

Assigned area tasks — 2002 Club Class Nationals

by Colin Turner

The Club Class National Gliding Championships returned to Temora this year. Temora is a popular venue evidenced by the 47 aircraft and 51 pilots competing.

Only one pilot from B.S.C. attended - guess who! Granted the Club Camp had been organised at Temora for the two weeks following the Nationals, nonetheless our showing was disappointing and will hopefully improve next year. Besides you all missed a very good competition, one where the Assigned Area Task was enthusiastically adopted.

Traditionally the Club Class Nationals are held during the last two weeks of January finishing on the Australia Day long weekend. This year they were held two weeks earlier to allow the Multiclass Nationals to be held at Narromine at a time that suited pilots returning from the World Multiclass Championships held in South Africa in December. Next year the Club Class Nationals will again be held at Temora but in its usual time slot.

Weather conditions at this year's competition were testing. A strong cool S.W. airstream persisted over the task area most days. Every day but one was blue. Two competition days were lost because of strong winds - 15-25 knots on the ground rising 50 knots at convection heights.

Flight Data Recorders are now mandatory for verification of tasks flown at the Club Class Nationals. This is not a turnoff - Garmin GPS (and who doesn't have one of those nowadays) track logs are accepted as a primary or back up means of verification.

For many years the tasks set at Club Class comps have been POST (Pilot Option Speed Tasks). A POST task was set on the first competition day at Temora and an Assigned Area Task on the second. It proved so popular that AAT's were set every other day but one. I even heard later that at the Multiclass Nationals, that bastion of the Assigned Speed Task, they flew an AAT one day and I suspect actually enjoyed it!

So what is an Assigned Area Task and how is it flown. Basically the tasksetters choose two or three turnpoints to define the task then draw quite large circles around them. The turnpoints are chosen such that a medium performance aircraft (e.g. Libelle) flown by a good pilot could fly to each turnpoint in the time allocated, usually 3 hours. The circles around the assigned turnpoints, which become the Assigned Areas, are sized such that a high performance aircraft would have to fly to the furthest perimeters to achieve a competitive distance and speed. A low performance aircraft need only fly to the nearest perimeters. Equally an experienced and competitive pilot can fly a longer distance whereas a less experienced pilot can fly a shorter distance. Both are scored for the distance and speed they achieve then (in Club Class) a handicap appropriate to their aircraft is applied.

At Temora we had an ASW22BE competing and a Bergfalke 3 with just about every other type of aircraft in between. The results for the Assigned Area Task on day 8 read like this:

Pilot	Aircraft	Actual Distance (km)	H'cap Speed (kph)
1. Bruce Taylor	ASW22BE	342	109.2
2. Ian McPhee	Bergfalke 3	213	104.3
3. Hank Kauffman	ASW20B	290	103.8
4. Toby Geiger	LS1	256	100.4
5. Tom Gilbert	Libelle	255	99.8
6. Scott Lennon	Libelle	255	99.8
7. Rolf Beutler	Pik 20B	260	99.7
8. Haidyn Dunn	ASW19	267	97.8
9. Cathy Conway	Pik 20B	261	95.1
10. Ken Horlock	DG400	263	94.6

Assigned area tasks — 2002 Club Class Nationals (cont)

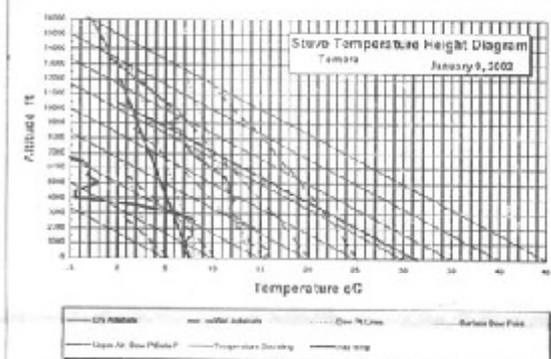
All the above pilots are experienced and competitive and the mix of aircraft in the top ten is indicative of the whole competition fleet.

This year Bruce Taylor was Club Class Champion, Hank Kauffman was second and Tom Gilbert was third. Bruce said he would be back next year but with a more “Club Class” type aircraft. Bruce is one of the best pilots in Australia and won the Club Class Nationals in 1999 in GKS, Bob McDonald’s Hornet. Incidentally, I finished 18th in the competition having dropped 3 places on the last day - blue days are always a problem to me! I should add that I was Competition Director a day about with Tim Shirley so that we each flew 4 days.

