

Thermal

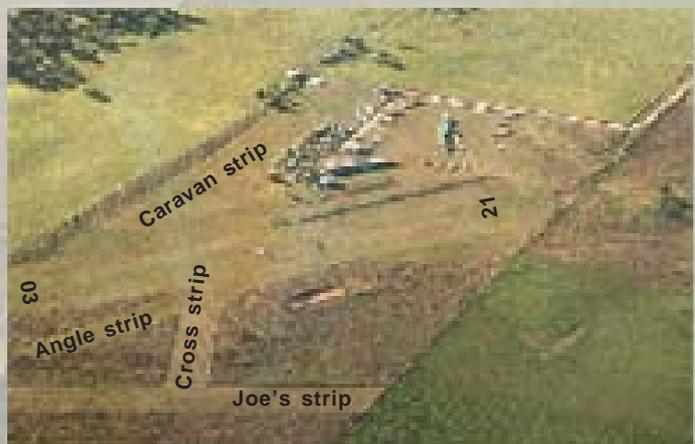
The Official Journal of Bathurst Soaring Club
Winter 2002 Edition



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*Front Cover: Former BSC member Neil Bennett (aka K1) winch-launching in a primary glider at Gulgong
Picture supplied by Neil Bennett*



Piper's Field, Bathurst

BSC Officers & Delegates

Bathurst Soaring Club

ACN No 000 677 565
PO Box 1682
Bathurst NSW 2795

Piper's Airfield
Freemantle Road
Eglington NSW 2795
Telephone: +61 2 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	Keith Gateley
Member (CFI)	Aaron Stroop

Other Officers

Glider Bookings	Bess Phillips
Instruments	Graham Spoor
Parachutes	Eddie Pahic
A/Tow Ropes	Brian Bailey
Airfield Co-ordinator	Joe Brown
Thermal Editors	Armin & Kathleen Kruger
Tug Maintenance	John Carr
Tug Master	Ray Humphrey
Certificates Officer	Colin Turner
BSC Website Co-ordinator	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, Matthew Minter, Eddie Pahic, Brett Suttcliffe, Eric Sweet, 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, Eric Sweet, Geoff Sweeney, Alan Taylor, Bill Tugnett and Bob Warburton

Maintenance Panel – Aircraft Captains

Glider Maintenance Co-Ordinator: Peter Newcomb

IS28: John Rappell, Peter Gore

JUNIOR: Nigel Gray, George Mortensen

DG 300: Vacant, Peter Newcomb

ASK 13: Kathleen Mason, Matthew Minter

LIBELLE: Richard Bull, Robert Bull, Rod Wellington

PUCHACZ: George Marbot, Bhup Mistry

Other BSC members active in the gliding movement

Bob Hall: President of GFA

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

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

Notes from the Ed

As I sit here tapping my keyboard, I can't help thinking of our illustrious leader (Bill Tugnett) romancing with the Morning Glory up in the Gulf. We will hound him for photos and an article for the next issue of Thermal.

Bill ran out of time before heading north and didn't manage to get a report together for us, but in short, the DG505 is on track to arrive in Australia sometime in December and we can expect to see it at Piper's sometime in January, all things going according to plan. We have also decided to order a Komet trailer from Germany, which will contain the necessary fittings for the DG. Bill must be commended for his untiring efforts in arranging these purchases.

My guess is that the DG will be inundated with bookings for Xctry coaching, so get ready to add your name to the list – we can and will treat this aspect of soaring training very seriously. Also don't forget, we offer lead and follow coaching as well. Talk to me or any instructor and we will advise you what you will need to arrange before charging off unprepared into the wilderness.



For those of you who have been to Bathurst recently, you would have been thrilled with the unseasonal conditions providing cloud bases of 10,000ft for 2 weekends in a row. Long live the drought if you're not a farmer I guess. The unusually dry conditions and onset of hot weather have brought about an early commencement of

snake activity in most districts. Members are reminded to exercise care, mow regularly and pay particular attention to areas which provide shelter and moisture in combination, such as around hangars, water tanks and under caravans.

The Ridge Camp was another success, and for the first time in several years was dry. Not much ridge lift, but dry none-the-less, except in the evenings from what we've been hearing.

There are a few events worth mentioning – Friday flying will happen again by arrangement with Bob McDonald – The AGM will be at Piper's on the 3rd November – The Temora Camp had to be brought forward due to the competitions taking our regular slot.

