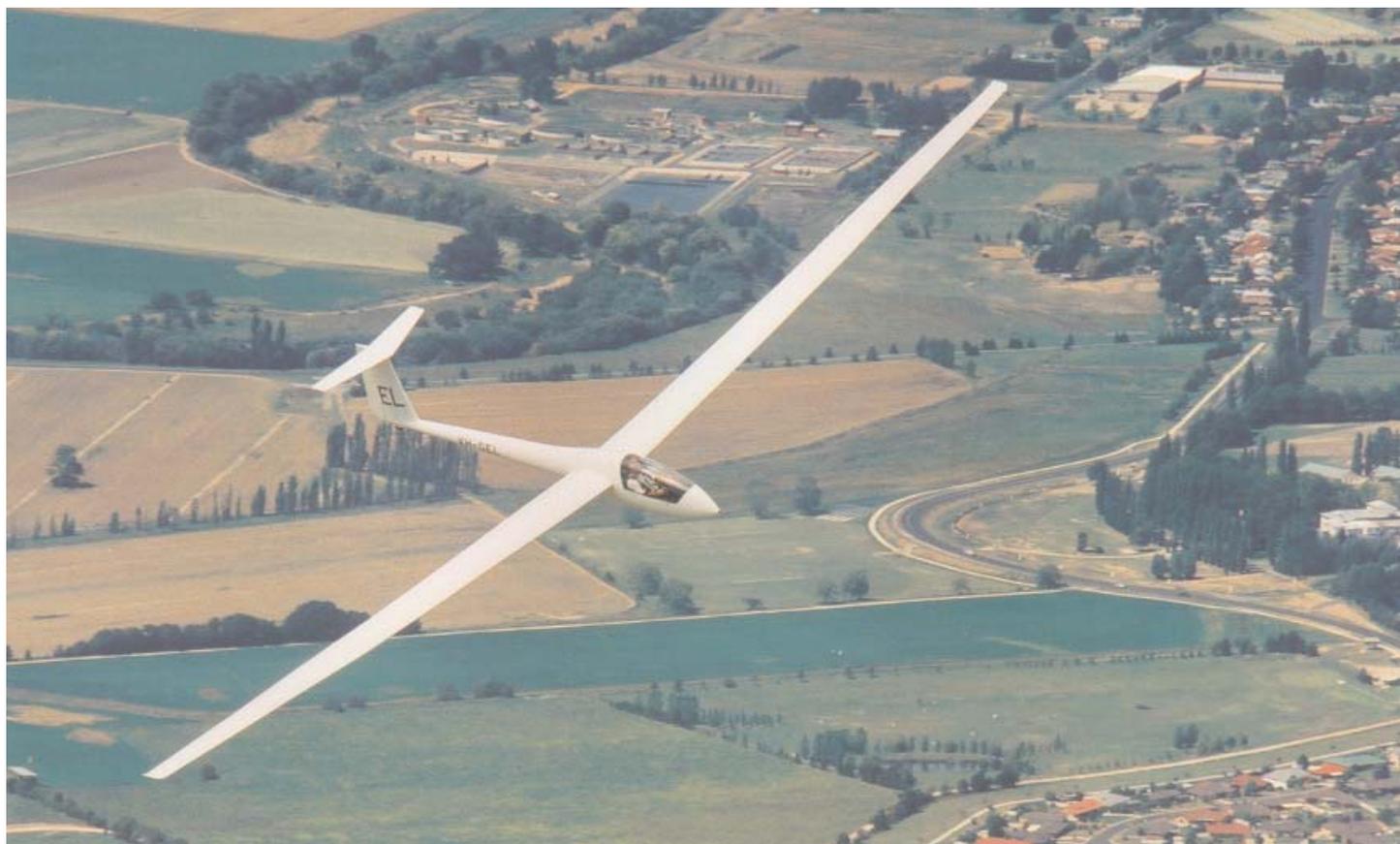


Thermal

the official journal of Bathurst Soaring Club



Autumn 2003



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Aaron flies Gel!

