

Thermal

The Official Newsletter of Bathurst Soaring Club



Summer 2016-2017



Virgin flight, virgin runway

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Editor: Charles Durham • Graphic Design: Kathleen Mason • Thank you to all contributors

From the Editor



Reflecting back on the summer it would be easy to think we have had a raw deal with the weather but it has actually been a very good season. It was simply a case of being in the “right place at the right time.” At West Wyalong we were met with very challenging conditions and lost quite a few days due to rain or poor conditions, similar reports came from Temora. Back at Pipers however reports came to us of fantastic conditions with many big flights including Matthew Scutter flying over 1000km twice in one month. As it happens when we were at West Wyalong there was excellent soaring to be had, we were just on the wrong side of the trough line. For most of us our cross country flying consisted of low blue days, however the few cross country kilometres I racked up were some of the most challenging flights I have ever done and I feel I earned every one of them.

There have been a few changes around Pipers over the last few months as the crop on the western side of the field has been baled into hay and runway 08/26 returned to us. The hay

will be sold with 50% of the income going back into the club as profit and the cross strip is now operational. Runway 08/26 is a working progress and Peter Edkins, Adrian Clout and I will be working over the winter to improve the condition of all of our runways.

BSC member Matthew Scutter has been at it again, this time at the 34th FAI world championships held at Benalla during January. The competitors experienced very weak and challenging conditions, and disaster struck when Australian pilot Stephen O'Donnell was involved in a mid air collision. Thankfully both pilots involved were able to bail out successfully. By competitions end Matthew Scutter came 12th in the 15 meter class flying a Ventus 2a.

Charles Durham

From the President

Armin Kruger

It's been 5 months since the AGM, so probably a good time to provide a report on where we are.

We've planned and had our usual Xctry events. These have not produced any great flying feats or records but on a plus side for the farmers, we produced some record rain.

I think the Xmas camp was blessed with the best weather, Temora had a few good days in the second week and West Wyalong was on the wrong side of a trough that covered much of Australia from WA to the east coast.

The day our WW camp finished, Matthew Scutter flew a 1100k task out of Pipers - well done Matt on yet another 1000k.

In between these camps Benalla hosted the World Comps, first time since 1987, and BSC member Matthew Scutter contested the 15 metre class in mostly difficult conditions. I'm sure his family and friends are very proud of him as we are at BSC.

Matthew is taking a break from gliding and comps by the sound of it whilst he tours around Europe - a delayed gap year?

In November, we also hosted the 2016 State Comps at Narromine which were hotly contested in a mixture of conditions that unfortunately resulted in 2 club based gliders being seriously damaged whilst outlanding. Luckily both pilots received only minor injuries.

We're very fortunate to have members (Bryan Hayhow and Graeme Cant etc) willing and capable of running these events, which uphold BSC's good reputation.

We've just completed our first ab-initio course for the year and a very happy Judy Shaw conducted her first solo flight in a glider - well done Judy.

Our next ab-initio course is expected to be conducted around mid-October so please get the word out.

Putting the recent weather aside it's not all bad news, we do eat well at Pipers.

The meals provided at the AGM dinner and the Christmas party were just amazing and I must extend our appreciation to Dominique Brassier, Bevan Czarnecki (Josh's dad), Franco Spataro, John Patterson and the many others who assisted in making these nights the memorable events they were, and also a big thankyou to Col Turner for sharing his knowledge of the club's history.

Once again, Julie Lentle made the kiddies Xmas party a lot of fun for the kids - thanks and well done Julie and I hope you're ready for the next one.

More events are on the drawing board so watch this space.

Paul Mander has hosted numerous (well attended) Xctry discussion events and at the same time has kept Charles and myself busy in the kitchen providing curries - we plan to continue these events.



You may have seen we have placed our DG300 (HDZ) on the market. There is nothing wrong with HDZ, however in our review and planning discussions, the committee has decided, based on usage, we do not need 7 gliders in the club fleet. This glider is in good condition and is available for sale with a good trailer and instrumentation, and we hope someone in the club will become the new owner.

Whilst on aircraft, we're considering a re-fresh of the K13 to be conducted at Pipers with the support of club members.

The Orion and K21 will be sent away soon for their 3000 hour inspections - we expect they'll each be away for 4-6 weeks depending on the level of work needed.

Normal/minor maintenance and inspections continue to be done in-house by a growing team of club enthusiasts that include Len Diekman, Phil Jones, Bill Tugnett, Adrian Clout, Graeme Cant, Aaron Stroop, Peter Edkins and numerous others, and please accept my apologies for any names I've omitted.

Charles Durham stays busy assisting Peter Edkins and also using his farming skills, improving the grassed areas and in particular

the new 08/26 runway from where he's also selling hay which makes few extra dollars for the club.

Your committee is currently looking at long-term plans and ideas - not just our aircraft needs (which we believe are well served at present), but also the club as a whole including the condition of our assets. In particular, our clubhouse is showing its age and lack of TLC over the years so we're planning on a clubhouse face-lift.

Several ideas have already been thrown in the ring and we encourage everyone to forward ideas and suggestions to the committee, in writing.

Bear in mind we'll have limited budget so be reasonable. We will minimise the outsourcing of work to keep the costs under control, so the more helpers we have, the better the face-lift.

The club is in good shape and in good hands, and I'm looking forward to huge support for the clubhouse face-lift - see you there...



An Interesting Day

Paul Mander

Friday 10th February, BSC's West Wyalong camp. The last day, with intense heat and wind, and a plan to pack up early next morning.

