



Thermal

Newsletter of Bathurst Soaring Club

February 2009

www.bathurstsoaring.org.au



Coaching Week 2008

by *Leonie Furze*

Warning: This is not your regular gliding article – there are no blow by blow daily dairies where day five reads the same as day one. Here is an overall account of Bathurst Coaching Week held 8th–14th November 2008 by the participants and coaches.

Students

Phil Greenhalgh; Mike Timbrell; Wayne Oriel; John Carr; Bob Sarmany; Trevor Watkins; Peter Huish; John Wilson; and Leonie Furze.

Coaches

Armin Kruger; John Wilson; Bob McDonald; Serge Lauriou; Graeme Cant; Graham Brown; Peter Williamson; and Matt Gage.

Tug Pilots

Des Eustace; Brian Bailey; and Chris Bennett.

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Note from the Editor

Autumn 2004—that was our last issue of Thermal, and I must thank Sean Young for filling in for the past 5 years.

There've been many changes and I won't even attempt to list them, but please send in anything you feel worthy of inclusion for future articles.

Remember that Thermal is our Newsletter, and is only as good as the contributions we receive.

We've been able to coerce some good articles and in particular we must thank Leonie, Ed and George – I hope you enjoy their contributions as much as I did.

There are also some (funny) photos of a certain new/old member's caravan that decided to try and leave Pipers on a 'wind and a prayer'. Rumour has it, the van felt rejected being pensioned off after giving many years of loyal service to Andrew McBurnie. Seriously though, maybe it's time we all reviewed our caravan moorings. This also serves as a sound reminder to securely tie our trailers down as well.

Indications are that our club is very active and healthy, and this is largely due to sound management by successive good committees.

We've been very fortunate to have access to a good fleet of gliders (and tugs), let alone the enviable facilities we enjoy at Pipers, the condition of which is a result of many hours of hard work by just a handful of members like Peter Newcomb, Peter Edkins, John Carr, Chris Bennett, just to mention a few; and my apologies to anyone I have unintentionally omitted.

Keep Soaring and see you soon at Pipers...and please get those articles and photos to me.

Armin Kruger



Noel Lucas and Keith Gateley before he returned to solo status – January 2009



Coaching week 2008 – the line up

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With many of us attending the Bathurst Coaching Week for the second year running we knew what to expect and anticipated a lot of fun. Most of us arrived on the Friday night and expectations were high:

- ★ Mike Timbrell wanted to extend his range 'by venturing over the escarpment which is not only physically but also mentally quite daunting', he also 'wanted to learn more about thermal triggers and any other tips which would help improve his speed cross-country'
- ★ Peter Huish 'wanted to fly safely cross-country'
- ★ Wayne Oriel 'wanted to move on from the circuit area and establish a target to aim for'
- ★ Bob Sarmany wanted 'an improved understanding of cross-country flying and some practical experience'
- ★ Trevor Watkins 'original aim for the week was to be able to safely

and competently fly solo beyond glide range, and increase his knowledge and improve his decision making to achieve this'

- ★ Personally I was just looking forward to a relaxing week where I could fly the LS4 every day. Sure, I hoped to improve my cross country flying and get some good flights in over the week, but if the weather turned bad as it did last year I was happy to just relax and let the social life take over.
- ★ Memories of last year's long lunches, daily shopping trips, bowling, movies and finishing each day with boozy dinners wasn't altogether unappealing.

Day 1

Outlanding...bugger!!! I was warned that the lovely green scenery to the west meant difficult conditions but to outland on the first day, that is just depressing. I decided to chalk it up to experience and my awesome crew of Kathryn, April and Kathleen had the

glider derigged, back at Pipers and rigged before afternoon drinks had started. Then came the discovery of a damaged tail wheel....sh_t!!! After just an hour in the air it looked like my highly anticipated week of cross country flights in the LS4 weren't going to happen after all.

