism or understatement which has thrown the wearing of badges out of fashion? Whatever the reason, we have lost a very important symbol for encouraging ongoing achievement among less practised pilots. Think about it! If you are an accomplished pilot within a gliding movement which has probably nurtured you, don't you owe it to the next generation to become a role model? Wearing badges openly is a regular reminder of the next set of goals for developing pilots. Out of sight, out of mind.

J. E. Nolan

DG 505 Orion Rebuild

Bob McD asked that I monitor the progress of the rebuild of the Orion at T&J Sailplanes and report progress to each committee meeting. This is the first such report.

For the record the Orion was severely damaged while landing at Pipers Field in difficult conditions during the Cross Country Week in November 2010. The aircraft was taken to T&J at Temora for assessment and on November 29 2010. Tom Gilbert estimated the repairs to cost approximately \$78,000 excluding GST. Our insurers gave approval for repairs to proceed and T&J were advised accordingly.





Late in December 2010, the committee also gave approval to purchase 17 metre tips for the Orion at an estimated extra cost, installed and finish painted, of \$7,000.

T&J's current commitments (primarily a Nimbus 3DM major repair for Lake Keepit) and the comps held mid- January delayed the start on the Orion rebuild until early February 2011. I have made the point to Tom that the Club is losing significant revenue with the Orion out of service and that we would appreciate his best effort to complete the rebuild as soon as possible.

February 9 2011: The Orion fuselage is now installed in a jig in the workshop and being aligned so that moulds for the repair of the tail boom can be manufactured. The major replacement items including a new outer port wing panel and winglet are on order with delivery ex works expected within 3 months. The replacement rear canopy was ordered with other canopies and has now been delivered. Out of interest The Nimbus 3DM rebuild was completed and delivered to the customer earlier this week.

March 10 2011: The Orion fuselage has been aligned in its jig ready for the ongoing repairs. At this point Tom Gilbert elected to switch to work on the port wing inner panel which was badly damaged in the spar socket for the outer panel as well as having a number of holes and indents punched into the underside skin. Tom's concern was that more extensive repairs would be needed than suggested by the visible damage. However the repairs were completed without problem. All the holes and indents have been closed and the spar socket was repaired satisfactorily. Refinishing work only remains to be done.



Repair work will now proceed on the fuselage which demands the fabrication of moulds of its rear section extending well beyond the repair area. The damaged fiberglass is then stripped away which will leave a gap about 450 mm long. The adjacent internal bulkheads are then repaired and the elevator push rod, rudder cables and instrument tubing replaced. Then work can start with the skins which are prefabricated in the fuselage moulds. The inner skin is scarfed in, the sandwich matrix is positioned and the outer skin is then scarfed in. The fuselage can then be transferred to a rotating carrier for the finishing work as well as allowing work to repair the undercarriage to proceed. Hopefully this stage will be reached by this time next month.



April 5 2011: Bill Tugnett and I flew to Temora in the Jabiru today to inspect progress with the repairs to the Orion. Work was not as far advanced as anticipated in last month's report however real progress has been made. The fuselage is still in the alignment jig. The moulds of the rear fuselage have been completed and the area around the break has been prepared ready to start fitting the push rods and cables. Other work done on the fuselage includes fitting and screwing in place the new front canopy perspex ready for bonding. The rear cockpit rail has been repaired ready for finishing.

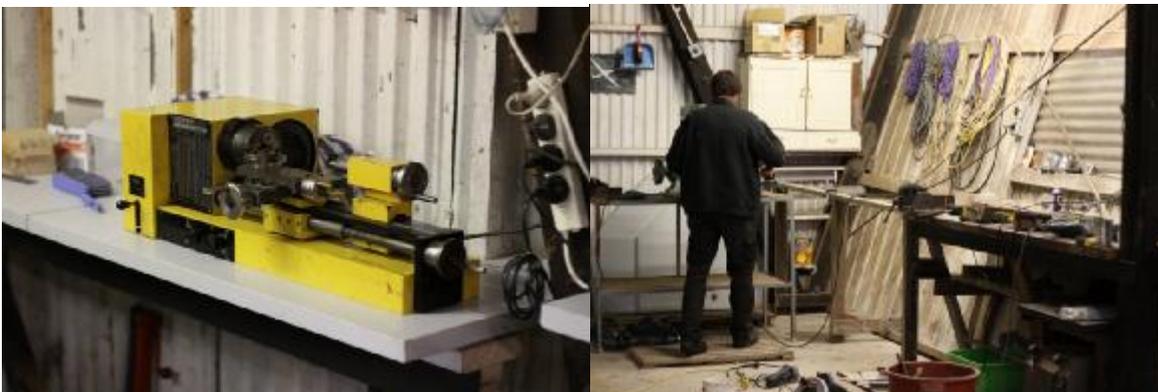


Tom's only remaining concern is the extent of the work to repair the undercarriage box and the fuselage skins in that area. The outer wing panel and the new 18 m tips are about 6 weeks into the 3 months delivery lead time. Tom estimates that the repairs are about one third complete and believes that work could be completed within the next 4 months. This suggests the aircraft may return to service in August.

