

Thermal

The Official Journal of Bathurst Soaring Club

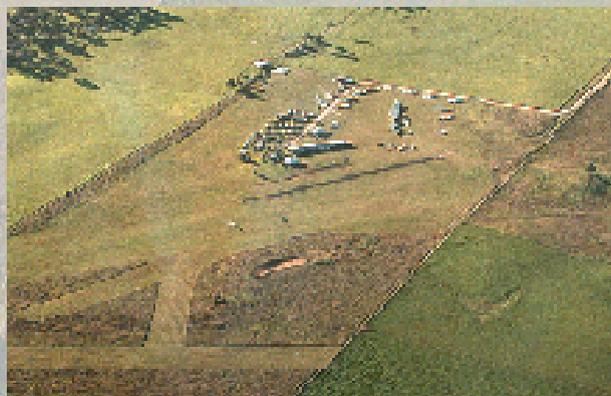
Spring 2001 Edition



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Front Cover: Pictured is a dead rodent found by Bill Tugnett in the DG500. It had managed to poke its head through a vacant hole in the instrument panel, but then could not extract itself. The new squeak-o-meter. Picture supplied by Bill Tugnett



Piper's Field

BSC Officers & Delegates

Bathurst Soaring Club

ACN No 000 677 565
PO Box 1682
Bathurst NSW 2795

Pipers Airfield
Freemantle Road
Eglinton NSW 2795
Telephone: 02 6337 1180

Committee

President	Bill Tugnett
Secretary	Margaret Jones
Treasurer	Paul Hyman
Membership Sec.	Peter Bowring
Flying Ventures	Armin Kruger
Tug Member	Chris Bennett
Ground Engineer	Mike Perry
Airworthiness	Peter Newcomb
Chief Duty Pilot	Leigh Youdale
Member	John Leonard
Member	Eric Sweet
Member (CFI)	Aaron Stroop

Other Officers

Glider Bookings	Bess Phillips
Instruments	Graham Spoor
Parachutes	David Stewart
A/tow ropes	Louis Solomons
Airfield Co-ord.	Joe Brown
Thermal Editors	Armin Kruger, Kath Mason
Tug Maintenance	John Carr
Tug Master	Ray Humphrey
Certificates Officer	Colin Turner
BSC Website Co-ord.	Serge Lauriou

Instructors

Aaron Stroop (CFI), Graham Brown, Paul Drew, Keith Gateley, Bob Hall, Peter Hanneman, Ray Humphrey, Phil Jones, Nick King, Armin Kruger, John Leonard (AEI), John Maggs, Alan McGown, Lyle McLean, Eddie Pahic, Dave Stewart (AEI), Brett Suttcliffe, Eric Sweet, David Wilkins

Cross Country Coaching Co-ordinator

Armin Kruger

Tug Pilots

Ray Humphrey (Tug Master), Brian Acker, Chris Bennett, Alan Bones, John Carr, Greg Dillenbeck, Dennis Gilbert, Peter Hanneman, Nick King, Lyle McLean, Lois Solomons, Peter Rainsford, Graham Spoor, Eric Sweet, Geoff Sweeney, Alan Taylor, Bill Tugnett and Bob Warburton

Maintenance Panel – Aircraft Captains

Glider Maintenance Co-Ordinator: Peter Newcomb

IS 28: John Albutt, Peter Gore

JUNIOR: Nigel Gray, George Mortensen

DG 300: Vacant, Peter Newcomb

ASK 13: Kathleen Mason, Matthew Minter

LIBELLE: Richard Bull, Robert Bull,
John Rappell, Rod Wellington

PUCHACZ: George Marbot, Bhup Mistry

Other BSC members active in the gliding movement

Kerrie Claffey: NSW GFA Delegate

Bob Hall: Exec. Vice President of GFA

Armin Kruger: CFI NSW Air League Gliding

Rod Leonard: Group Captain NSW Air League Gliding

Aaron Stroop: NSW GFA Councillor, NSWGA Vice President, GFA Radio Officer

Eric Sweet: NSW Gliding Association President

**Thermal is the official magazine of Bathurst Soaring Club.
All contributions welcome. Please send articles to the editor.**

**Piper's Field Co-ordinates: 33° 23' S 149° 30' E
www.bathurstsoaring.org.au**

Notes from the Ed

Well it's that time of year again – the time we wait for all year. In readiness and anticipation, we prepare our gliders, buy new maps, update GPS data, check trailers and swat up on procedures etc. etc. etc.

And so our intrepid Tooraweenah gang headed off to Narromine (aka Narroweenah) on the 17th November in search of those ever-elusive diamonds.

The drive from Bathurst to Narromine provided perfect driving conditions with excellent visibility, plenty of sun and about 3 octa Cu at around 8,000 ft. Now this looks promising – we're gonna have a great week!