Peter Newcomb strikes again. This time he caught our old CFI, Aaron Stroop enjoying some flying in his Nimbus 2, around the Eglinton area in early 2003. Peter Newcomb was flying a Slingsby T21 at the time.

Peter is the Bathurst Soaring Club's trusty photographer, amongst other things. He is kept very busy organising the glider fleet maintenance, helping out on the club's committee, writing articles for 'Thermal' and providing an endless supply of photographs to club members. Thanks for all your great work, Peter.

BSC Officers & Delegates

Bathurst Soaring Club
ACN 000 677 565
Piper's Airfield
Freemantle Road
Eglington NSW 2795
PO Box 1682
Bathurst NSW 2795
Telephone: +61 2 6337 1180

Committee

President	Bill Tugnett
Secretary	Margaret Jones
Treasurer	Paul Hyman
Membership Secretary	Peter Bowring
Flying Ventures	Armin Kruger
Ground Engineer	Mike Perry
Airworthiness	Peter Newcomb
Chief Duty Pilot	Leigh Youdale
Member	Keith Gateley
Member	Aaron Stroop
Member	Richard Bull

Other Officers

Glider Bookings	Bess Phillips
Instruments	Graham Spoor
Parachutes	Eddie Pahic
Aerotow Ropes	Brian Bailey
Airfield Co-ordinator	Joe Brown
Thermal Editor	Armin & Kathleen Kruger
Tug Maintenance	John Carr
Tug Master	Ray Humphrey
Certificates Officer	Colin Turner
BSC Website Co-ordinator	Serge Lauriou
Chief Flying Instructor	Phil Jones

Instructors

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

Cross Country Coaching Co-ordinator

Armin Kruger

Tug Pilots

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

Maintenance Panel

Glider Maintenance Co-ordinator: Peter Newcomb

DG-505 (Orion):	Armin Kruger, David Ollivier
ASK13:	Kathleen Mason, Matthew Minter
Puchacz:	George Marbot, Bhup Mistry
Junior:	Nigel Gray, Ian Richards
Libelle:	Peter Gore
DG-300:	Peter Newcomb, Robert Bull

Other BSC members active in the gliding movement

Bob Hall:	President of GFA
Aaron Stroop:	NSW GFA Councillor, NSWGA Vice President, GFA Radio Officer, Southern NSW RTO Ops
Eric Sweet:	NSW Gliding Association President
Kerrie Claffey:	NSW GFA Delegate
Armin Kruger:	CFI NSW Air League Gliding
Rod Leonard:	Group Captain NSW Air League Gliding

Thermal is the official magazine of Bathurst Soaring Club.
All contributions welcome. Please send articles to the editor.
Piper's Airfield co-ordinates: 33°23'S 149°30'E
www.bathurstsoaring.org.au

Notes from the editor

Welcome to the 'new look' Autumn edition of Thermal – we hope you like it.

Its great to see the re-generation in activity the Orion has helped create, and with the better than average soaring conditions during Autumn, the Orion has already amassed over 100 hours.

Easter was very kind to us with every day producing about 6 hours of soaring conditions. Most days saw the whole club's fleet in the air, and I am very pleased to see that trend continuing – might have something to do with the success of the bulk flying scheme. Robert Bull requested we don't comment on this for fear of increased competition for the DG300.

You may also be aware that we have run several mid-week ab-initio courses. These have been hugely successful and we will continue to run these. Keep an eye on the Soaring Calendar for dates. Keith Gateley has taken over the management of these courses from Bob McDonald – Thanks Bob. These courses have not only helped our cash flow (ask Paul Hyman), but have also generated some new members whom most of you would have met by now.