Apparently I wasn't the only one who felt challenged at the start of the week, Trevor wasn't altogether happy 'unfortunately his flying did not progress as planned and after Wednesday he was left wondering what he was doing here wasting everyone's time'.

Likewise Mike had a few issues 'following the wrong two gliders out of that same thermal for about 10kms and losing his coach was definitely a low point. In fact he made a bit of a habit of losing his coach pretty regularly. I reckon he could have lost the coach even if they were sharing a two seater!!'

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Overall the low points were minimal and as Pete said, they mostly involved 'just the ground getting closer when they didn't want it to' with most of us not as lucky as Graeme and Bob to be able 'to fire up the iron thermal' to get us out of a tight spot.

Bob also had different challenges to contend with 'squeezing into the back seat of the Orion, DG-500M, and K21 for an extended period of time whilst maintaining a reasonable level of comfort. He was only moderately successful at that with both his backside and his knees threatening to divorce the rest of him'.

Thankfully the week's highlights far exceeded any low points and everyone had a fabulous time;

★ For Bob 'the entire week was one big highlight. There were so many good experiences but if he had to choose one, it would be his solo cross-country flight in HDZ which started in a gaggle with about seven other gliders' and went 'half way to Wellington and back in spite of losing his coach at the

very start. The fact that he went ahead anyway, and returned, speaks volumes about what he learned from both a theoretical and practical perspective. He also learned that there is a bloody lot of tiger country up there'.

- ★ 'Sharing a thermal with six other gliders over Mt Stewart' was also a highlight for Mike. 'Another was scud running with Graham and Col up to Hill End and back at 7500ft with hardly a turn made either way'
- ★ Wayne enjoyed 'the dinners of course and drinks and being with a group of people who have a passion for aviation'. Wayne also spent a lot of time in the back seat of the K21 share flying with Peter. His description of a typical flight was 'Peter getting the altitude and him burning it off'
- ★ John had quite a few highlights 'some of the training things that stood out for him were:
 - Flying in a two seater and seeing how to actually centre a thermal after one turn and stay centered (putting it into practice is going to take much longer)

- Going on a final glide
- Going on a final glide in Pixie
- Going on a final glide in Pixie from the other side of Ben Chifley Dam
- Going on a final glide in Pixie and from the other side of Ben Chifley Dam and making it back with heaps of height despite flying at up to 90 knots
- Going past Orange was also a first on his own and knowing that you can make it back'
- ★ Graham commented that seeing the K13 barreling along on the way back from Oberon was a great sight indeed!! From his point of view 'as an instructor on the course he was happy we had good weather and all the pilots went cross country further than they had been before. A good improvement this year was the 2 seaters and he thought Sarge, Graeme Cant, and Matt did a great job'.



Leonie's outlanding crew

No article on the Bathurst Coaching Week would be complete without one or two funny stories like on day three when the instructors started the morning briefing with a Chopper Reid DVD 'Harden the F_ck Up'. 'Now we are going to give you some honest feedback'. The room went silent. Having broken a glider on day one you could say I had a guilty complex. Thankfully the instructors weren't as heartless as I feared with Mike was the worst hit when he was told to ditch his excessive electronic gadgetry. 'I took great pleasure in replacing it with a 15 year old GPS with a dodgy screen and secured by PVC gap seal tape'. With a sigh of relief we all had a laugh and from that moment on 'Harden the F_ck Up' became the catch phrase for the rest of the week.

The most hilarious story comes from Bob with 'Mike Timbrell climbing out of GEM with soaking wet pants explaining that his water bottle broke and that in spite of what it looked like, he did not piss all over himself'.

The number of two seaters available was one of the improvement that all of the students really appreciated 'The format this year was better with the opportunity for multiple cross-country flights in a two-seater with a coach'.