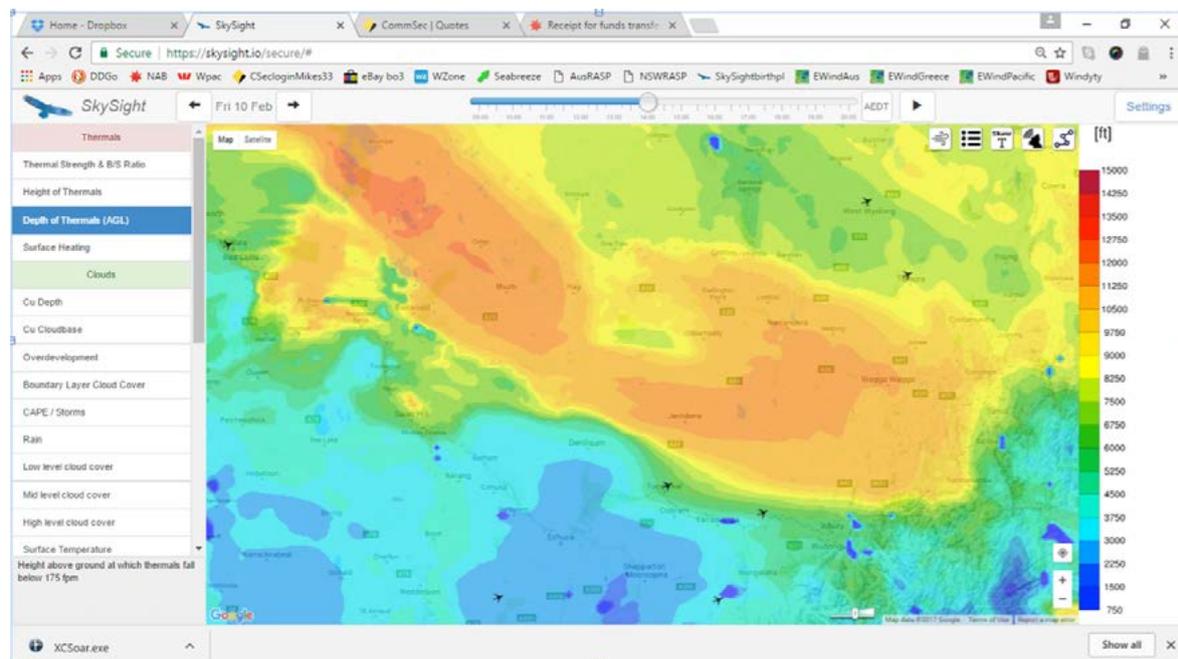
Ed Marel was our met man for the week, delivering excellent forecasts using all available resources such as BOM, XCSkies, RASP and the new tool, SkySight. Ed did a great job of bringing diverse information together and presenting it in a comprehensible way. It was

interesting to see the divergence between the three glider-oriented tools, and to try to see which one was giving the best prediction.

It all came together on Friday.

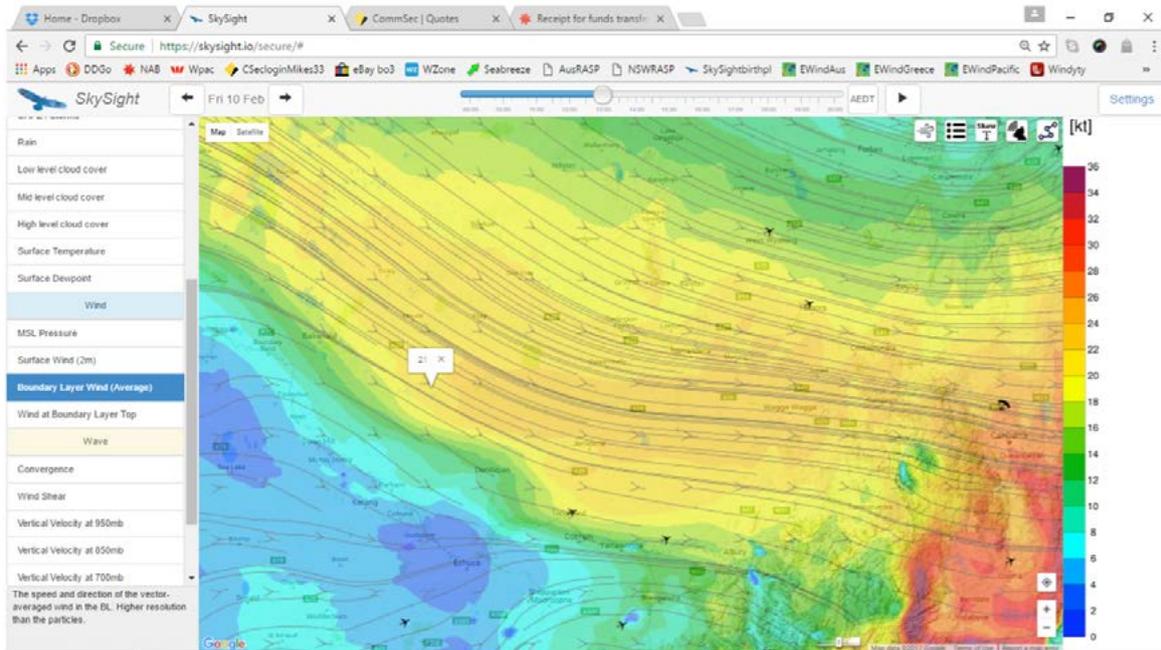
XCSkies and RASP were both predicting mediocre conditions despite the intense heat. But as can be seen below, SkySight looked interesting and potentially exciting albeit with fairly strong North Westerly winds.

Depth of Convection (AGL) at 15:00



A feature of this picture is the remarkably sharp Southern edge to the zone of convection, together with the band of strong lift predicted just to the North of that edge. That pattern was reflected in the wind forecast.