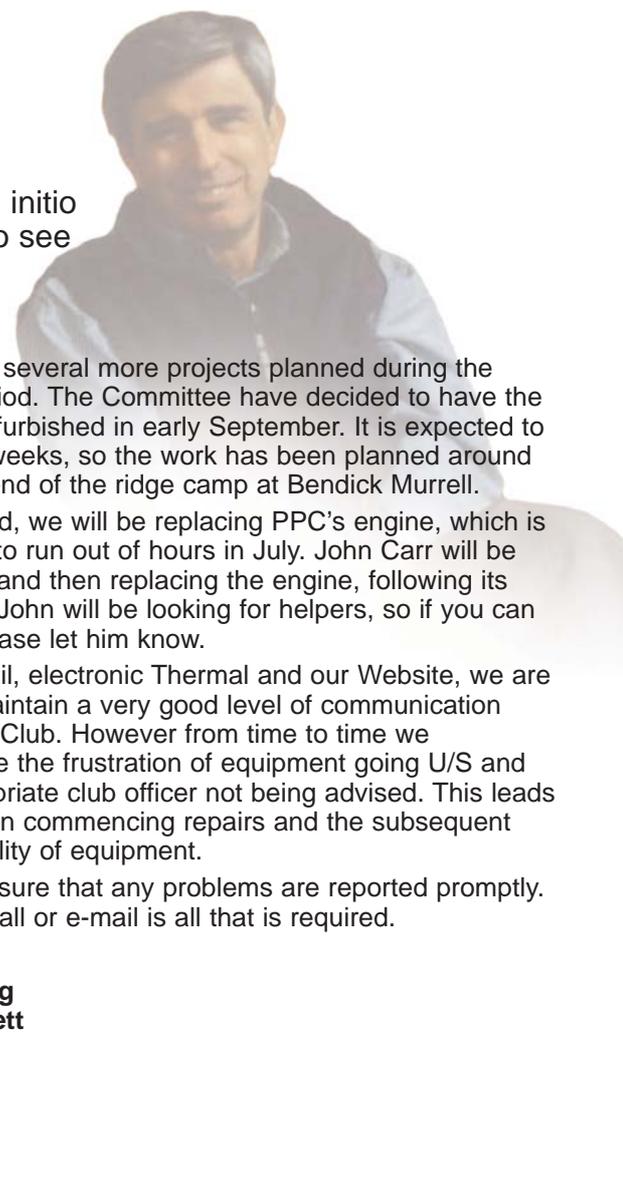
Work and projects have continued at Piper's, and we must acknowledge the tireless efforts of Bill Tugnett for planning the runway modifications and also Chris Bennett and helpers for providing the hard yakka.

On the domestic front, Margaret Jones is arranging for the kitchen to be re-furnished. She has gone to great lengths in the planning and also canvassing feed-back, and I'm sure we'll all be very satisfied with the final result. I think she's still looking for someone to paint the kitchen when it's finished – any volunteers?

You may have seen Graham Spoor working on the K13 recently. He has re-wired most of the cockpit and informs me that a new front instrument panel is in the 'work-in-progress' stage. This will be a blessing for us long-legged buggers.

Billy T, Peter Newcomb and others have started the Form 2 on the Puchacz and soon the Junior. Please join the queue if you can assist for a day or two. Call Bill or Peter and they will slot you in somewhere. If you've never completed a Form 2 on a glider you're not really getting a full appreciation of what you're flying. Think about it, for your own benefit.

**Good soaring and see you at Bathurst...
Armin Kruger**



From 'El Presidente'

Earlier this year, we ran a number of midweek, full time, ab initio training courses. To some extent, this was an experiment to see what the demand for such courses were and whether they would be viable.

The results were very gratifying and exceeded our expectations. As a result we have a number of new members, the courses were profitable and the increased aircraft utilisation reduces our hourly operating costs.

Further courses are planned commencing in the spring, so if you know of anyone who might be interested in participating, please ask them to contact Margaret Jones.

The Orion has slotted into our operation very well since arriving at Piper's. After three months in service, it has accumulated over 100 hours. Following the initial evaluation by the Instructor's panel, it was decided that it would be normally flown in the 20m wingspan configuration.