We all agreed with Bob when he says 'The flights in the two-seaters were invaluable and a fantastic learning experience'. This was especially relevant to me as I assumed I would be spending the week flying the LS4 however what I learnt from flying with three different coaches in three different two seaters was amazing. Thanks to the entire group who selflessly juggled aircraft and coaches to allowed me to fly for the few days the LS4 was out of action.

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How to get the Lupins out of your glider

by Ed Marel

From the air it looked like a fallow paddock because I could see so much dirt through a light layer of something. As I flared I was surprised to see a crop of something, with a variable depth ranging from ankle

high to knee high. I had landed in a field of lupins, about 8km west of Tooraweenah airstrip. If I was a bit smarter I could easily have landed at the airstrip before I went off into the higher country looking for the (fading) lift. If I was even smarter I

would have turned back earlier when Bob McDonald turned around at Gilgandra because he noted the day was deteriorating.

Lupins are a nasty little crop, scratchy and hard. I didn't know what they were. There were things like peas in pea pods, but a bit bigger, and everything (peas, pods and leaves) solid and hard. The 'peas' were like little pebbles, the 'pods' like hard plastic, the leaves were like dry scratchy sticks. Nasty to walk through, and of course also scattered with the obligatory thistles. Some lupins are used to feed horses, but farmers often grow them to plough them back into the ground for their nitrogen (especially the roots).

Bob McDonald and my son Chris kindly drove the one and a half hour trip up the road to Tooraweenah from Narromine (126 km) to get me and we derigged. After the landing (and a very modest ground loop) one airbrake box was chock full of lupins, leaves and thistles. After I pulled out as many handfuls as I could (before derigging and after rigging) there were still hundreds of these little pebbles deep in the brake box.

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Lupins and thistles.

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When asked what we could do differently next year many of us vowed to be current. Also, 'from a lead and follow perspective, we need to organise ourselves better with radio frequencies, launch order, and release location' were suggestions by Bob that we all endorsed.

The success of Bathurst Coaching week over the past two years epitomizes what a great club we have where enthusiastic and proactive individuals give up their time to help improve the skills and enjoyment level of lesser experienced pilots.

Trevor sums up nicely when he said 'Firstly I would especially like to thank all of the experienced coaches/

instructors/ tuggies for arranging and participating in the cross country coaching week and generously providing their time and knowledge to improve our flying, and also the BSC committee for their full support of this training week. I believe this mentoring/training is essential to progress from local flying to cross country flying. The daily discussions on weather, various thermalling techniques and cross country topics were invaluable'.

Bob also concluded 'I just want to take the opportunity again to thank all the coaches for their time and effort, Peter Huish for organising this year's course, Leonie for filling up the fridge with food (not to mention cooking some of it up for us), and to the troop of tuggies for getting us up in the air'.

Each of us were challenged in some way throughout the week and pushed beyond our comfort zones. Thanks to the outstanding tuition and patience of our coaches we were able to take advantage of the good weather and actually fly decent cross country flights almost every day. The combined total time achieved by students over the week was 126 hours.

To everyone involved in the coaching week, thanks for your company, guidance and humour, I definitely think I 'Hardened the F_ck Up'.

*(continued from Lupins story
on page 6)*

Don Grey had been telling me that at wave camp in Jindabyne it was too cold to put a sponge into the brake box to get water out in the morning, so they opened the airbrakes on aerotow and this flushed all the water out. When I tried it the next day it was an amazing sight to see a cloud trail of lupins defining the air flow out of the brake box and up into the air.

The only problem was that there were still handfulls of 'lupin pebbles' still lurking at the bottom of the box.

Chris and I conferred. 'Simple' we thought. When we rig at Pipers we will turn the wing upside down, give it a shake, no more pesky lupin pebbles. So that is what we did – to the great consternation of Colin Turner who happened to be passing. Colin came rushing over because he thought there was a big problem and we were about to drop the wing. And also, still lupins stuck in there.

Finally the old Dust Buster (with plastic extension tube) got the last of them out. Now the only residual problem is that every now and then when I hit a bump at 100 knots a little lupin bullet will still come shooting out of the front air vent with a bang. They must run out soon...