Guess what? We never saw these conditions again, and by the following Thursday, most of us had had enough, packed up our toys and went home.

Doesn't someone out there have a direct line to the weather gods?

We did manage to fly most days though in moderate to scrappy conditions and made the most of it. Several 300K and 400K tasks were flown, and the excellent venue and facilities at Narromine somewhat compensated for the ordinary conditions.

It's interesting to note however, that the following week, the Narromine Cup and the Youth X' Ctry Week, enjoyed quite good soaring conditions. So, it's the luck of the draw.

Now we await the X'mas Camp and Temora in January – maybe that's where all those diamonds are on offer for us this season.

The Piper's Shield comp. is proceeding, but due to Leigh Youdale's work and travel commitments we are unable to provide you an update in this edition.

Thanks to Robyn Rainsford, the kiddies X'mas party on the 8th December went well again, and yet again Santa found our airfield (how does he do it?) to the delight of a hundred screaming kids. Santa brought with him a huge bag-full of toys, including one or two of those Super Soakers, I'm not sure some of the smaller variety of offspring were too keen on being hosed down though... anyway they'll be bigger next year and revenge is sweet.

Thanks also to all who have contributed to Thermal this year, but please don't stop. We are forever on the lookout for members' stories and photos.

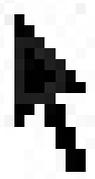
Don't forget to get your bookings in for Temora, this has become a very popular club event. If you have any questions please ring Bill Tugnett.

Good Soaring...

Armin Kruger

Visit the new BSC website

www.bathurstsoaring.org.au



Bathurst Soaring Club

Home About us News Thermal Links Members August 19, 2001

Welcome To the Bathurst Soaring Club

Bathurst Soaring Club (BSC), located near Bathurst, is one of the largest Gliding Clubs in NSW, only 2 1/2 hours drive from Sydney.

Come and join us for a flight in a glider

Club Address:
"Pipers Field", Fremantle Road,
Eglinton NSW 2795

Piper's Field Co-ordinates:
33° 23' S 149° 30' E

Trial Introductory Membership Package
The most affordable way to start flying with us

Happy Soaring at Pipers

For info about the Bathurst Soaring Club please contact [Peter Bowring](#)

From 'El Presidente'

As my report to the AGM is featured elsewhere in this edition of *Thermal*, I'll keep this brief.

I hope as many of you as possible can spend some time at Piper's between Christmas and the New Year. For our newer members, this can be a very enjoyable few days and a good opportunity to meet and socialise with your fellow members.

We will have a good roll up at Temora from the 12th January. The DG300 and Libelle are booked, but the Junior is still available. Contact me if you decide you would like to attend.

On behalf of the Committee, our best wishes for the Festive Season and the New Year.

Safe flying!
Bill Tugnett

President's Report to the AGM

Tuesday 16 October 2001

This past year has been relatively uneventful compared with the previous 12 months. (You will recall the grounding of our tugs due to fuel contamination, preparation for the introduction of the GST, rebuilding our road and the grounding of the Puchacz for almost 6 months, as a result of structural cracks.)

Flying

Our fleet returned to full strength with the return of the Puchacz, just prior to Christmas and it is pleasing to report that apart from the Puchacz, the serviceability of the fleet remained high.

Our club camp activity did not get off to a good start. The four day Koora-watha ridge camp was held at Jim Fordham's Bendick Murell property for the second time, but had and was cut short due to rain. The Tooraweenah camp

was cancelled completely, because of heavy rain in the days leading up to it. For the second year, we ran a two week camp at Temora in January. This was well attended with some 20 a/c from Bathurst as well as a/c from Temora, Canberra, Camden and Corowa gliding clubs.

The camps will be organised again this year. Their popularity with our members is evident from the attendance's we are seeing.

After a break of two to three years, the Easter Regatta was held again this year. Nick Gilbert was the instigator and convenor and with Colin Turner in the role of Comps Director, it was a very enjoyable four days. Armin Kruger won the competition, taking home the Monty Cotton trophy.

Leigh Youdale has spent considerable time putting together the rules and guidelines for the Piper's Shield Regatta, which will operate for the first time this season. We hope this will receive enthusiastic support.

It is again pleasing to report that we maintained our good safety record. This reflects well on the diligence and perseverance of our instructing panel and the airmanship and self-discipline of our members.

Glider Maintenance

Peter Newcomb has settled into the role of glider maintenance officer and with the assistance of many of our members, he has kept our gliders in the air with minimal disruption. During the year routine maintenance and several Form 2 inspections were completed 'in house' by our members working weekends. The club gratefully acknowledges the efforts of these people.

Peter has devoted considerable time and energy in putting together tool kits and equipment to assist Form 2

and daily inspectors carry out maintenance tasks. It is imperative that if this equipment is used it be returned promptly to its correct location.

The IS-28 was sent to Tom Gilbert this year, as it was apparent that items were beyond our capability to repair in house.