You may have heard that both our tugs will require engine overhauls in the not too distant future. John Carr is planning this well in advance to ensure we can continue to operate without interruption. We are very fortunate to have John maintain our tugs to such a high standard.

Work has commenced on the clubhouse kitchen and bathroom restoration, and with luck, may even be complete by the October long weekend. So if you see Peter Hein working in the clubhouse please don't talk to him, as you will only hinder progress.

Some of you may wonder about our cover photo – Neil Bennett (aka K1) was a member of BSC during the eighties and nineties and now flies at Gulgong. Neil was an integral member of that shameless Badges Before Breakfast Squadron (BBB Sqdn) which was founded and led by another ex BSC member David Meredith, now flying at Benalla. The BBB's set out to challenge the formidable Diamond Valley Squadron (DVS), founded by yours truly, and were soundly thrashed year in year out.... Seriously though, we all had a great time competing against each other, both in the air and the bar. Neil is quite active at Gulgong these days and will make any member wishing to visit Gulgong very welcome.

As always, thanks again to all who have contributed to this issue of Thermal, and please keep the photos and articles coming.

Kirsty Bennett goes solo!



Congratulations!

Kirsty went solo on
18th August 2002.

Kirsty is
15 years old.

Kids' Christmas Party

Yes, Christmas is rapidly approaching again. The kids' party is to be held at Piper's on **Saturday, 7th December.**

Stop Press!

Matthew Minter goes solo too

When: 13 November 2002, 1-2pm
Where: Sydney Conservatorium of Music
What: Playing Liszt, Beethoven, Schubert, Kats-Chernin for graduation piano recital
Admission: Free
Bookings not required
Contact Matthew Minter: 9897 3220

Get your glider application in!!

If you wish to hire a club glider for any of the up-coming BSC camps please put your application-to-hire in on time.

- > **Narromine applications are due in by 7th October.**
- > **Temora applications are due in by 1st November.**

Please address your application to Margaret Jones.

Bulk Flying

The Committee has approved a bulk flying scheme. For \$450.00 per year, paid in advance, you can have unlimited flights (aerotow not included of course) from Piper's in any of the club's single seaters. Normal booking procedures will apply.

Full details are available from Peter Bowring.

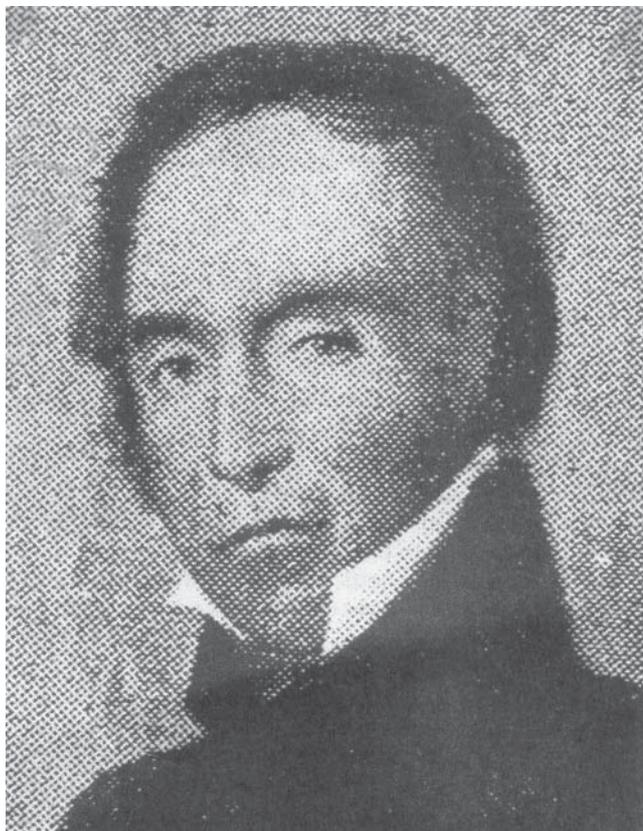
Book early for X-Country Coaching

in 2-seaters (DG-505 coming soon) or lead-and-follow in single-seaters.

Contact Armin Kruger

John Piper – ‘Prince of Australia’

Excerpt from
‘Afloat.com.au’ magazine.
Written by Jack Clark.



The following is a historical article that may be of interest, as John Piper is the man who gave his name to Bathurst Soaring Club’s airfield. This article was supplied by Robert Tims.