Wind Averaged through the Convection Layer. See 21 Kt flag



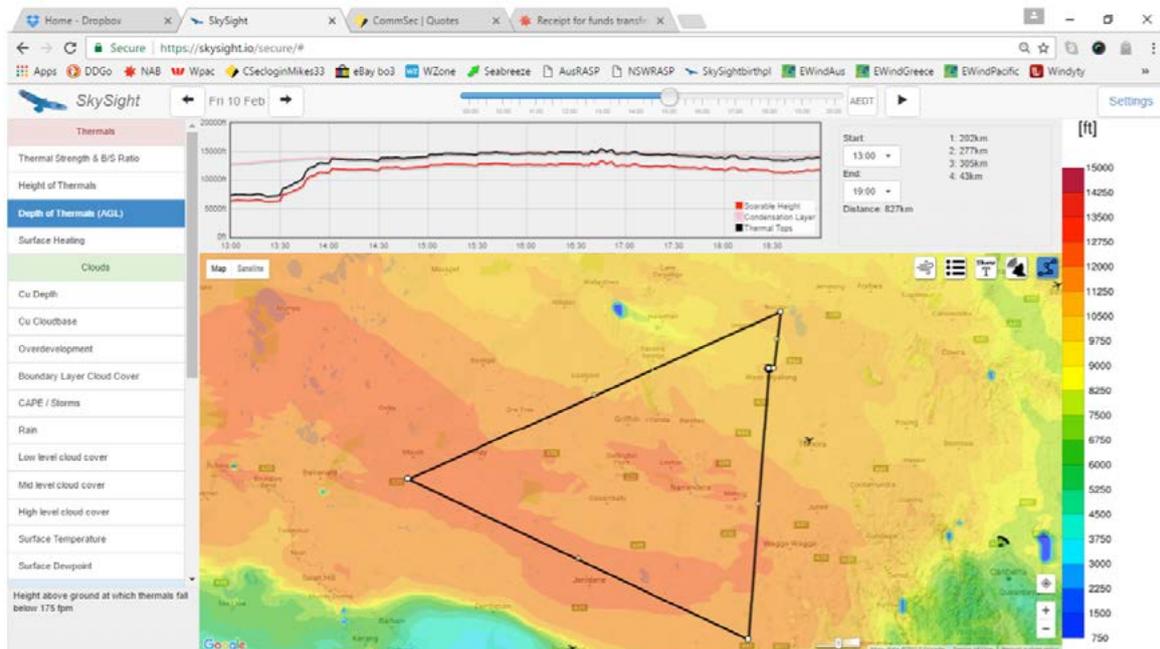
I had already developed a healthy respect for Matthew's work on SkySight, so I decided to go with its prediction. I planned to go South initially, which would take me across the wind in the early part of the day. It would then put me into the strong lift running WNW, which would counteract the strong winds during the middle phase, and give me a tail-wind component for the final stages where it could well be disintegrating.

Look below, and you will see the intended flight superimposed on the picture of convection depth, with a cross-section of the expected lift height against time. It shows a slow start to the day, when I would be flying cross-wind, then very good heights for the remainder. An encouraging aspect of the picture is the absence of any early cut-off.

You can also see that there were going to be high clouds in the better part of the day.

This ability to place the intended flight path onto the display of whatever parameter you're looking at, in a user-friendly way, is a great feature of SkySight.

Planned Flight Profile



And so, a somewhat late take-off at a bit after 13:00, with a climb straight to... 4000ft. And so it went for the first leg, flying cautiously to the South, cross-wind in the blue, managing not to get blown too far down-wind of track, exploring every opportunity to climb. It was very hot, hazy and windy.

Passing Coolamon at about 5000ft, I could see the first faint signs of cumulus to the South. By the time I was passing Wagga the structure of the whole system started to become evident, and it looked as though I could intersect the convergence if I went South to the Murray; except that to continue that far without diverging from my track, in which I had a substantial investment by this time, would take me into Albury airspace. Squinting through the haze, then at my map, I felt that if I continued to Culcairn then things should line up, and that's how it worked out. Well before I got to Culcairn I was flying under scattered Cu, and conditions were improving.

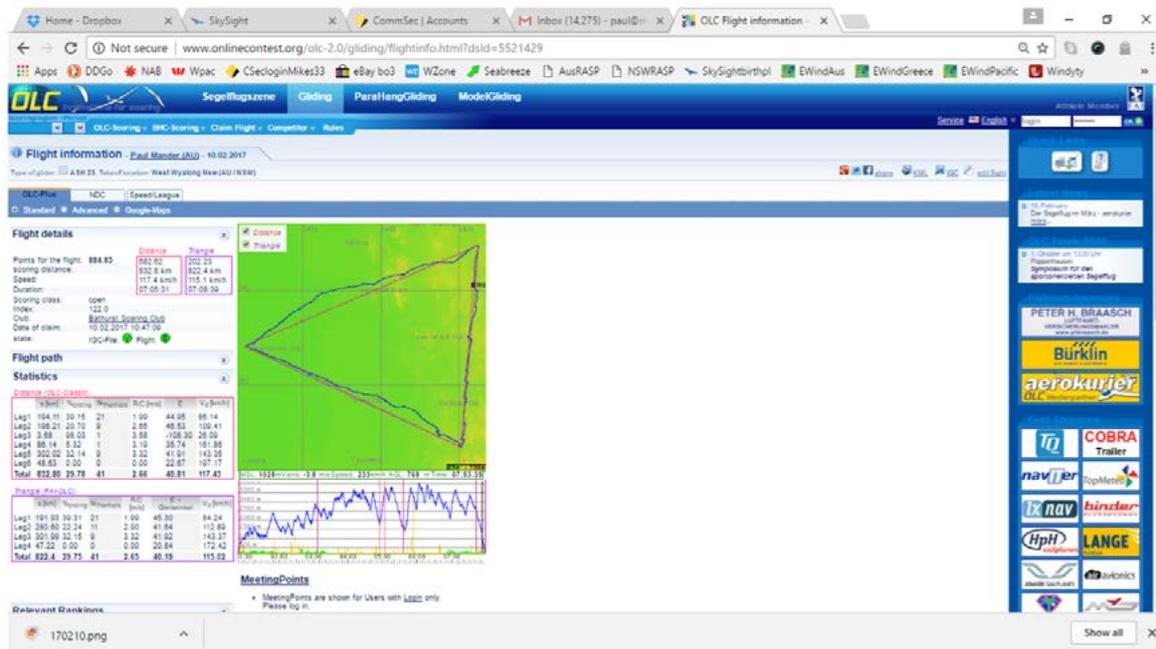
The convergence was interesting. Just as in the picture from SkySight, there was a sharp delineation along its Southern edge, in contrast to its Northern edge which was diffuse and characterised by scattered cloud. As I turned at Culcairn for the Westerly leg, things lined up pretty well and I didn't have to detour far to

intersect the Southern edge of the system. Here it became very rewarding, steady 6-9kt climbs to 10,000ft, and long glides into the strong wind with 40-50kms between climbs. At some stages I was able to climb straight ahead whilst maintaining 80-90kt cruising speeds.

Others who had flown South, but not so far, reported good climbs under the Cu but nothing as structured as I was experiencing.