Out of interest attached is a copy of the task sheet for Day 6 of the comp. and a copy of my verification report (another blue day!). These sheets show how the Assigned Area Task is specified and verified. The verification report is now issued to each pilot after his track log has been verified each day. The verifiers don’t need a task sheet telling them where you went - they will tell you and with far greater accuracy!

Get yourself organised to attend the Club Class Championships next year - it’s a great competition, a great bunch of people and you too will get to fly an AAT !

FAI CLUB CLASS NATIONALS - TEMORA 2002 Competition Day 6



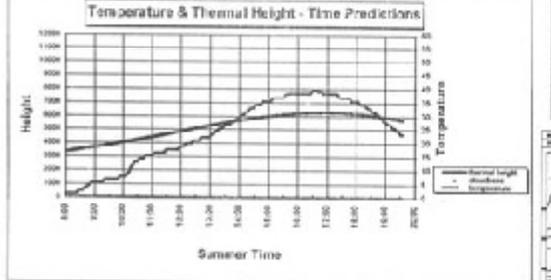
Steady Temperature Height Diagram
Temora January 9, 2002

Altitude FT vs Temperature °C

Altitude	Wind
10000	14.60
9000	14.75
8000	14.90
7000	15.05
6000	15.20
5000	15.35
4000	15.50
3000	15.65
Surface	15.80

Altitude	Temp
10000	2.5
9000	3.1
8000	3.7
7000	4.3
6000	4.9
5000	5.5
4000	6.1
3000	6.7
Surface	7.3

Radio Frequencies	Freq
CTAF	124.70
Blairfield	122.30
Gaggle	122.70
Wagga MBZ	118.20



Temperature & Thermal Height - Time Predictions

Height vs Summer Time



Weather Analysis

MARSHALLING Grid on 18 by 12:30 for 1:00 launch Launch Order

Meteor Gliders to launch first ZWY ZHW

TASK DETAILS JN ZT

Assigned area Task As they come

Woodhall	50
Orange Orange	30
Wahro	30

Mandatory last turn Control Pt: 2K west of finish line

Task Distance to each TP: 327 km

Task Time: 3 hrs

Minimum time for speed: 1 hrs

Note Wagga MBZ 118.20

SAR Time: 2100

Outstanding Phone No: 02 6577 2733



Propolis

Wrist slitting is postponed!

by Kerrie Claffey

As we all know, opportunities to do long flights are fairly rare – over the last few years I've had several attempts at 750 – all adding to my collection of 680's but none going over 700!

This season wasn't looking much better – the few weekends in November produced nothing over 500; the NSW state comps in Narromine the first week of December was cancelled after losing 2 days to heat inversion, flying 2 days and then losing another 2 to rain; I spent the whole of December chasing Tom around South Africa in the World Championships (to be fair he outlanded only 3 days which wasn't bad in that weather!). Finally the best weather in living history arrived in the second half of January – but this happened to be during the nationals and unfortunately we spent our time doing ridiculously little 300-500k tasks at ridiculously high speeds – well some people managed high speeds like Andrew Georgeson's 157 in standard class – but being totally overawed by that weather and having an endless supply of new and inventive ways to shoot myself in the foot, each day I was flying alone, doing pathetic 120s, coming almost last and not even having fun! After 2 weeks I'd successfully worked my way into stone motherless last overall and by the final night dinner was positively suicidal – not only had I come last but I'd just wasted 2 weeks of the best weather and now it's too late in the season for a long task ...

Well not quite – we did have just one day between the end of the nationals at Narromine on the Friday and AJ Ward's wedding in Canberra on the Sunday. Of course Tom and I had done our usual 3am departure from the final night dinner – so next morning when Tom suggested he'd come on 750 with me, I was exhausted but thought great, at least I can enjoy flying together whether we make it or not – then Mac Ichikawa (Japan) &



Bevan Lane (Qld) said they'd come too so I thought wow, a party! The weather looked pretty ordinary to the south so we declared Keepit – Walgett.

Bevan launched at 12.15 but I was about 15 mins later (cause we weren't organised as usual) – so Bevan had a 30k head start on me – took me about 100ks to catch him and I'm thinking soon Tom & Mac will catch us both and we'll have a great time! But Tom couldn't climb and was still stuck at Narromine – and Mac was too busy selling gliders (sold his LS8 to Harry Medlicott), launched late, decided he couldn't achieve the 120kph he needed to break his record, so also aborted. Then as soon as I caught Bevan he turned round and went home – we'd just crossed a big blue hole and it was pretty bad (4kts to 4000) – so I was sorely tempted to go back too – I'm tired, sigh – I'm alone, sigh – it'll be a huge hassle if I outland, sigh! But peering in the distance, I reckoned it looked better ahead towards Keepit, so possibly better to carry on rather than go back across the blue hole – also Tom had finally gotten away at Narromine and had gone due north, to my final leg, and reported good climbs there – but then Mac also reported increasing headwind and blueing out around Narromine – ah what to do now? I just HATE indecision (I used to be indecisive but now I'm not sure!) I guess my natural stubbornness (and Tom's offer to retrieve me if I outlanded) won – so I continued on, on my own as usual – bugger!