At 18 John Piper was a poor and lowly Ensign in the New South Wales Corps. At 48 he was the richest man in the colony, ‘The Prince of Australia’. At 52 he was a suicidal bankrupt. His rise and fall set an interesting pattern for our later entrepreneurs.

Intelligent, irresponsible, eccentric, charming, John Piper lived to the full. He made a fortune in New South Wales in the first half of the nineteenth century, and he lost the lot through negligence and improvidence. For twelve years he was ‘Naval Officer’ – not a naval rank, but a combination of customs officer, chief of water police, chairman of the harbour authority, and master of light-houses. In this position he was

able to cream off, quite legally, very large commissions. At the same time he obtained huge grants of land from successive Governors – including 190 waterfront acres (76 hectares) in what is now Point Piper; another 1600 acres (640h) in Vaucluse, Woollahra and Rose Bay; and various farm properties around the colony totalling 5000 acres (2000h).

Piper was born in Ayrshire, Scotland, in 1773, son of the local physician. As he grew up he craved adventure, and when he reached 18 an uncle was able to buy him a commission in the newly-formed New South Wales Corps, about to set out for Sydney. Piper arrived in the colony in February 1792, and in 1793 volunteered to go to Norfolk Island as part of the garrison there. On the island he began a liaison with Mary Ann Shears, the 14-year-old daughter of two convicts, but in 1794 he returned to Sydney. Then in 1795 he was promoted Lieutenant, and in 1797 went home to England on leave.

On his return to the colony in 1799, Piper very quickly became embroiled in the politics of the day. Aligning himself with the strong men of the NSW Corps, led by John Macarthur, he got into bad odour with Governor King, and was eventually court-martialled over his involvement in a duel. He was acquitted, and in 1804, after promotion to Captain, was sent to Norfolk Island again, this time as Acting Commandant. By contrast with many in that role, his rule was a mild one. By 1807 the British Government decided to abandon Norfolk Island, and it was left to Piper to carry out the withdrawal. It took two years to find new homes for the free settlers and move the remaining convicts back to Sydney.

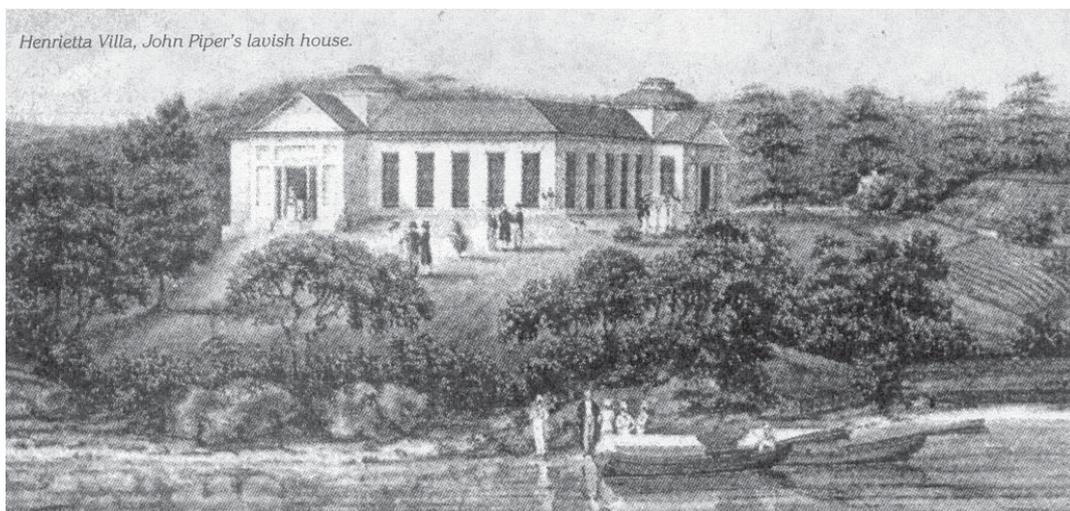
John Piper became very wealthy as ‘Naval officer’ collector of customs, harbourmaster and waterpolice chief. Irresponsible but charming, he built a great mansion and lived life on a grand scale.

John Piper – ‘Prince of Australia’ (cont)

When Piper had reached Norfolk Island in 1804, he had taken up again with Mary Ann Shears, and she bore him two children. Then they married, and when he returned to Sydney he took his family with him. Piper stayed with his Mary Ann for the rest of his life, and they had eleven more children. As Piper’s regiment was now returning to England, he followed in 1811, but looked to find a way to return to the colony, where he knew fortunes could be made and gentlemen could live a life of ease. He resigned his commission, and with the help of influential friends obtained the post of ‘Naval officer’ in Sydney, arriving back in 1814.