From there on it was simply a very enjoyable flight. I was carrying oxygen so that I suffered no altitude effects, no fatigue or headache. I had packed provisions and plenty of water so I dined in splendour at 11,000ft. Despite 20kt headwinds, I made good time along the convergence towards my goal which had been Maude but which I changed to Ravensworth to follow the line of the lift. Thanks to the situational awareness that XCSOar provides, I comfortably glided to Ravensworth and arrived deliberately at one of my low points, around 4500ft, so that my next climb had the wind behind me. Also, by watching the ETA info box in XCSOar, I was able to monitor my progress and remain confident that I would get back to West Wyalong before dark.

The OLC Trace



Passing Rankin Springs it looked as though the clouds were losing their previous vigour, so I decided to get high and try to stay there. It paid off; the sky from Condobolin onwards was becoming slightly ragged but because I had started with plenty of height I was able to cover big distances and thereby be choosy about the climbs that I took. There was a lot of decaying rubbish, but there were still some good thermals to be found.

The flight took me West of Hay, into country that I had never flown over before. And never before had a convergence lined up so perfectly for a complete leg of a task. It was a wonderful experience.

The OLC scored me at 832.8km over 7:05:31. It was a long day but very satisfying.

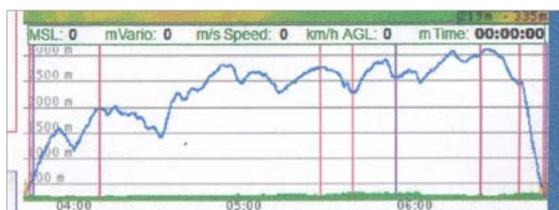
Oh what fun it is to ride the wave!

Dominique Brassier & George Marbot

Bathurst Soaring Club's West Wyalong (WW) Camp (*), January 31st 2017, what a day to remember! For me, it was my best flight ever! And yet we did not go anywhere (this would be considered a disappointing day indeed for any seasoned cross-country glider pilot whose only desire is to clock up the kilometres). In fact the furthest we went from WW was probably 20 km spending most of the afternoon less than 10 km away (refer to trace on OLC). And Yet, I had the best time!

I embarked with George Marbot, who had gallantly agreed to take me flying with him in the Duo Discuss for the second day running (my second ever flight in the Duo Discuss). Thank you George. I left without expectation, only happy to have another chance to get used to the Duo and fly it.

We started with a fairly high launch at 4,600 feet, but struggled for a while as 40 minutes later we were still at the same altitude. George was not finding it very amusing to be stuck in the heat at 4,000 to 5,000 feet but still we tried to remain airborne hoping for a thermal



From past experience, George could recall getting some lift near the piggery North West of WW so we gave it a try. There was a wisp of moisture in the air and George also noticed that the airflow was getting stronger from around 15 knots to 18 knots and thought there could be some wave. Our battery power was playing up and the Cambridge instrument kept switching off but, as we got higher, I noticed the wind reading on my XCsoar got up to 30 knots. George thought there could definitely be a shear wave up there due to the weather changes and increasing wind speed and he was right! We did get some lift off the piggery climbing above 8,000 feet. Pushing forward on the cloud base, the air got smoother, we encountered a little lift. Some 300 feet in front of cloud base,



we got increased lift, and, a short time later, we encountered the wave.

The view was great, we were above the clouds. Needless to say that with a grand total of 130 hours in a glider this was my first real long flight and certainly my first shear wave flight over flat land.

What a smooth steady climb, ridge soaring the windward side of the cloud, pushing forward some 1000 m windward, getting some 2,3,5, 6 knots lift. So George patiently showed me how to "ride" the wave on the sides of the clouds. He handed me the controls and I had a go, getting the hang of it and loving it! I did not care we did not go anywhere, I felt like a kid playing in the surf! Without effort we stayed between 8,000 and 10,000 feet, for hours, trying the edges of clouds: "Oh let's try this one George and this one... and this one, please...". Eventually, it developed into a street toward Lake Cowal where we even reached briefly 10,200 feet and by then George had to admit he was sharing my excitement.

Sadly, after two hours of wave “riding”, I think George wanted to go home probably feeling a bit thirsty: it was getting close to beer o’clock after all, almost 6 in the afternoon! So, sadly we decided to land! I would happily have stayed up there until the day had shut down though! The flight was not over! We had a hard time on the way back because even increasing the speed to 100 knots with the nose pointing down we were still climbing: incredible!

Air brakes to the rescue, big time. We finally landed, George got his beer. Everyone was happy, especially me after a fantastic day in the clouds. MERCI ENCORE GEORGE.

(* Armin Kruger organises a Cross Country camp every year at WW for Bathurst Soaring Club members (thanks Armin)



(Fairly) Big Friday: Friday 10 February 2017

Ed Marel

Unfortunately the weather had not been very rewarding for glider pilots at this year's West Wyalong camp in February, which unfortunately made it a match for this year's Temora camp in January.

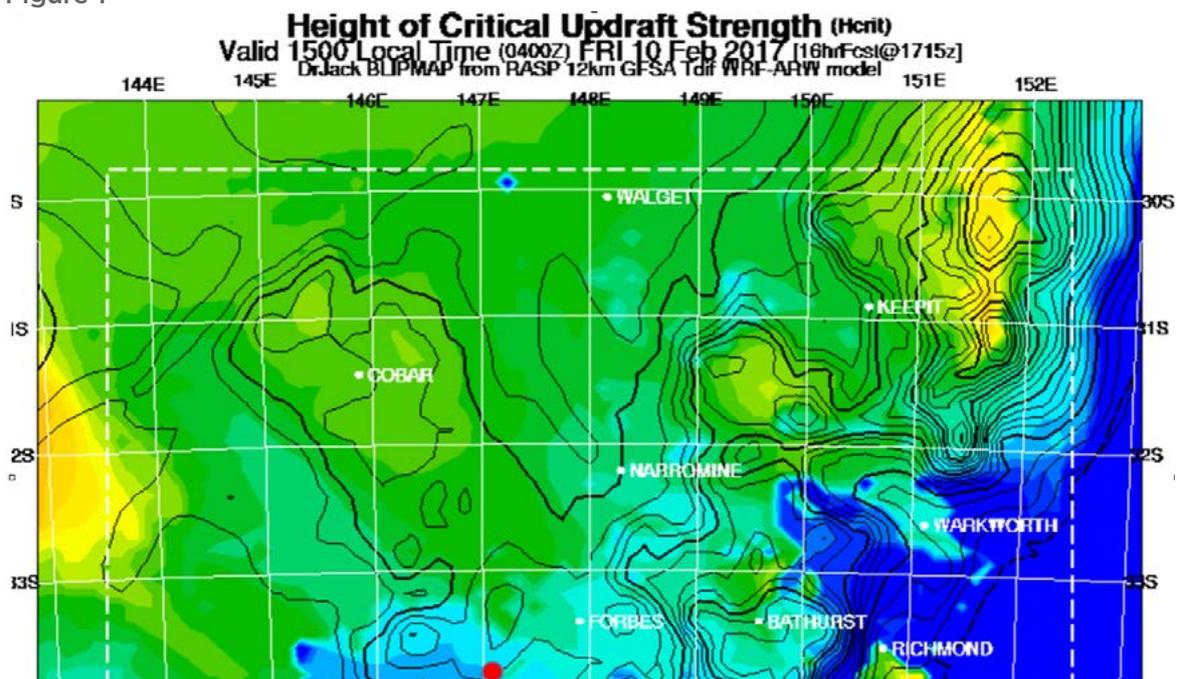
I arrived on Wednesday 1st February and over the next week flew only every second day, with mainly short, low, blue and scratchy flights. For day after day we had similar weather, with a broad low in central Australia streaming high cloud down from the North West and a series of stalled troughs.