Still more lupins...



Sierra Tango in a field of Lupins.
Note the now quite disappointing sky.



2008 Christmas party for big and small kids



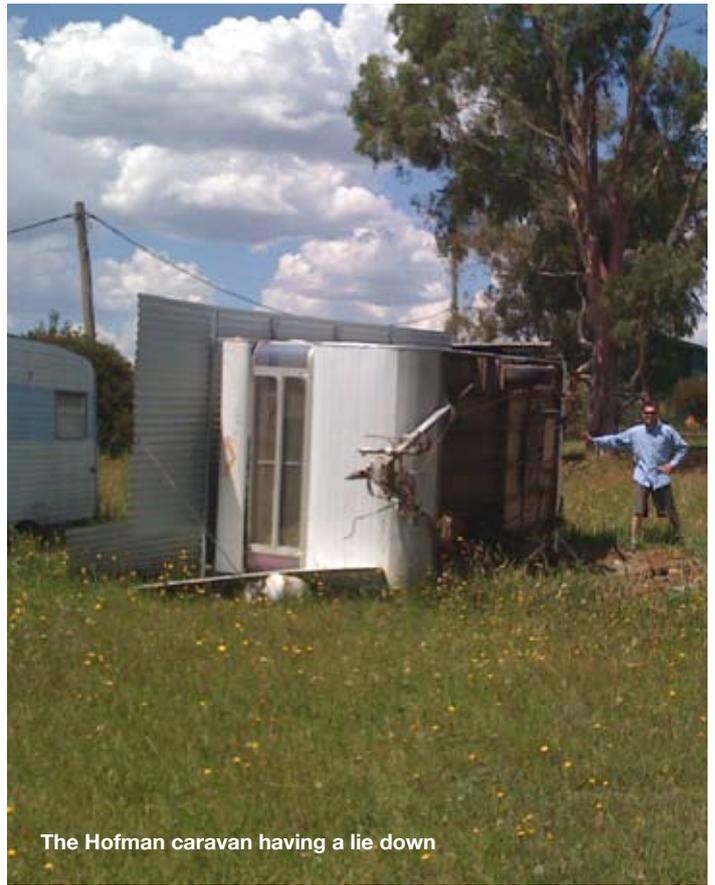
Toro not so sure about it all



Taca in the front seat and Toro as the 'excited' passenger



Some members appreciating the wet afternoon during the Christmas camp 2008



The Hofman caravan having a lie down



The Hofman caravan being resurrected after blowing over in strong winds 2008

Omarama Gliding December 2008

by George Marbot

Armin asked me to write a short article about last years gliding in New Zealand. As most of you know I also belong to the Omarama Gliding Club, located very aptly, in Omarama New Zealand. Mostly I stay for 14 days at the airfield and my friend Jerry from Christchurch, joins me for a few days for flying and naturally also for Trout fishing.

We can disburse with trout fishing up front, it was not very productive as we had a number of days with heavy rain in the mountains and the streams became murky.

However this was compensated by some very good wave flight. I concentrate on one flight with Jerry in the Duo Discus. I think Jerry is one of the great New Zealand pilots who gives his time to show me some mountain soaring.

Again without preamble, the pilots who have not yet experienced wave flying in the mountains miss the adrenalin in the rotor to get to the wave. Sometimes we are there in a few minutes, sometimes it takes hours of flying in the middle of a 'washing machine'. But afterwards –