Piper had to collect harbour dues and wharfage duties, export duties, and taxes on spirits and tobacco. He had the power to inspect all arriving and departing ships for contraband and proper documentation, and in addition to his base salary he pocketed 5% of all the moneys he collected, as well as being in a good position to make further profits on his own cargoes and do favours for his friends. Within a few months his income exceeded all his expectation, and within a year he was a wealthy man.

Piper had moved into his official residence on the west side of Sydney Cove on his arrival, and it was there that his writing desk was demolished by a stray shot from the *Three Bees*, the only damage caused by that unlucky ship when she burned in the Cove and fired off all her guns in May 1814. But the ‘Captain’ – he retained his army rank, because it made him seem the equal of the ships’ masters he met – had more ambitious ideas about housing.



Henrietta Villa, John Piper’s lavish house

In 1816 he received a land grant of 190 acres on what is now Point Piper, and began a mansion there larger than any in the colony, costing the enormous sum of £10,000. It was built of stone, took six years to complete, and had one of the finest views in the world. The garden had ash, spruce, larch and fir trees from Scotland, and the house had a striking domed ballroom, as well as every luxury Europe could provide. It was rumoured that there were a hundred servants, gardeners and coachmen employed there. Some of these formed the core of his own orchestra, whose members doubled as the crew of his gig.

Certainly lavish dinners and balls were commonplace, and Piper had a number of elaborate coaches. He sent his carriages, or his boats if they preferred, to convey his guests to his dinners and balls. He was often referred to as ‘The Prince of Australia’.

For a time social and sporting life in the colony centred around Piper and his interests. He was a prominent supporter of aquatic sports as well as an owner and breeder of racehorses, and in 1818 challenged some visiting ships’ captains to a boat race.

Now Piper, in his role as Naval officer, had a gig rowed by four men which he used to meet ships as they arrived, before anyone else could get to them. This boat was probably faster than anything on the harbour, and he beat the captains over a course from Bradley’s Head to Sydney Cove, winning by 15 minutes and collecting a substantial cash prize. In his usual generous fashion, he donated much of this to the Benevolent Fund for the Relief of the Poor.

Piper now managed to ingratiate himself with Governor Macquarie and against the interests of the colonial aristocracy, many of them former officers of the NSW Corps, first in his social life, then by accepting the post of magistrate.

John Piper – ‘Prince of Australia’ (cont)

He did not, however, get completely offside with the Governor’s enemies, and when Macquarie was recalled, Piper was able to move easily back into their good graces. It helped, of course, that he was by now extremely wealthy and very lavish in his entertaining. He was also very generous, responding positively to all calls for assistance with money, jobs and help of all kinds, including those from his family in Scotland.

By 1825, Piper was Chairman of the board of the Bank of NSW, and member of every other worthwhile sporting, charitable and church organisation. He was close to Governor Brisbane, and enjoyed the friendship of all the leading families in the colony. But in 1826, when the more austere Governor Darling arrived, his world began to crumble. The Governor investigated the affairs of the Bank of New South Wales and the Naval officer’s department, and found disturbing evidence of mis-management in both.

Piper had lent money carelessly, and the books of both bank and department were in chaos. He commonly extended credit to his friends for the payment of duty when they imported goods, and was careless about collecting it. He had to account for Naval office collections only once a quarter, and used the funds for his own purposes in the interim.

He was, in effect, using the Naval office as a bank and running up a considerable overdraft. He had spent so lavishly and conducted the businesses so unthinkingly that he and they were close to bankruptcy.

He was in effect, using the Naval office as a bank and running up a considerable overdraft.

Piper was forced to resign from most of his posts when the Governor uncovered all this, but typically he delayed his resignation for another few months, selling off or mortgaging his properties to stave off bankruptcy and repay debts he owed to the Government.

There was a great deal of sympathy for Piper in the colony, because of his generosity and his eagerness always to please and the fact that he had clearly not acted dishonestly. Remarkably enough, he was kept on by Darling as Naval officer and when the office was reformed in 1827 he was even considered to be suitable for new post of Collector of Customs in charge of an enlarged organisation, but now on a fixed salary with no commission.

Better sense prevailed, however, and Piper was replaced as Naval officer.