Finally the high cloud cleared and the trough shifted for the last two days, Thursday 9th and Friday 10th.

Friday 10th was the last day of the camp and as it approached the daily temperatures were climbing, which was encouraging, but at the same time the airmass was heating up so that the temperature required to produce thermals was also rising. Maximum temp Thursday was 42° with 45° predicted for Friday.

All week we had been looking at the gliding weather forecasts from Blipmaps, XC Skies and SkySight, the new Google Maps based subscription program created by BSC member (and World Juniors Champion) Matthew Scutter. Often these forecasts would vary by a fair degree between them but none of us had ever seen such a huge discrepancy between the forecasts as we did for Friday 10th.

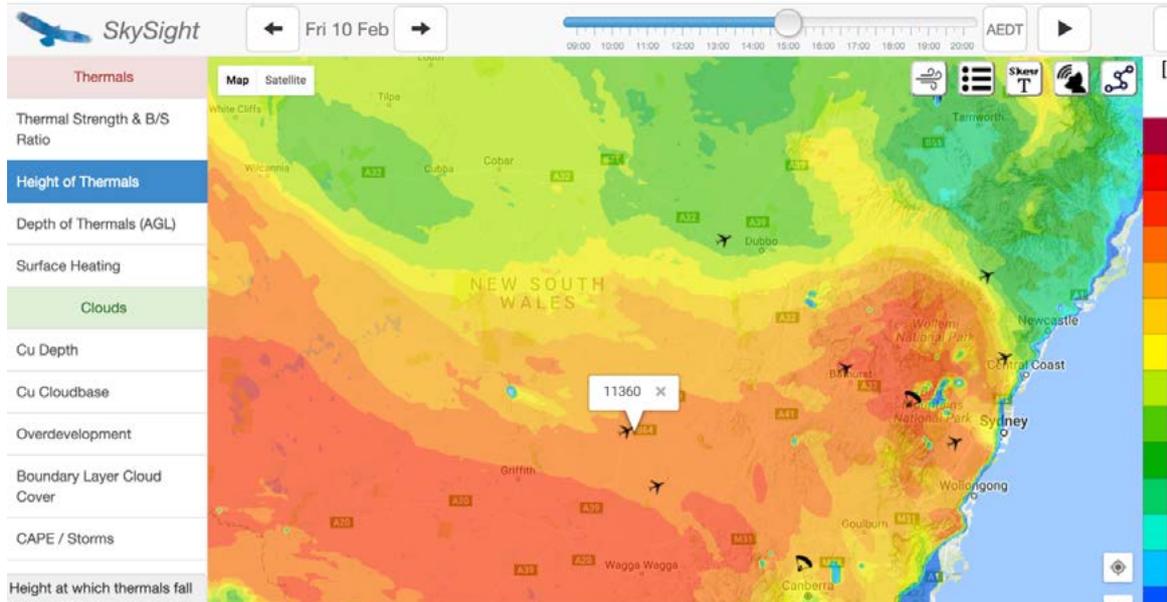
Figure 1



The Blipmaps predicted a late start, a blue day with thermal heights around West Wyalong reaching only 4,000ft, slightly better to the North (Narromine) where the height could be 5,000 or 6,000 (Fig 1).