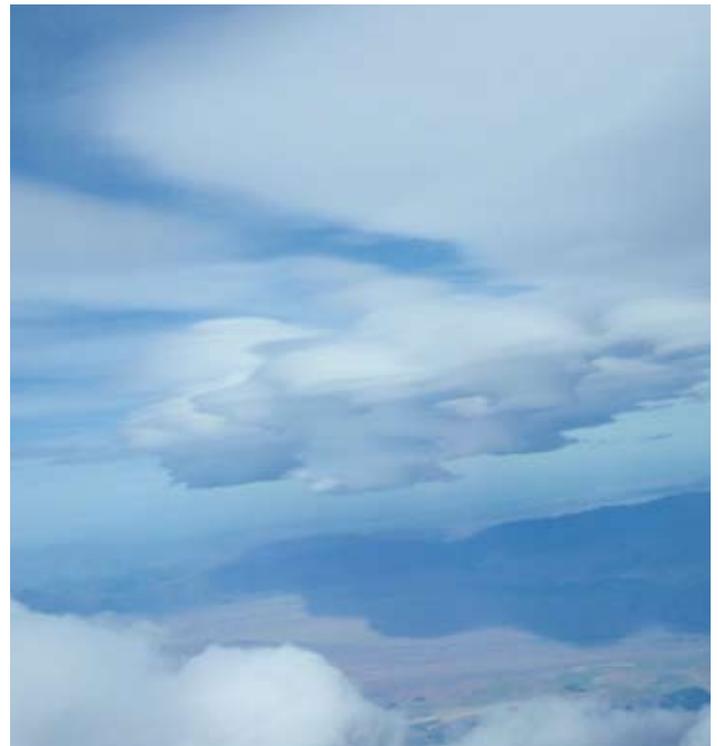
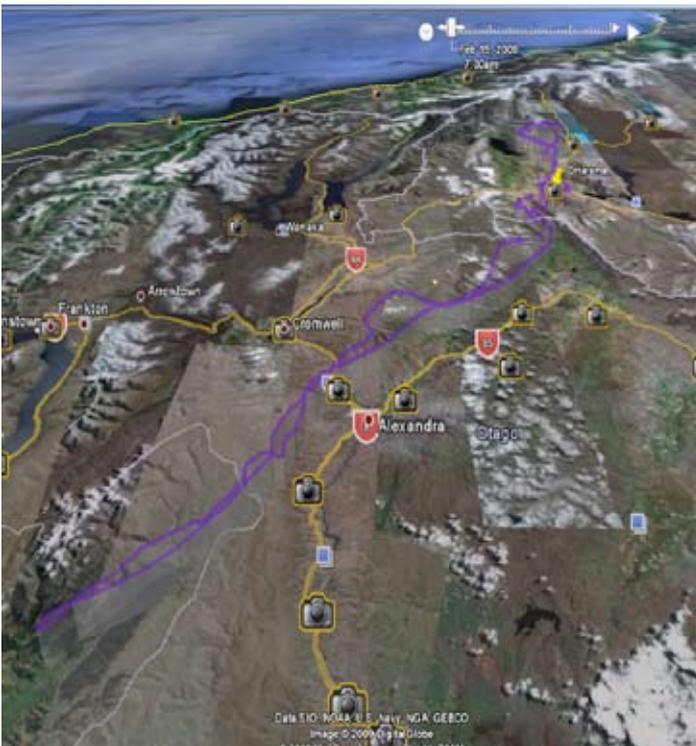
the great peace in the wave it is more then rewarding, it's heaven.

Having done my height gain, I am now more interested to explore the New Zealand Alps and how else than with a great teacher in the backseat who tells me constantly, watch the horizon, faster, watch the drift, get the bearings right etc. Needless to say this teaching has also improved my overall flying back home.