The takeoff strip has served us well for 6-7 years, however it was becoming evident that the area at the top of the takeoff strip was in need of some work. Erosion of the topsoil had created humps and bumps, which was making it difficult to push gliders up to the launch point.

Enter Chris Bennett and a group of enthusiastic, gum-booted, trade's assistants. (Plenty of enthusiasm, pretty basic skills!) Give them 10 cubic meters of concrete to play with and 3 hours later, the problem is solved! Check out the photos in this edition. And our thanks to everyone; it was a great effort!

There are several more projects planned during the winter period. The Committee have decided to have the kitchen refurbished in early September. It is expected to take two weeks, so the work has been planned around the weekend of the ridge camp at Bendick Murrell.

As planned, we will be replacing PPC's engine, which is expected to run out of hours in July. John Carr will be removing and then replacing the engine, following its overhaul. John will be looking for helpers, so if you can assist, please let him know.

With e-mail, electronic Thermal and our Website, we are able to maintain a very good level of communication within the Club. However from time to time we experience the frustration of equipment going U/S and the appropriate club officer not being advised. This leads to delays in commencing repairs and the subsequent unavailability of equipment.

Please ensure that any problems are reported promptly. A phone call or e-mail is all that is required.

Safe flying
Bill Tugnett

Still looking for a caravan??

As you probably know, the Bathurst City Council will only allow us to have 40 caravans on our site. This has meant that some members who would like a van have not been able to obtain one. The committee is therefore encouraging members who visit the club infrequently, to share their vans with others. This is being done by charging \$1,055 annually, with \$50 deducted for each day that the van is used. So that by attending Piper's 20 days (or 10 weekends) the charge is then only \$55.

Some van owners are now looking for people to share with, and the committee is assisting by preparing a list of those looking for vans. This will be circulated to all van owners.

So, if you are trying to find someone to share with, please send your name and contact details to Margaret Jones at mareil@ozemail.com.au or telephone on (02) 4757 1824.



Newsflash!

It is rumoured that one caravan space may be vacated in the near future. Anyone wishing to occupy this site should send a letter to the club's secretary, Margaret Jones, stating their interest to do so.

BSC Soaring Calendar (updated June 2003)

Date	Aircraft	Pilot/Contact	Event
July 4–19	K13, Puchacz, Junior, Libelle		AirTC course at Raglan
August 24–30		Peter Newcomb	Maintenance course at Piper's
September 5-8	Orion, Puchacz, Junior, Libelle DG300 & possibly both tugs	Bill Tugnett	Ridge Camp at Bendick Murrell
Sept 26 to Oct 11	K13, Puchacz, Junior, Libelle		AirTC course at Raglan
November 15–22	Orion, Libelle	Bob McDonald	Narromine club camp
November 23–30			Narromine cup
December 5–20	K13, Puchacz, Junior, Libelle		AirTC course at Raglan
December 25–Jan 2			Christmas Camp at Piper's
January 3–18 2004			Club Camp at Temora

Note: AirTC courses at Raglan will have access to our aircraft on weekends when not required for club use. This will be monitored and controlled by the duty pilots and instructors to ensure the most efficient use of our equipment. Independent operators' days are for pilots holding an independent operator's rating.

Want to Own a Classic? >>>>>>>>



Standard Libelle, Golf Zulu is up for sale.

All three syndicate members are experiencing spontaneous girth enhancement and need something a little roomier. So we are reluctantly parting with our Libelle. S/N 578, Reg VH-GGZ.

\$19,000

Located at Bathurst

Contact Leigh Youdale
Tel 0417 210 437
LMYoudale@aol.com

If no immediate response, I'm overseas, then contact:
Tom Gilbert
Tel (02) 4657 7079.