Figure 2

SS Height: 1500

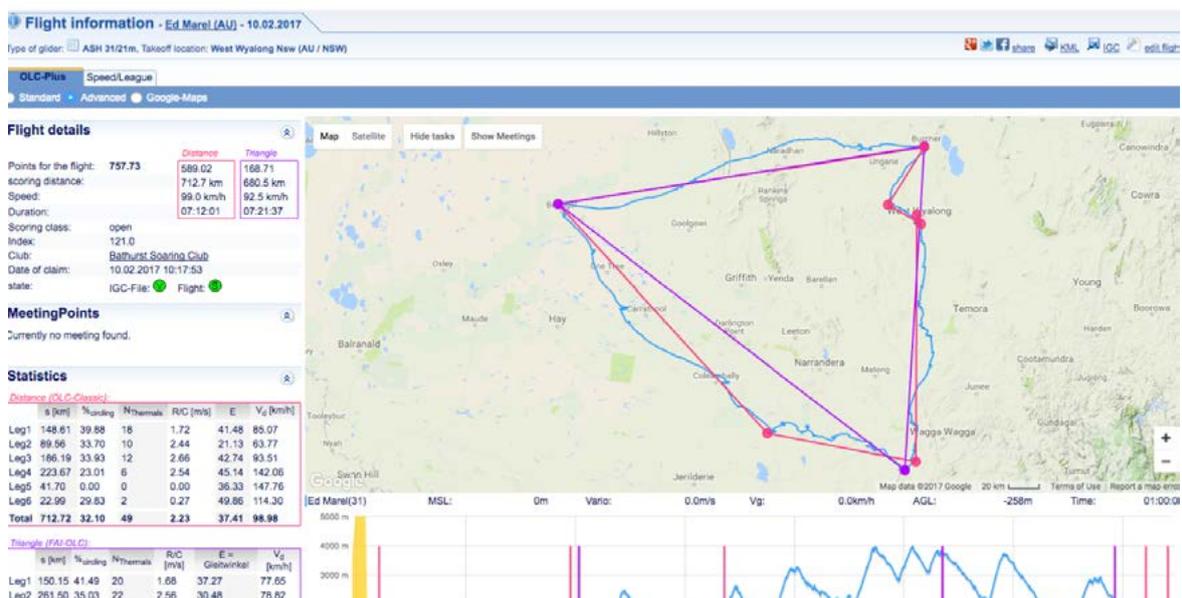


XC Skies and SkySight both predicted 10,000 to 11,000ft around west Wyalong with even better conditions to the South, cumulus at 12,000 to 13,000ft (Fig 2).

I flew The Rock, Boologal Burcher for a total of 713km (Fig3), it was very nice and cool (about 12°) at 12,000ft, but I only had these great conditions for the second half of the flight.

Figure 3

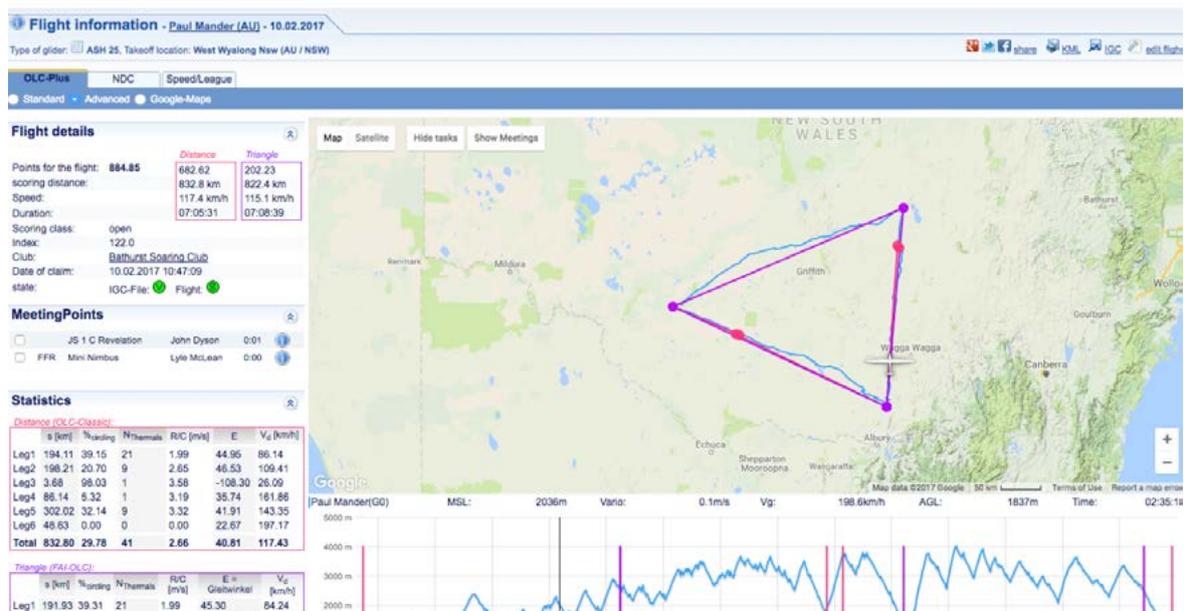
E Marel 10 Feb 713 km



Paul Mander recognized the cumulus forming a bit further South and went down to Culcairn where he contacted the first clouds and followed them West to Maude (West of Hay), his planned turn point. He then had a better line of cloud to Burcher and finished the day with 833km (and much more time at height, and much better speed) (Fig 4).

Figure 4

P Mander 10 Feb 833 km



It is an important principle in weather forecasting that we always choose the forecast which we like best. And on this day the contest between the weather forecasting engines had clear winners.

Then the next day, Saturday 11th, while we all derigged and drove home Matthew Scutter flew yet another (his 3rd or 4th) 1,000km flight out of Pipers, in what he described as "Fairly straightforward weather", Pipers Oberon, Cobar and back.

If you are interested in having a look at SkySight there is a free trial period available, see <https://skysight.io>.

Westward Ho!

Catherine Fitzsimons

As a novice (pre-solo!) glider pilot and new (read primarily social) member of the Bathurst Soaring Club, I had no more thought of attending a cross-country gliding camp than standing for Mayor in the next council elections! Cross-country gliding would be something only the seriously experienced might attempt; a gliding camp, something requiring rites of passage and only for seasoned terry-towelling hat wearers. Or so I thought. So when Charles Durham suggested I might like to come along, I thought he was after someone to serve pool-side drinks at the Ace Caravan Park, welcoming home the pilots lucky enough not to have landed out that day. Not wanting to strain the friendship, I mumbled something about giving the matter some thought. Before I knew it, I was signed up and committed to sharing the Orion with him for at least part of the camp.

Given my gliding experience at that stage consisted of maybe half-a-dozen launches (dual!), most of which were in conditions resulting in no height gain after release, I was struggling to understand how we were going to spend multiple minutes, let alone hours, aloft in a glider. I packed several good books, just in case. I also pleaded other work commitments and pruned my planned time at West Wyalong to just a few days.

I never opened the books. The daily rhythm at a gliding camp is the perfect antidote to whatever job or life one leaves behind before heading west. From the morning briefing where stories from the previous day are exchanged and weather predictions are in turn scrutinised, analysed and then dumped, through the siesta-like, late morning period prior to the frenzied, hat-waving and rope-chasing activity of the launches, to the pre-twilight return of gliders graciously and silently pirouetting down like autumn leaves – the days have a pattern but no fixed schedule. You simply surrender to what the day brings without even the certainty of a cold beer and a feed at sunset if you happen to land out!

Somewhere through the first cross-country trip I shared with Charles in the Orion, I realised that I was completely hooked, and it wasn't the in-flight catering of water and scotch-finger biscuits! The perspective from aloft was magical, of course, but the challenge and excitement of scavenging lift late in the day by reading ground features or clouds made the journey so unpredictable and exhilarating.