Things did improve around Keepit – up to 8000 – then deteriorated as I crossed the blue hole again – then improved again across the top of the Piliga – got one brief 10kts and a few 8kts – then softened off a bit after Walgett – had quite a headwind going home – last climb at about 80k – 1000 below 3kt final glide – but the wind dropped a bit and the almost smooth blue air helped me gain – so eventually made it home at 8.10pm.

Unfortunately, I didn't have enough height to cross the finish line (the Narromine reference point is in the golf course, nowhere near the runways!) So taking landing time, my speed is a cracking 99.87kph – story of my life! But it does break 5 Australian records (not real ones, just girlie ones) – std class triangle distance and free 3 turn-point distance, plus all 3 classes speed around 750 triangle – so wrist slitting is postponed temporarily! And although last week I was swearing I'd never go to another gliding comp, I'm now thinking I just might go to ...

So what's the moral to this story? I think it's "never give up". Although my reply to comments of "I wish I had your perseverance" is "I'd trade my perseverance for your skill any day", I think you still need to persevere. Flights of 750 and over are never going to be guaranteed, no matter how good the pilot or the weather – they will cover enough country and time to possibly cross weather systems so you can never be sure of getting home. So I think you just have to suck it and see and one day you'll just amaze yourself and make it!

Fences at Piper's Airfield

— Flying Safely (part 3)

By Alan McGown

For a long time, I have been thinking about the danger of fences at Pipers Airfield, in the case of a rope break during launch. During launches, this one thing should be uppermost in your mind, and when you consider the layout of surrounding paddocks, there is a stage during the launch when the options available to the pilot are not very good.

We have a problem at Pipers in that there are numerous fences, particularly at the south eastern end of the main take-off strip, and some of them are not very visible.

So we have decided to do something about it, by producing this article, and making some large permanent photographs which will be permanently mounted in the instructors briefing room. We also intend to have fences

made more visible by having tyres placed on those fences, which may be a problem in close.

The intention is that all pilots need to have a picture in their mind of just where the fences are and pre-plan some escape routes, which will depend on their height and position along the airfield when the rope breaks.

The pilot should have in their mind on every launch “where will I land **when** the rope breaks”. You need to have already decided where you will land at all stages during the launch, so that you do not have to start to weigh up the options when it does happen. At heights where you are just a little too high to land straight ahead on the airfield, the decision needs to be made quickly as there are a couple of fences which are very difficult to see and they are just where you may not expect.

Don't think that I have mistakenly used the word “when” instead of “if”. We know from experience that rope breaks are very few, but they do happen, and the consequences of the wrong decision are so severe, that you need to follow the suggested decision making steps. There have been a couple of incidents at Pipers Field where the aircraft has ended up against fences, luckily not leading to any injuries. You can imagine the severe consequences of going through a fence at high speed or contacting a fence with a wing during a low turn.

Please look at the photographs shown here, and consider the different options available to you at different stages of the launch. You can see more detail on the enlarged photographs in the briefing room, when we get them mounted.



Picture 1 & 2. This is what you may see if the rope has broken at a rather low height, travelling south west, down the hill on the main strip. The white parts in the photo are the struts of the tug. There are a couple of fences almost invisible to you, just in an area where you might consider putting it down.

Fences at Piper's Airfield — Flying Safely (part 3) cont.

Picture 3. This is not a view which you will see if you have had a rope break, but now you can see just what fences there are in close. The end of the main strip is just visible at the bottom left hand side of the picture. We have drawn in some of the fence lines to make them more visible in the photograph. Be particularly aware of the fences straight ahead, close to the end of the strip.



Picture 4. This shows a more general view, so that you can plan which paddocks may be suitable for a higher level rope break. This view is from a position to the right of the main take-off strip, and facing the south-west direction, and you can see the south western end of that strip on the left.



Picture 5. If you have taken off in the less usual, north easterly direction up the hill, this view is from a bit higher than you may see it, but it does give a good view of the options available, including stock.



Please look at these photos and the big ones when we get them up, and consider just where you will land if you get a rope break. Try to also look hard at the fences on every launch, as you will get a really good look, but most of all, doing that will make you realize just how little time you have to make a decision.