Wanted

Cambridge LNAV & Bohli Std Class Compass

The 2 instruments must be:
>operating & complete
>in excellent condition

Please contact:

Ray Humphrey
Tel 0409 717 043
rayjanine@idx.com.au

Keith Gateley
Tel 0411 132 399
kgateley@pnc.com.au

John Rappell
Tel 0411 234 164
jrappell@afma.com.au

- > One of the last batch imported into Australia by Schneiders.
- > Approx 2,650 hrs.
- > Excellent trailer setup which tows well at 100 kph.
- > Easy and light to rig.
- > Never broken, everything works, professionally maintained by Tom Gilbert and in very clean, original condition.
- > One of the best around.
- > Standard instrumentation
- > Parachute
- > Genave radio setup includes base station.

Maintenance at Piper's

Report problems

If you damage a glider or you discover a fault with a glider, let the aircraft maintenance captain know. You should also inform Peter Newcomb. This should be done as soon as possible on that weekend or early in the next week because a part may be required or some maintenance people may need to be contacted to carry out work on the aircraft. Do not leave the aircraft to be found as un-airworthy by someone doing a daily inspection the next weekend.

Pushing Tails

Recently structural cracks have been found in the tail area of several metal gliders (type IS28, including the ex-Bathurst glider). Aerobatics may have been a contributing cause, but so may have been ground handling. No glider, glass or metal, should be pushed about near the top of the tail. The mechanical advantage in so doing may be ten or twenty times, so the forces and torque on the base of the tail near the end of the fuselage may be very large indeed, enough to cause some damage, which is unlikely to be visible. Even when pushing gliders back into the hangar, pushing straight back or manoeuvring the tail sideways to track properly, any pushing should be done near the base of the tail, not near the top.

Tyres Again

Recently the Puchacz had the tube for the main wheel damaged beyond repair when the Puchacz was pushed near the manoeuvring area with a valve extension attached. The tyre should have been pumped up to correct pressure at the daily inspection, before it became operational. If a tyre needs pumping when a glider is on line, the glider should be moved away from the traffic area for the pumping operation.

Wheel-up Landings

The Libelle, on a recent Sunday afternoon, had two wheel-up landings. The result was that one under-carriage door was torn off, wrecking one hinge and tearing a piece out of the door. The repair required glass repairs to the door and the hinge area, fitting a new hinge, scratches removed from the belly and gel-coating of the damaged regions. Moral: do your FUST check thoroughly before you get into circuit, when your attention may be taken up by rough air, others gliders in the circuit, the tug and glider traffic on the runway.



Engineering Course 2003

Sunday 24th – Saturday 30th August

Len Diekman is holding the 2003 engineering course at Piper's.

Expressions of interest should be sent to

Len in writing giving the following information about yourself:

- >Name
- >Address
- >Telephone number
- >Gliding club
- >Previous glider maintenance experience

This written information should be sent to:

**Len Diekman
14 Fitzroy Street|
Killara NSW 2071**

For further information, please contact Peter Newcomb.

Congratulations!

Stephen Gore went solo in May 2003.



George Marbot Connects Wave

George found wave over Bathurst in April 2003. He was flying his ASW20.



The Slab

Thanks to Chris Bennett and all the helpers, the slab leading to the runway was laid in May 2003.



Duty Pilots' Roster

The duty pilot operations enable all members to enjoy well organised flying activities. By sharing the load we all get to benefit and contribute to the club. It depends on reliable voluntary support – a couple of weekends per year and following some simple procedures. It is regarded as a condition of club membership unless service is provided in other recognised ways.

Whenever you find you need to swap a date:

- > arrange to swap your rostered day with another member. Use the members' list to find the contact details. The roster and the list are also on the club's website. Do not expect us to find you a substitute. **It is your responsibility.**
- > telephone the clubhouse on any weekend (02 6337 1180) and ask someone from the club to write the changes on the duty pilot roster, located on the noticeboard above the telephone.
- > telephone and notify the changed schedules to the senior duty pilots of the weekends concerned and also the Leigh Youdale – email LMYoudale@aol.com or telephone 0417 210 437
- > if you don't arrange to swap, or don't turn up, or don't advise the changes, you can expect a 'please explain'.