Some days before this became public, Piper had a dinner for a few close friends, but in the middle of it left them to party on and was rowed away from his gig. When he passed through the Heads, he ordered the crew to play their instruments, and then jumped overboard. One of the crew dived after him. Piper was unconscious when they got him aboard and they quickly hurried back with him to his mansion. He recovered quickly from his immersion, but within weeks was forced into bankruptcy. His great empire had come crashing down.

Even then there was a great wave of sympathy for him and indignation at Darlings’ actions. The sale of Piper’s house and its contents, however, and the gradual revelation of his careless management of the posts he held began to see his supporters diminish and the number of his detractors – many of them owed money because of him – grow.

Piper retired with his family to a small property near Bathurst, built a house there and began to take an interest in local affairs. It is intriguing that Governor Darling visited Piper there as soon as the house was completed, indicating that some aspects of his reputation were intact. He was again appointed magistrate, and became an important member of the Bathurst community.

By 1838, however, storm clouds gathered again. Drought and depression added to Piper’s continuing lack of attention to financial matters, and he had to sell his house and farm, buying a smaller property with funds held in trust for his wife and their children.

John Piper died at his Bathurst property in June 1851, aged 78 years. His wife continued to live there until her death twenty years later. Their deaths evoked little interest; they had outlived their time. The days of the ‘Prince of Australia’ had long passed and the man who unwittingly began Australia’s customs service and Sydney’s Australia Day Regatta retreated into an obscure corner of our history.

Remember the Bathurst Squadrons (3B's, DVS, OBESE)

Neil Bennett

Some of the older members of the Bathurst Soaring Club will remember the 3B squadron and its members. Even less will remember, or were sober enough to remember, how the whole squadron thing started.

Well the picture of the primary in last Thermal got me thinking about all the bar talk some of us younger members used to be subjected to until one night Jason (now known as Yoda in hang gliding circles, not because he is wise, but because he has a

bald head with big ears), Dave (Dave Meredith) and Neil Bennett (K1), and not to forget Angus Miller (Gus) who attempted to keep pace but never got to within a couple of tinnies of target and has since drifted off to fly jumbo's or some other smelly thing.

One drunken morning – I think after being asked to leave the clubs 25th party and giving Sarge some spin checks (refer Armin) – Armin, Sarge, Eric, Deadman, Sweeny, and company were doing their usual rooster crowing (all chook no feathers) around the bar, talking about how good they were. The conversation regressed until one of the three (3B's) declared that his grandmother – in a Pawnee with the prop removed– could fly further than all of them BEFORE BREAKFAST. Meanwhile one of the other 3B's suggesting that it would be better for these guys at their delicate age to start drinking at the milk bar down the road.

Armin, slamming a clenched fist on the bar, decided it was time to gang up on this young threat to their manhood, wives and reputations. They called them selves the Diamond Valley Squadron (Diamond Valley Wonkers) and the OBESE squadron, lead by Neil Fisher and Tom Gilbert (The OBESE Squadron never really got off the ground though).

We named ourselves the 3B's Squadron (badges before breakfast) after Grandma Bennett's Pawnee exploits. Our code was simple: it is good to outland; always take the first launch; be the last to come home; and never, never join a thermal with a DVS (guaranteed to be weak).

It wasn't long before Dave in his Jantar, Jason in his Cirrus, and Neil in the Kestrel got pretty good while the DVS were still flying down the 'valley of dreaded sink' or having problems with their instruments, water ballast or anything else they could think of, to delay launching.

Dave was one of the first to fly his Jantar over 600km out of Pipers (check the xcountry book). Neil flew the IS28 around 500km, again out of Pipers (check the book). Jason got married (not in the book).

There were quite a few other firsts (not in the book) – they can't be printed (mostly Jason's). There is the bendy bit in the middle of the club house poker (sorry Colin) – that was Gus's home brew. The photo of Armin's LS4 on the clubhouse wall (you haven't been telling them that was you, have you, Armin?).

Jason moved to Queensland and took up hang gliding for more of a challenge (currently ranked 14 in Australia). Dave moved to Victoria (he heard the pilots were faster down there). Neil moved to Gulgong to fly the primary (closest he could get to Grandma's Pawnee).

The moral to this story (I'd better shut up before I sound like a DVS) is don't take too much notice of the rooster talk around the bar, be proud of outlanding, don't thermal just above the stall, take the first launch, be the last to come home, never take a DVS thermal and seriously kick those old farts butts.