The annual glider maintenance-engineer training course was run at Piper's in August, under the supervision of Len Diekman, RTOA NSW. Three of our members participated and three of the Club a/c underwent Form 2 inspections. We will continue to offer our facility for this purpose each year as our clubhouse and hanger facilities provide an excellent venue for these training courses.

Tug Maintenance

John Carr has maintained a high level of serviceability on our two tugs throughout the year. On behalf of the membership, I thank him for his diligence.

PPC was rebagged last year so that both tugs are both in very good order. Both tugs will be reach 2,000 hours engine life in the next 6 – 12 months and the engines will be overhauled. The current engines are both Hawker 'Blue Seal' engines and as they have proven extremely reliable, we will stay with these. As you will see in the balance sheet the replacement cost of these engines is fully accrued.

During the latter part of last year, the Committee agreed to provide \$2,000 to the developers of the auto tug engine, to assist them in having their V-6 auto engine type approved. This money has not been called up and it may not be. It seems that red tape will prevent this engine from progressing in Australia.

From 'El Presidente' (cont)

Airfield and Facilities

We are now reaping the benefit of money spent on works and equipment in previous years.

Our access road is holding up well, the Suzuki has proven its worth as the primary retrieve vehicle and the Fergie and Fiat tractors enable us to maintain the airfield to a much higher standard than has been previously attainable.

In the Clubhouse, the Committee asked a sub-committee to examine the kitchen, with the view to upgrading and improving it. Several proposed layouts were submitted and the Committee thanks those who participated.

The Committee decided against a professional makeover, as it felt the cost was more than we wanted to spend. Options are still being examined.

The room beneath the loft has been refurbished and once painted, will become a briefing room.

Our next door neighbour is trying to sell his (206 acre) property. There were some negotiations, where we expressed interest in purchasing two adjacent paddocks (approx 50 acres), however there has been no communication for some months. Whether this eventuates or not is unclear.

Communication and Social Activities

The BSC Web page, the e-mail distribution process and the 'e' THERMAL, has considerably improved our ability to communicate with and disseminate our members.

Armin Kruger and Kathleen Mason have continued to produce 'Thermal', the quality and content of which is first class. Peter Bowring, keeps us informed by distributing important club information and also seeking out and disseminating interesting pieces from various soaring/aviation newsgroups. Leigh

Youdale, our Senior Duty Pilot who utilises e-mails to keep the weekend Duty Pilots informed and enables them to access necessary documentation.

There is one problem which is of great concern to the Committee. That is the small number of members who are late paying their club subscriptions and yet arrive at Piper's with the intention of flying. As well as this, with the change in the way GFA subs are paid, we are finding that some members, (perhaps unwittingly) are not paid up GFA members.

Both of these give rise to situations where members are flying when they are unfinancial and in doing so leave both the Club and themselves exposed in the event of an accident. The Committee will seek ways to eliminate this situation, but members must be aware that it is their responsibility to ensure they are financial and legally entitled to fly.

Finances

The club's financial position remains sound and as planned, we continue to increase our savings. We had expected to order a new two seater early this year, however the significant depreciation of the A\$ caused us to put this on hold.

The implementation of the GST and the resulting increased charges has not had an apparent effect on our flying activities. Whilst the additional charges are painful for all members, the process of collecting and accounting for GST has been quite smooth.

The Committee has regularly reviewed the operating costs and the tug & glider hire rates. In the past 12 months our fuel cost has risen from \$0.85 to \$1.05 per litre where it appears to have stabilised. On a positive note, unless something unforeseen occurs, there should be no reason to increase charges in the next 6 – 9 months.

As previously mentioned, we will be replacing two tug engines at a cost of ~ \$70,000 in the next 12 months. Given that the following engine change will be in 7 – 8 years, the Committee has set up a managed fund as a means of accruing the funds to cover the replacement cost. The Committee expects that the return of this fund will be greater than the term deposits currently used.

Future Plans

At previous AGM's, I have referred to the Committee's 5 year development plan which commenced in 1997. Earlier this year we extended this plan out another 5 years. The basis of the initial 5 year plan was that there would be no changes to the existing glider fleet, that the tugs would be refurbished and the improvements to the airfield and facilities would be completed during the first 2 – 3 years of the plan.

Except for the setback with the purchase of a replacement two seater, we are well on track. Apart from the tug engines the only other major capital expenditure items will be two seater and the possibility of purchasing additional land. The Committee will continue to review the situation with respect to both of these during the next 12 months.

In closing, I would like to acknowledge and thank the many members who contribute their time and effort in assisting with the many aspects of the operation of the club.

I would also like to thank the Committee for their dedication and commitment during the year. One of the Committee, Eric Sweet, is not seeking re-election this year, because of his NSWGA commitments. I would like to thank Eric for his contribution.

Bill Tugnett
President