June	Senior duty pilot	2nd duty pilot	Assistant
14/15	Graham Horsnell	Bhup Mistry	Ralph Millett
21/22	Kathleen Mason	Dode Bakic	Stephen Bennett
28/29	Ed Marel	Geoff Bott	John Bott
July	Senior duty pilot	2nd duty pilot	Assistant
5/6	Serge Lauriou	Milan Youngman	Michael Cole
12/13	Robert Cooke	Rodney Wellington	Tara Garrood
19/20	Mike Morris	Tim Galvin	David Hannay
26/27	George Marbot	Neville Page	Owen Sutton
August	Senior duty pilot	2nd duty pilot	Assistant
2/3	Bob Carr	Don Gray	Sean Young
9/10	Peter Edkins	Paul Turner	Alex Dillenbeck
16/17	Ian Richards	Jim Cuthel	Gail Wilkins
23/24	Mitch Turner	Robert Tims	Jonathon Bowring
30/31	Bob McDonald	Janine Humphrey	Wayde Quinlan
September	Senior duty pilot	2nd duty pilot	Assistant
6/7	Ridge camp – No flying at Piper's this weekend		
13/14	Axel Chagnot	John Simpson	Angus Stewart
20/21	John Rappell	Ian Shepherd	Rohan Shepherd
27/28	Robert Bull	Chris Pappas	Dawn Cooke



BSC Flying Charges

(GST inclusive) May 2003

Glider Hire												Tug Towing			
Standard gliders – DG-505 (Orion), ASK13, Puchacz, Junior								\$30/hr or \$0.50/min				Launches = \$14.00 +\$0.70 per 100 feet			
Libelle								\$21/hr or \$0.35/min				– based on altimeter setting			
DG-300								\$36/hr or \$0.60/min				of 2,200 feet QNH at Piper's			
Min.	Standard	Libelle	DG-300	Min.	Standard	Libelle	DG-300	Min.	Standard	Libelle	DG-300	Altitude	\$	Altitude	\$
1	\$0.50	\$0.35	\$0.60	21	\$10.50	\$7.35	\$12.60	41	\$20.50	\$14.35	\$24.60	2300	\$14.70	4300	\$28.70
2	\$1.00	\$0.70	\$1.20	22	\$11.00	\$7.70	\$13.20	42	\$21.00	\$14.70	\$25.20	2400	\$15.40	4400	\$29.40
3	\$1.50	\$1.05	\$1.80	23	\$11.50	\$8.05	\$13.80	43	\$21.50	\$15.05	\$25.80	2500	\$16.10	4500	\$30.10
4	\$2.00	\$1.40	\$2.40	24	\$12.00	\$8.40	\$14.40	44	\$22.00	\$15.40	\$26.40	2600	\$16.80	4600	\$30.80
5	\$2.50	\$1.75	\$3.00	25	\$12.50	\$8.75	\$15.00	45	\$22.50	\$15.75	\$27.00	2700	\$17.50	4700	\$31.50
6	\$3.00	\$2.10	\$3.60	26	\$13.00	\$9.10	\$15.60	46	\$23.00	\$16.10	\$27.60	2800	\$18.20	4800	\$32.20
7	\$3.50	\$2.45	\$4.20	27	\$13.50	\$9.45	\$16.20	47	\$23.50	\$16.45	\$28.20	2900	\$18.90	4900	\$32.90
8	\$4.00	\$2.80	\$4.80	28	\$14.00	\$9.80	\$16.80	48	\$24.00	\$16.80	\$28.80	3000	\$19.60	5000	\$33.60
9	\$4.50	\$3.15	\$5.40	29	\$14.50	\$10.15	\$17.40	49	\$24.50	\$17.15	\$29.40	3100	\$20.30	5100	\$34.30
10	\$5.00	\$3.50	\$6.00	30	\$15.00	\$10.50	\$18.00	50	\$25.00	\$17.50	\$30.00	3200	\$21.00	5200	\$35.00
11	\$5.50	\$3.85	\$6.60	31	\$15.50	\$10.85	\$18.60	51	\$25.50	\$17.85	\$30.60	3300	\$21.70	5300	\$35.70
12	\$6.00	\$4.20	\$7.20	32	\$16.00	\$11.20	\$19.20	52	\$26.00	\$18.20	\$31.20	3400	\$22.40	5400	\$36.40
13	\$6.50	\$4.55	\$7.80	33	\$16.50	\$11.55	\$19.80	53	\$26.50	\$18.55	\$31.80	3500	\$23.10	5500	\$37.10
14	\$7.00	\$4.90	\$8.40	34	\$17.00	\$11.90	\$20.40	54	\$27.00	\$18.90	\$32.40	3600	\$23.80	5600	\$37.80
15	\$7.50	\$5.25	\$9.00	35	\$17.50	\$12.25	\$21.00	55	\$27.50	\$19.25	\$33.00	3700	\$24.50	5700	\$38.50
16	\$8.00	\$5.60	\$9.60	36	\$18.00	\$12.60	\$21.60	56	\$28.00	\$19.60	\$33.60	3800	\$25.20	5800	\$39.20
17	\$8.50	\$5.95	\$10.20	37	\$18.50	\$12.95	\$22.20	57	\$28.50	\$19.95	\$34.20	3900	\$25.90	5900	\$39.90
18	\$9.00	\$6.30	\$10.80	38	\$19.00	\$13.30	\$22.80	58	\$29.00	\$20.30	\$34.80	4000	\$26.60	6000	\$40.60
19	\$9.50	\$6.65	\$11.40	39	\$19.50	\$13.65	\$23.40	59	\$29.50	\$20.65	\$35.40	4100	\$27.30	6100	\$41.30
20	\$10.00	\$7.00	\$12.00	40	\$20.00	\$14.00	\$24.00	60	\$30.00	\$21.00	\$36.00	4200	\$28.00	6200	\$42.00