Maintenance Page

Peter Newcomb

Tyres Again!

Tyre pressures MUST be checked at each Daily Inspection, even if the tyre looks properly inflated. Low pressure in an aircraft tyre can be dangerous. The tyre pressures for the particular aircraft can be found written on the back cover of the Maintenance Release for that aircraft.

Form 2 Inspectors Needed!

The club is losing its maintenance members able to work on club aircraft faster than they are being replaced. The following Form 2 inspectors are no longer available because they have left the club, or are now working on their own aircraft (such as the DG500M), or are maintaining the Pawnees:

Ron Ballard, Joe Brown, Lloyd Bungey, John Carr, Reg Chasney, Peter Heath, Frank Popovsky, Rudi Salter, Gary Webster, Ken Wyld.

When Jim Cuthel, who is rarely available, and Graham Spoor, who does our instruments, are removed from the list, those available are:

Chris Bennett, Paul Drew, Graham Horsnell, Alan McGown, Aaron Stroop, Bill Tugnett.

Engineering Course 2002 at Piper's

Len Diekman is scheduled to hold a week-long glider engineering course at Piper's this year. It starts on Sunday 17th November and finishes on Saturday 23rd November.

Expressions of interest should be sent to Len in writing giving the following information about yourself:

Name
Address
Telephone number
Gliding club

**This written information should be sent to:
Len Diekman 14 Fitzroy Street, Killara NSW 2071**

For information updates,
please contact Peter Newcomb



BSC Charges

At the June 2000 Committee meeting we agreed the charges to be applicable from the 1st July 2000. We have already decided that our charges will be GST inclusive (so that Duty pilots will not have to calculate and add 10% to the current charges). When Paul receives the weekend's flight sheets, to determine the GST liability, he will only have to take 1/11th of the total receipts.

Flying charges effective 1st November, 2001 (GST inclusive)

Glider Hire								Tug Towing							
ASK13, IS28B2, Puchacz, Junior (Standard) \$30/hr or \$0.50 /min								Launches = \$12.00 + \$0.60 per 100ft to 6200 QNH							
Libelle \$21/hr or \$0.35 /min								*above 6200ft a cost of 60c per 100ft applies							
DG300 \$36/hr or \$0.60 /min								— based on altimeter setting of 2200ft QNH at Piper's							
Min.	Standard	Libelle	DG300	Min.	Standard	Libelle	DG300	Min.	Standard	Libelle	DG300	Altitude \$	Altitude \$		
1	\$0.50	\$0.35	\$0.60	21	\$10.50	\$7.35	\$12.60	41	\$20.50	\$14.35	\$24.60	2300	\$12.60	4300	\$24.60
2	\$1.00	\$0.70	\$1.20	22	\$11.00	\$7.70	\$13.20	42	\$21.00	\$14.70	\$25.20	2400	\$13.20	4400	\$25.20
3	\$1.50	\$1.05	\$1.80	23	\$11.50	\$8.05	\$13.80	43	\$21.50	\$15.05	\$25.80	2500	\$13.80	4500	\$25.80
4	\$2.00	\$1.40	\$2.40	24	\$12.00	\$8.40	\$14.40	44	\$22.00	\$15.40	\$26.40	2600	\$14.40	4600	\$26.40
5	\$2.50	\$1.75	\$3.00	25	\$12.50	\$8.75	\$15.00	45	\$22.50	\$15.75	\$27.00	2700	\$15.00	4700	\$27.00
6	\$3.00	\$2.10	\$3.60	26	\$13.00	\$9.10	\$15.60	46	\$23.00	\$16.10	\$27.60	2800	\$15.60	4800	\$27.60
7	\$3.50	\$2.45	\$4.20	27	\$13.50	\$9.45	\$16.20	47	\$23.50	\$16.45	\$28.20	2900	\$16.20	4900	\$28.20
8	\$4.00	\$2.80	\$4.80	28	\$14.00	\$9.80	\$16.80	48	\$24.00	\$16.80	\$28.80	3000	\$16.80	5000	\$28.80
9	\$4.50	\$3.15	\$5.40	29	\$14.50	\$10.15	\$17.40	49	\$24.50	\$17.15	\$29.40	3100	\$17.40	5100	\$29.40
10	\$5.00	\$3.50	\$6.00	30	\$15.00	\$10.50	\$18.00	50	\$25.00	\$17.50	\$30.00	3200	\$18.00	5200	\$30.00
11	\$5.50	\$3.85	\$6.60	31	\$15.50	\$10.85	\$18.60	51	\$25.50	\$17.85	\$30.60	3300	\$18.60	5300	\$30.60
12	\$6.00	\$4.20	\$7.20	32	\$16.00	\$11.20	\$19.20	52	\$26.00	\$18.20	\$31.20	3400	\$19.20	5400	\$31.20
13	\$6.50	\$4.55	\$7.80	33	\$16.50	\$11.55	\$19.80	53	\$26.50	\$18.55	\$31.80	3500	\$19.80	5500	\$31.80
14	\$7.00	\$4.90	\$8.40	34	\$17.00	\$11.90	\$20.40	54	\$27.00	\$18.90	\$32.40	3600	\$20.40	5600	\$32.40
15	\$7.50	\$5.25	\$9.00	35	\$17.50	\$12.25	\$21.00	55	\$27.50	\$19.25	\$33.00	3700	\$21.00	5700	\$33.00
16	\$8.00	\$5.60	\$9.60	36	\$18.00	\$12.60	\$21.60	56	\$28.00	\$19.60	\$33.60	3800	\$21.60	5800	\$33.60
17	\$8.50	\$5.95	\$10.20	37	\$18.50	\$12.95	\$22.20	57	\$28.50	\$19.95	\$34.20	3900	\$22.20	5900	\$34.20
18	\$9.00	\$6.30	\$10.80	38	\$19.00	\$13.30	\$22.80	58	\$29.00	\$20.30	\$34.80	4000	\$22.80	6000	\$34.80
19	\$9.50	\$6.65	\$11.40	39	\$19.50	\$13.65	\$23.40	59	\$29.50	\$20.65	\$35.40	4100	\$23.40	6100	\$35.40
20	\$10.00	\$7.00	\$12.00	40	\$20.00	\$14.00	\$24.00	60	\$30.00	\$21.00	\$36.00	4200	\$24.00	6200	\$36.00