So much so, that we didn't quite make it back to West Wyalong on the second day, landing instead in a paddock just 5NM away allowing me to add not only out-landing but also paddock retrieval to my growing list of gliding experiences. The weather on the following day was marginal, to say the least, but Peter Hofmann and Graeme Cant wouldn't hear of a rest day and, instead, took it in turns to instruct and tow, enabling me to chalk up my first solo flight in a glider. Oh, and my second, and third and fourth!

I had such a wonderful time and so thoroughly enjoyed my cross-country gliding experiences and the social interaction with such a variety of interesting people (don't believe what they tell you about glider pilots!) that I found an excuse to make a flying visit back for the last day of the camp. It was a 24 hour dash that was rewarded with another 5 hours aloft in the Orion and this time there was no out-landing!

Every preconception I had had prior to going to West Wyalong proved to be utterly incorrect and ill-founded. Learning to glide at Pipers is a local activity; ironically, it is the journey. Cross-country gliding, inversely, is the destination. Being miles away from base and well-beyond final glide most of the time is where all the fun starts. Nothing ventured, nothing gained! Where do I sign up for the next camp?!

Do you have your Diamond Height?

Stuart Ferguson

If you ask many successful Cross Country Pilots why they do not have their 3 Diamonds its because they do not have their Diamond Height; Why? Because it's difficult. Some people go the land of the Long White Cloud, others to Europe or the USA which are all wonderful adventures but also very expensive and even then there is no guarantee, you have to be there on the right day. There is an alternative closer to home?

Here in NSW we have arguably Australia's most reliable Mountain Wave site just 100km south of Canberra and 15km north of Cooma at a location known as "Bunyan" home of the Canberra Gliding Club and where the Australian Altitude record of 33,000ft was set in 1996. What makes Bunyan work is a combination of geography and seasonal weather, mountain wave can occur at any time of the year but it is more reliable during the winter months when cold fronts sweep across the region.

Bunyan enjoys both prefrontal and post frontal mountain wave; the prefrontal wave, also referred to as North West Wave by the locals occurs when the relatively warmer prefrontal NW wind sweeps across the Brindabella Ranges; postfrontal wave occurs following the passage of the cold front (South West Wave) where the wind passes over the main range, its not unusual to loose a day between these two as the blizzard passes over the airfield.

Canberra Gliding Club members potentially enjoys these conditions all year round with most living within an hour of the airfield, many with flexible lifestyles being able to cherry pick the weather and flying when conditions are suitable. Once every year they hold their Annual Wave Camp towards the end of winter where they invite glider pilots from round Australia to camp at Bunyan hoping for a flight in that magical Bunyan Wave.

The 2017 camp is scheduled for the week 26th August - 3rd September. If your interested in attending contact email and numbers are available at <http://nls264.wixsite.com/canberra-gliding/wave-camp> plus a lot of other Wave Flying resources. If conditions are suitable gliders can reach 24500ft without an airways clearance and Mountain Flying and Safety briefings are conducted by Dave Pietsch over the opening weekend and mutual flights are available in either of the clubs oxygen equipped two seat aircraft.

At Bunyan they have two rules when it comes to successful Mountain Wave flying -

Rule No 1; you have to be there.

Rule No 2; You have to take a launch.

Do you see yourself at the Bunyan Wave Camp in 2017?



Watch yer waypoints...

Paul Mander

GPS has transformed gliding.

On its introduction it immediately replaced the old camera dependent validation of rounding of turnpoints. It has gone on to become the very basis of our navigation.

The process has been evolutionary, and so has the discipline of defining waypoints.

Early on, the objective was simply to replace map references with GPS coordinates. And because these new GPS waypoints were used during a period of transition, there was a concern to have the GPS coordinates correspond with the map coordinates of the ground feature. That was not always very accurate. This was a source of considerable confusion and consternation, particularly in competitions where there was a phasing out of the old camera based methods.

The GPS coordinates frequently did not bring the pilot directly overhead the map feature. In fact they seldom corresponded absolutely. That pretty well remains the case; it doesn't matter now but it did back then.

Many badge and record submissions were rejected on the grounds that the pilot had not navigated so as to enter the GPS defined, nominated, turnpoint. This was often due to the pilot using slightly but significantly different coordinates between the nomination and the navigation, or to the GPS coordinates differing from the map.

Since then GPS has become increasingly, incredibly, accurate. And numerous devices have become available with various forms of software that takes advantage of this and do a wonderful job of turning data into information. We now have navigational and tactical software at our fingertips that could have only been dreamed of ten years ago, and they are available on everyday devices like smart phones and tablets, for free.

So, where's the problem?

Well, there are pitfalls. With any technology that becomes commonplace and useful, we can fall into the trap of unconditional over-dependency. What follows is a summary of the traps and how to avoid them. Eyes wide, approach your waypoints with understanding and caution.

WAYPOINTS DIFFER

There are many sources of waypoints these days. Some come from personal collections, there are lists available on line, almost every event and club publishes its own lists, and they all differ to some extent.

So what?

No problem, providing that you approach the matter knowingly.

The biggest single problem arises when pilots use different waypoint lists in their logger and their nav device; it's obvious, isn't it? If you declare a task using one set of waypoints (in your IGC approved logger), then navigate the task using another set of waypoints in your nav device, the differences in the coordinates may be enough to disqualify your effort. It happens continually.

SOLUTION: Ensure that the same set of waypoints is loaded into your logger and your navigational tool.

WAYPOINTS AIN'T WAYPOINTS

In the early days we were concerned only with coordinates; just getting to overhead the nominated point was the whole objective.

As time went on, the ability to record more information and the ability to use the information progressed so that nowadays we can display landing alternatives, GOTO outlanding options, heights required to round waypoints, heights needed to reach destinations like outlanding options, differentiate between mere turnpoints or outlanding opportunities or reliable airfields and airports, heights to complete the task, time of arrival etc, etc.

Which can be priceless information but which can be hazardous if the information is not of good quality; it can mislead.