Please feel free to discuss rope-break landing options with an instructor, but remember that it is the pilot in charge who has to make the decision on the spot

Good flying.

Anything other than Straight and Level

by John Maggs

Hi, all. It's been sometime now that I've been meaning to put a few words down for the club mag. After reading Leigh's great article last year about his flight Temora/Grenfell etc with us all and Bill mentoring him. Well I've been spurred into action from a request from the ed.

It's a great thing this gliding, seems to get in your blood and under the skin at the same time. Without waffling too much, I remember vividly my first loop with Kerrie Claffey, I finally plucked up the courage to do anything other than straight and level. I had a distinct aversion to this. Spinning was a big hurdle for me and thanks to Phil Jones for breaking through that barrier, we went up one day and spun our heads off, John Saltzer some of you will remember his quiet under control manner and his great explanations of

what keeps us in the air etc. Sometimes I would seek refuge in the club house, preferring to go and eat a long lunch rather than fly, and ask myself what the hell am I doing here. Sooner or later the barriers get broken down. They really are all in the mind. Bob Hall deserves a mention for a 'get me back in the air flight' after I was on the point of throwing it all away, following some unfortunate incidents/accidents that I witnessed. Just enjoy this marvellous feeling of flight, and how lucky we are to be up here, were the words that bought me back from the brink. Finally I have to mention the instructors panel and the excellent training I have been given throughout. So much effort goes in to keeping us flying safely, and it's all voluntary guys!! The biggest challenge by far has been the instructors course and working through the processes involved there.

I want to write about the 600km attempt at Temora in Jan 2002. I was on final glide to the field, having aborted the flight some 50km short on distance, with mixed feelings of elation and being pissed off at the hole that formed right where the last declared TP was. There was my 600km sitting just over there, within tantalising reach, yet impossible, facing a certain pdk retrieve had I flown into it. I remember landing and moving for the first time in 6.5hrs and it felt like walking on air, looking forward to a cold beer and letting brain do nothing for a while. Looking forward to a nice meal with good conversation, and it all begins again tomorrow with new adventures and challenges waiting out there, bringing who knows what.

The flight started out full of optimism, as most do. Winding up to cloudbase 5500' and snapping the first photo of



Anything other than Straight and Level (cont)



the departure field, I headed off with Armin just in front in JO. The leg to Forbes A/F was uneventful but a bit frustrating as the day had not yet really started to tick. The others, Bill, Bob, Phil etc were all on my six after rounding Forbes. Pressing onto Ungarie we flew past the last marked lift some 15km out and had to cross a large blue hole of some 40km to reach the Ungarie silo. I got UW as high as possible 8000' and headed off at best LD. Armin was reporting difficulties and the pub looked good for a while for him I think.

The tip-toeing proved the right move, however I got low after lots of K's of

dead air and had to dig myself out of a hole that cost me almost 30 mins. Then ran into lift in the blue, out of nowhere and back to 7000', rounded Ungarie, snapped the shot (camera on wrong side of cockpit so had to fly around things the wrong way), and the chase after the others ensued, into a headwind down to Lockhart some 170 kms away.

With Bill, Phil and Bob now out in front, I vowed to fly the lift sources more precisely and catch up. Not realizing that my water ballast on board in the ASW20b was costing me a bit in the climb rates, causing us to slip back in each thermal. After getting away again from circuit height just out of Ungarie (again), I flew faster between the lift (up to 125 knots) and caught up the others. Bob then dropped down and slipped back a bit, in his Kama Sutra Hornet. Bill and I tagged each other down and around Lockhart, UW slipping back after another wrong way TP photo, and back up the lag to

Temora A/F in easy tailwind conditions, and nice wide thermals.

Coming up on Temora (flight now 500km) I was praying the air up to Quandialla was OK. It wasn't. Armin and Phil had pushed up there and the report was not what Santa would bring down the chimney at Xmas. Dead air, dissolving clouds, sun getting lower in the sky etc. Not wanting to be beaten, I flew up in the last available lift 20km out from Temora and surveyed the scene, assimilating the info that was coming from Phil and Armin on the chat channel. It plainly wasn't on, and I would have gone on with it I think, had my partner not been coming down to Temora tonight, to step into the plane tomorrow. Mrs Taylor would have loved a retrieve that night!!

I was still thoroughly satisfied with the flight 550km and time 6.5hrs, both PB's for me. There's always next time, said the spider to the fly! What a long way back it seems to 1994 when I first got asked out to the field for a ride in a glider.....

Good flying
John Maggs