Passenger Flights

Walk-in passengers: \$66.00 + \$5.00 temporary GFA membership = **\$71.00**
Friends of members IN ATTENDANCE at Pipers: Club rates + Airfield Levy

Movement Charge: \$2.50 per takeoff for ALL gliders
 except Club 2 seaters

Piper's Airfield Levy \$2.20 per person per day/\$4.40 per family per day,
 EVERYBODY at the field must pay to support clubhouse amenities
 Other Gliders: \$77 per day weekends, \$60 per day weekdays

Glider Hire: \$500 deposit required
 DG300: \$100 per day weekends, \$77 per day weekdays

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 + \$99.95 GFA subs
Family Student Member: joining fee \$0, annual subs \$82.50 + \$66.28 GFA subs
Trial Membership: 3 months + 5 flights + Logbook - \$275.00

Booked X-Country Flights: No glider charge over 4 hours

Log books: in bar \$5

Tug Outside Hire: Dry hire: \$143 per hr tacho time, ferry and onsite
 Air Training Corps/Air League: \$115.50 per hr dry

Basic Gliding Knowledge: \$25 — contact Peter Bowring

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

Tug Pilot Training: per Peter Hanneman: \$600 per course
 Unrestricted Tug rating training: \$180 per hour

Aerotow Retrieves of Outlandings: Tacho time @ \$165 per hr plus
 \$9.00 landing fees at Raglan, Spring Hill & other aerodromes

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.