Colin Turner.

AROUND THE AIRSTRIP

- The new workshop layout, benches & lathes look terrific. Many thanks to the following members who made it possible:
 - Peter Hofman who did installed the new shelving to mount the small lathe and spark plug cleaner and his construction of the new work bench.
 - John Wilson for generously donating the shelving materials.
 - Des Eustace for his very generous donation of the small yellow lathe.
 - Armin Kruger for good spotting and canny bidding to secure the big green lathe.



AROUND THE AIRSTRIP (cont.)



- Thanks to the indefatigable **Janine Humphrey** and her band of willing helpers, the clubhouse kitchen now boasts a new electric stove and...wonder of wonders...an espresso machine! Past fundraising has provided the gas stove, new curtains and refrigerators. Well done!



- **Matt Gage** has sold his Cirrus KC and imported an LS8 from the U.S. Matt would like the flight sheets marked with his competition number Q7 rather than his registration Zulu Alpha.



MORE FROM AROUND THE AIRSTRIP

- Not to be outdone, **Bob McDonald** bought a Ventus VCM from Queensland after selling his Hornet KS to the two Petes, Huish and Edkins.



- As if that's not enough, **Bill Tugnett** has sold his Open Libelle GUL to Nick Gilbert and together with **Geoff Sweeney** bought a Ventus RD from a member of the Canberra Club. Geoff has his share of his Pik VF for sale.



- Thanks, **Peter Newcomb** for all the photos. I don't know what I would do without you.
- Check out the mechanical seagull guaranteed not to steal your chips!
<http://myriadwhimsies.wordpress.com/2011/03/27/mechanical-birds-take-flight/>
- A great display of how a thermal forms.
http://www.youtube.com/watch?v=AxRT60-kw78&feature=player_embedded#at=110
- The hexaKopter. Definitely one for the model makers. Incredible.
<http://www.youtube.com/watch?v=fyYujjP5J-k>

WEST WYALONG

Having been unable to attend, the best I can do a pictorial essay on the West Wyalong Camp at which a good time was had by all. Obviously. Considering that most of Sarge's photos consist of people drinking & occasionally eating, one could be forgiven for misinterpreting their reason for attending. Meantime, here is the local TV coverage starring Juliet Oscar, Kruisa with glimpses of Sarge.

<http://wagga.iprime.com.au/index.php/news/prime-news/gliders-come-to-town-video>



Some area shots would be good for next year.



Vale Don Gray

On Easter Saturday we bid a final farewell to our dear friend and fellow member, Dr Don Gray. It was a beautiful day for soaring and one which Don would have loved. President Bob McDonald and Brian Bailey carried Don's ashes aloft in Bravo Whisky and scattered them from the clear view during a low pass up the main runway. A white trail appeared under the glider and slowly dissipated against the bright blue sky. Brian radioed a fond message wishing Don good soaring. The ceremony was attended by his beloved wife, Fay and his son and daughter who expressed their gratitude to the club for our gesture.

Don was a straight shooter and keen soaring pilot who loved to get into the air alone and enjoy the majesty of an open sky. Under the pretext of a pleasant drive in the country with Fay, he often scouted outlanding paddocks in and around the Orange district.

As one of our club's true characters, he is sadly missed.

DATES FOR THE DIARY

17 th – 25 th Sep	Bunyan Wave Camp
16 th – 21 st Oct	2012 Speed Week Lake Keepit
5 th – 11 th Nov	Cross Country Camp at Pipers
TBA	2012 Christmas Camp at Pipers
TBA	Temora Camp
30 th Jan – 10 th Feb	2012 Multi-Class Nationals Narromine
28 th Jan – 4 th Feb	2012 West Wyalong Camp

EDITOR'S NOTES:

To our hospital visitors, all our gliding mates and wives who took time out from the Cross Country Course to visit Pete and I in hospital and for your offers of assistance. It was very heart-warming to be on the receiving end of such friendship and it lifted our spirits no end. All better now.

Speed Week last year at Keepit was a blast. Pete Huish, Ray Humphrey, Ian McCallum and I will be going along this year. Ingo Renner will be the special guest. Who would want to miss that? If you want to join us, contact Paul Mander on paul@mander.net.au

The Sunday Retrieve Group will start next September. I already have a number of people who have agreed to participate so we can start to set some decent tasks confident in the knowledge that we have like-minded crew if we don't make it back to Pipers. Stay tuned.

Same with the proposed weekend BSC Competition.

I need content, please! Articles, observations, letters to the editor, suggestions...whatever. It's difficult to remain keen when you end up writing most of it yourself. Thank God for my keen photographers!

Mike Timbrell

Bathurst Soaring Club

Bathurst Soaring Club Inc.