On the day we launched around 1pm in strong North westerly wind (ground speed around 15–20 kt) We measured the air flow around 15,000 ft 50–60 kt). As the take off was straight into wind, there was no problem, however our new 'tuggy' had some trouble over the basin to climb. We still do not know why. Once we reached the Nursery Hill we had climb up to 6–8 kt. However as we crabbed up the Hill (Mt Horrible) it was noticed that the wave was dumping straight on the hill, so instead of a steady climb we had very erratic turbulence. So we decided to go to all faithful 'Hugo's elevator'. To get there some 10 km away the sink was with us around 6–8 kt, thankfully Hugo stood up to his name and in rotor we claimed to some 9000 ft, we pushed forward

to Lindy's Pass. Again with lots of sink, but with Jerry's expertise we got into a rotor and had climb in a washing machine condition to 11,000 ft when we connected with the wave. Now we were in heaven – steady 5–8 kt climb, still as in a church. Pushing forward to go south towards Cromwell we could see the steady wave clouds, the Dobson wave was our first mark, With Jerry's encouragement to push faster and faster and faster 90 kt + we got closer to the Dobson wave, as they say in NZ awesome. A cheer cliff of a wave cloud (see picture), Jerry called up Queenstown and got clearance to 15,000 then 17,000. It was hard to keep to this height band, due the incredible climb.

At 90 + we still going up a 6kt. Encouraged by the good lift we pushed further south, in the meantime we got company from the pilots from Omarama Soaring – another two Discuss two seaters. Whilst they headed eventually in a different direction we headed steady south. The flight until now was over mountains without any inhabitation, but now we crept toward the southland with green fields and Flat Country.





Jerry – ‘now we can see the southern sea of NZ in the distance’. And my concentration was on the sight, which was incredible. The blue sea in the distance. Suddenly; Jerry again – ‘watch where you are going’. As we admired the sight seeing , we forgot that we still had some 60 kt wind which now carried us over the wave cloud and down it goes. With the expertise of Jerry and some silent prayer, we headed around the lower edge of the wave cloud into climb and a sigh of relief came from both of us. What happened, to keep in the airspace restriction we flew close to the upper part of the wave and without realising were pushed onto the lee side of the wave.

Well, now we had ‘enough sightseeing’ and it also got somewhat late, we pushed straight home and when I say straight, average speed 90 to 100kt, reaching Lynd’s, Jerry suggest lets go straight over the valley (Omarama) and head for Twizel to catch the wave over the lake. From 13,000 to 8,000 to 15,000 was accomplish in no time at all – rough as hell, in particular over the Ahuriri valley. (We had to slow to 70 kt).

After 4H 20 min we landed exhausted but happy and looked forward to the BBQ and, in particular, to a beer or two.

We had another couple of interesting flights in the DUO, one North and on the way encountered the convergence of the sea breeze.

On the way home we followed the convergence line and had rather turbulent but steady height. At the corner of Twizel and the Benmores, the cloud base dropped to a few thousand feet. Travelling at around 120 kt, we encountered the most incredible turbulence. Dodging the cloud base and emerging on the other side, the Vario pegged out and we noted on the trace we had some 21 kt climb. But was it rough!!

The rest of the time I had the LS6 a nice aircraft, which I slowly got used to, much narrower cockpit then the ASW, but after some squeezing one can get comfortable. One of the first days, I flew in the LS6 to Mt.Cook and down south a nice pleasant flight without any great bumping some cruising of some 4 hours, without much turning.

Well there is always next time, and I plan my annual pilgrimage for around November.

Just for the record, in Omarama there are two commercial operators, who run mountain flying courses. I joined Gavin Wills every morning for his morning briefing and during the flying I have the radio monitoring by Gavin’s Staff, just in case!

Flight Statistics

453 km
 Max height: 17,907 ft
 Low: 3,462 ft
 Duration: 4h 20min

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:

Bathurst Soaring Club
 PO Box 825
 Spit Junction 2088

Membership:

150 flying members

Fly:

Weekends, Public Holidays

Launching:

Aerotow

Facilities:

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

Fleet Club:

4 dual seater gliders :
 DG-505-Orion [BSC]
 ASK13 [GUQ] and [GPX]
 ASK21 [XBW]
 4 single seater gliders :
 SZD51 Jnr [WQP]
 DG300 [HDZ]
 LS4 [CQN]

Two tug planes and privately owned gliders