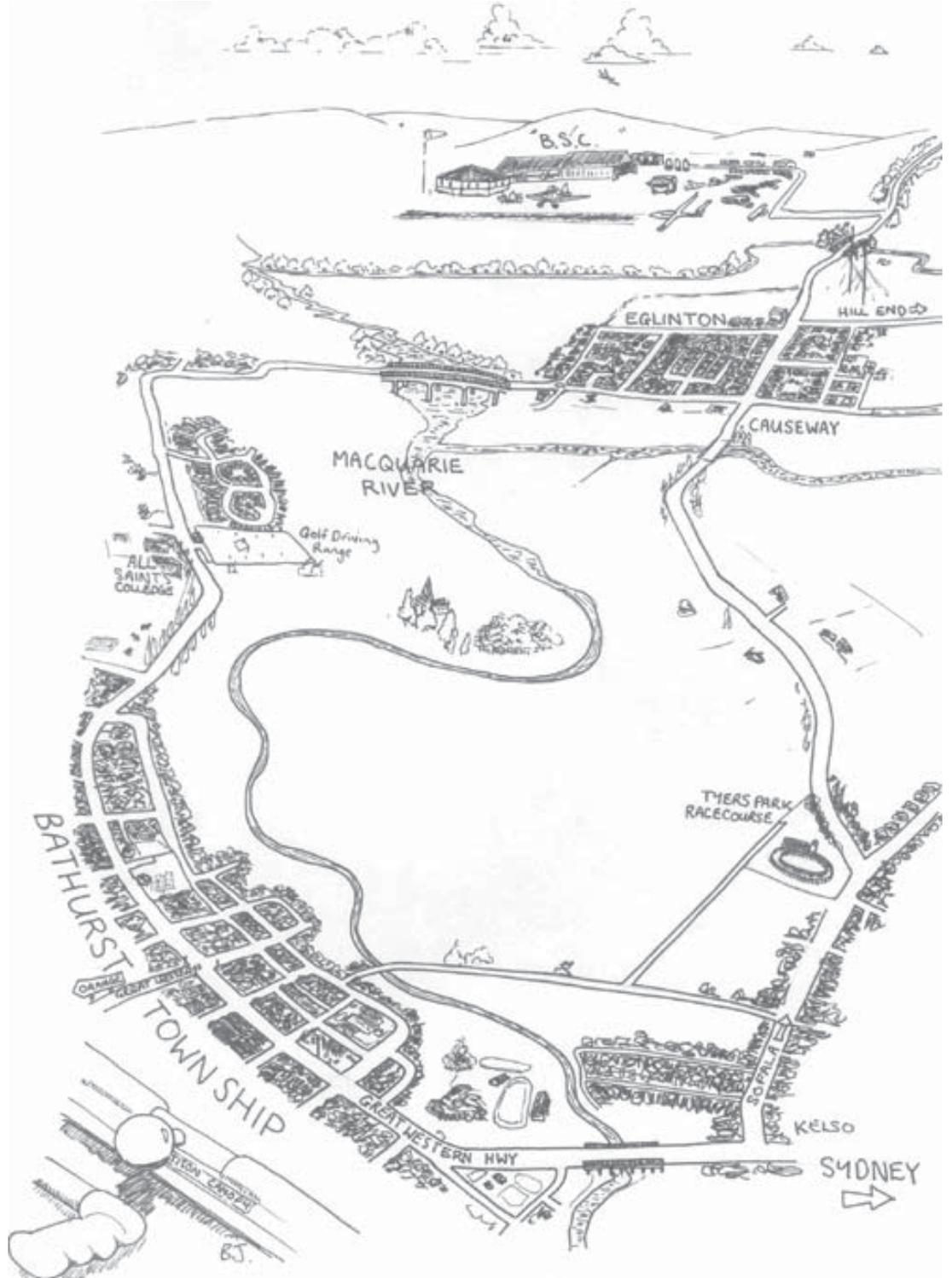
Whenever you find you need to swap a date:

- > 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 Web site. 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 phone.
- > Phone and notify the changed schedules to the Senior Duty Pilots of the weekends concerned and also to Leigh Youdale – e-mail 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'.

October	Senior Duty Pilot	Assistant	Assistant
5, 6 & 7	John Leonard	Rod Wellington	Peter Bissell
12 & 13	Richard Bull	Tim Galvin	Jenny Friedman
19 & 20	Dode Bakic	Janine Humphrey	Sean Young
27 & 28	Peter Edkins	Don Gray	Tony Brownscombe
November	Senior Duty Pilot	Assistant	Assistant
2 & 3	Axel Chagnot	Peter Fielder	Graham Cant
9 & 10	Bob McDonald	Chris Hacket	Paul Turner
16 & 17	John Latinovic	Col Turner	Kirsty Bennett
23 & 24	Peter Gore	Chris Pappas	Michael Cole
30 & 1 Dec	Bob Edwards	Neville Page	Chris Manchester
December	Senior Duty Pilot	Assistant	Assistant
7 & 8	Richard Spruge	Jim Cuthel	Sandra Mainguard
14 & 15	Kathleen Kruger	Graham Horsnell	Stephen Bennett
21 & 22	Ed Marel	Ralph Millet	John Murray
28 & 29	Christmas camp	Self organised	

Map

Piper's Airfield
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www.bathurstsoaring.org.au



Map drawn by Bjorn Rudgley (BJ)