Walk-in passengers (including temporary GFA membership) = \$100.00

Friends of members in attendance at Piper's: club rates + **temporary GFA membership** + airfield levy

Piper's airfield levy: \$2.20 per person per day or \$4.40 per family per day

EVERYBODY at the field must pay to support clubhouse amenities.

Movement fee: \$2.50 per takeoff for ALL gliders except club 2-seaters

Full membership: joining fee \$165, annual subs \$165 plus \$157.30 GFA subs

Family membership: joining fee \$0, annual subs \$82.50 plus \$126.50 GFA subs

Student membership: joining fee \$0, annual subs \$82.50 plus \$66.28 GFA subs

Trial membership: 3 months + 5 flights (including aerotows) + logbook = \$275.00

Bulk flying scheme: \$450 per annum, paid in advance for unlimited flying (aerotow NOT included) from Piper's in club single-seaters

Log books: \$5 (in bar)

Basic gliding knowledge: \$25 – contact Peter Bowring

Glider hire: \$500 deposit required

DG300: \$100 per day weekends, \$77 per day weekdays

Other gliders: \$77 per day weekends, \$60 per day weekdays

Booked cross-country flights: no glider charge over 4 hours

Tug outside hire:

Dry hire: \$143 per hour tacho time, ferry and onsite

Air Training Corps / Air League: \$115.50 per hour dry

Aerotow retrieves of outlandings: Tacho time @ \$185 per hour plus \$9.00 landing fee at Raglan, Spring Hill and other aerodromes

Tug pilot training: per Peter Hanneman, \$600 per course

Unrestricted tug rating training: \$180 per hour

Map to the home of Bathurst Soaring Club

Piper's Airfield

Freemantle Road
Eglinton NSW 2795
(via Bathurst)
Telephone: +61 2 6337 1180
www.bathurstsoaring.org.au

Piper's Airfield co-ordinates: 33°23'S 149°30'E