Bathurst Soaring Club Airfield

PO Box 1682, Bathurst, 2795

ABN 50 000 677 565

Airfield: Pipers Field (02) 63 371180

(On Fremantle Rd. 1.5km from Eglinton)

Position: 33° 23' S 149° 30' E

Postal address: PO Box 825, Spit Junction NSW 2088

90 flying members

Operating Weekends, Public Holidays

Launching: Aero tow

Bar, Clubhouse, Bunkhouse, Camp sites, Workshop,

Hangar sites available,

Club owned airfield

Fleet Club:

3 dual seat gliders:

DG-505-Orion [BSC]

ASK13 [GUQ]

ASK21 [XBW]

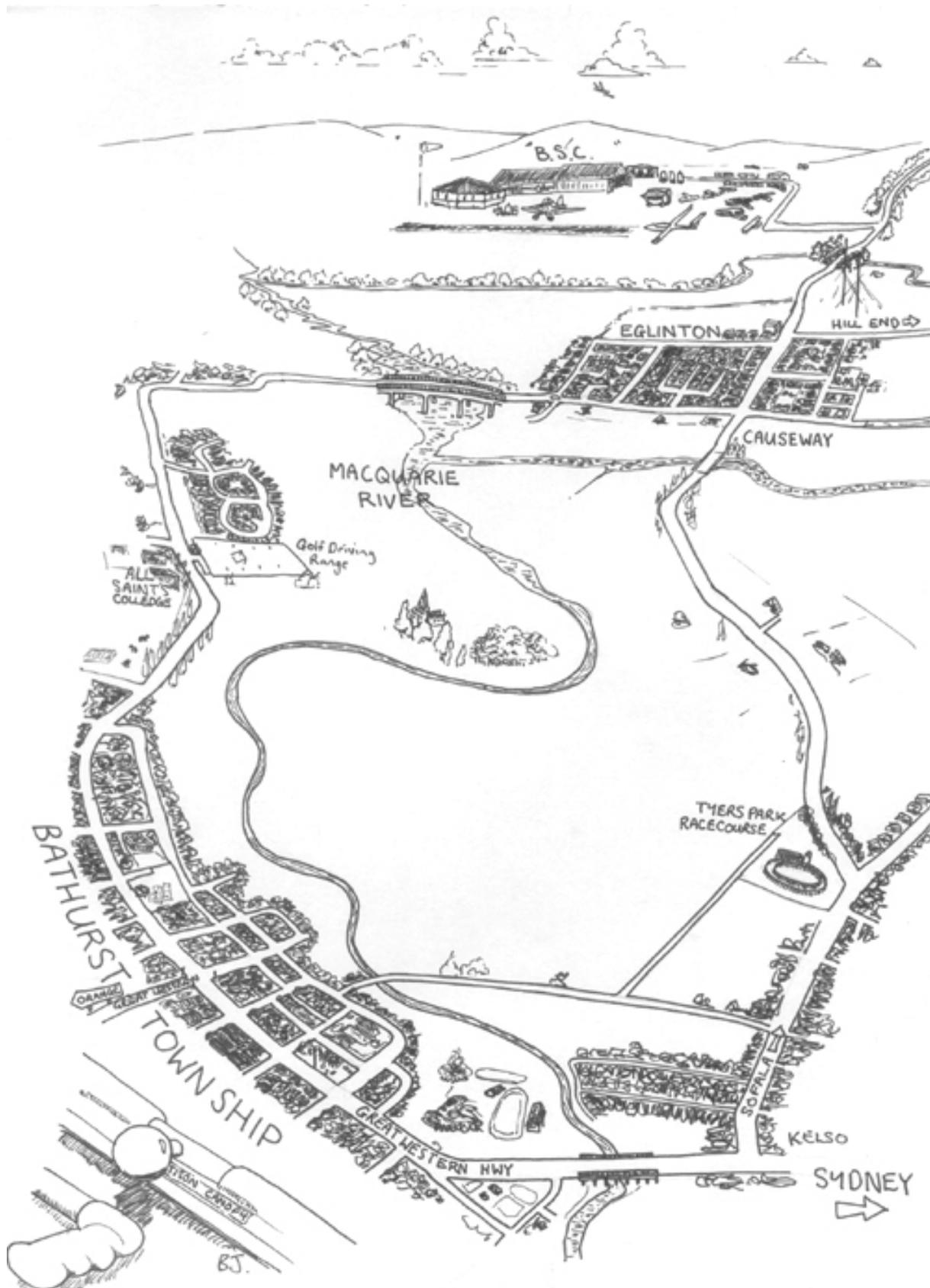
3 single seat gliders:

SZD51 Jnr [WQP]

DG300 [HDZ]

LS4 [CQN]

Two tug planes and many privately owned gliders



Piper's Airfield, Freemantle Road, Eglinton NSW 2796
 Tel +61 2 6337 1180 • Coordinates 33:22.72S 119:31.11E