SOLUTION: Be critical of the waypoint list that you are about to use for navigation. Check:

1. Do all waypoints carry the appropriate elevation? Many old lists have waypoints with altitude = 0. This can be dangerously misleading.
2. Does the list differentiate between turnpoints, outlanding places (eg paddocks), airports with grass runways (airstrips), airports with sealed runways (airports)? Poor differentiation can lead to, for instance, depending on a paddock labelled as landable but which turns out not to be useable when you get there.
3. Does the list have an associated text file? Not essential, but it can add a useful level of information to each point, and it is a sign that the compiler has done a careful job.

The lists that we have in our club are of varying history and therefore consistency. The current Stepping Stones list has been brought up to speed. Get the most up to date version on this link in the file SS170312.dat: https://www.dropbox.com/sh/dysns9yin6ych6m/AABq8mFpxE_EAE8B0p5i7j0Ea?dl=0.

Likewise, the old personal list which I had shared on DropBox contained some of the issues identified above. I have edited it and a better quality list is called PM GEN170312.dat. You can find it on this link: <https://www.dropbox.com/sh/lwi9unk9bo60hba/AADFOL2Wtd3a0dYpWWv2qH8fa?dl=0>

I've edited the list so that all waypoints have an associated elevation. I have not edited the quality of the landing opportunities.

By way of interest, our Stepping Stones list is now pretty good in the way that it categorises the quality of the landing options, in contrast to those of other clubs. They are categorised within SeeYou as "outlanding place", "airport with grass runway" or "airport with solid runway", and I have used that convention to mean "paddock or crop dusting or private strip" which might or might not be useable, "properly maintained airstrip such as Pipers" which should be useable or "municipal airport such as Orange or Bathurst" which will be useable.

Note that XCSoar does not differentiate between airports with grass or solid runways; it displays them as a circle. Outlanding places are displayed as a diamond.

Keep the string on the outside.

First solos

- ▶ Catherine Fitzsimons going solo in the DG-505 at West Wyalong
- ▶ Judy Shaw going solo in the ASK 13 during the March AB initio course



Other merits and achievements

- ▶ Matthew Scutter representing Australia and the world championships at Benela
- ▶ Matthew Scutter achieving another 1000km flight out of pipers in February

The BSC committee

Armin Kruger, President
Charles Durham, Vice President
Guy Whitehead, Treasurer
Michael Begg, Secretary
Serge Lauriou, CFI
Bob Sarmany, Membership Secretary
Adrian Clout, Airworthiness Officer
Bob Hall, Chair of Safety Committee
John Jurotte, Marketing
Bob McDonald, Chief Duty Pilot
Lyle McLean, Tug Master
Aaron Stroop, Clubhouse, Compliance and Marketing

Official observers

Len Diekman
Charles Durham
Peter Williamson
Bryan Hayhow
Graham Brown
Leonie Furze
Armin Kruger

Classified advertisements

LS6B VH-GST is for sale

- ▶ Form Two valid until November 2017
- ▶ Landings 1135
- ▶ Hours 3400
- ▶ Mountain High Oxygen System
- ▶ Oudie 2#
- ▶ All Tow Out Gear
- ▶ Mars Parachute
- ▶ A CD containing all log book entries and pictures of the Glider instruments etc. is available.
- ▶ \$58,000

Contact: George Scarfe
georgescarfe49@gmail.com
0428 464 618



Cirrus VH-GOT share for sale

It seems I will be overseas longer than planned so am selling my share in the Cirrus.

Instrument panel has an ASI, Altimeter, B40 and B50 variors, Microair radio, Flarm, compass, panel mounted USB socket.

Was recently re-sealed and tweaked for competing in the club class worlds in December 2015.

Standard trailer. Winglets.

Form 2 expires November 2017.

\$6500

Contact: Sam Sam.Schoneveld@gmail.com



T Hanger

For long term lease, suits 17m glider

Has water and solar

\$100 per month

Contact: Neville Page, 0419 653 380

VH-XJO, LS4a for sale

1989, 3400TT, excellent condition.
Cambridge L-NAV and GPS-NAV, Becker Radio, Flarm, Oxygen, Meta clad trailer with excellent fittings. Tow-out gear. Current Form 2.

Contact: Armin Kruger 0477 945 387
or kruisa@ozemail.com.au



VH-EAX / A1, SN12 Discus 2a for sale

Race prepared with no expense spared.

Of excellent pedigree:

- ▶ Winner 2015 Junior World Championships
- ▶ Winner 2003 World Championships
- ▶ Winner of Australian 15m and Sport Class Nationals '13, 15m '14, JG '13 & '14.
- ▶ Multiple 1000k-1250k flights. 3 from Bathurst!

Includes (all negotiable):

- ▶ Dual axle Cobra trailer, w/ anti-snake system and extra storage boxes on the underside.
- ▶ Tows like a dream.
- ▶ Butterfly variometer (with proper installation of sensor box in rear fuse and forked TE lines under the seat pan).
- ▶ PowerFLARM with customized ultra-high-range dual antennas and FLARMView display.
- ▶ Custom electronics to connect/charge an Android tablet<->FLARM/Butterfly.
- ▶ Dual frequency Microair 760.
- ▶ Bugwipers.
- ▶ One man rigging kit.
- ▶ Complete set of covers.

Details:

- ▶ Total hours: 2800.
- ▶ Launches: 800.
- ▶ Repainted in polyurethane, profiled and resealed at Aerospool (where new Schempp gliders are PU'd) in 2013.
- ▶ Has never spent a night outdoors without covers. In fact the covers stay on until just before launch, and are back on 20min after landing.
- ▶ Custom lowered seat pan for extra room (also have original seat pan).
- ▶ Multiprobe (ESA System) TE probe retrofitted.
- ▶ Carbon fibre undercarriage.
- ▶ Latest Maughmer winglets.
- ▶ Never bent or damaged.
- ▶ Trivial maintenance schedule.

\$120,000. Price negotiable if you want less equipment.

Regretful sale, but I want a motorglider for my next adventures.

Call any time: Matt Scutter, 0426 883 141. Based in Bathurst.

Glider for sale

Schempp-Hirth Mini Nimbus HS7 VH-FFR serial No. 28. 2210 hrs 724 landings.

Same Club Class handicap as Discus a,b & CS, LS7 and SZD 55. I am the second owner.

No prangs. Fully refinished in 2 pack polyurethane in 2012 by Peter Holmes. First layer of glass replaced on undersides of wings. All control surfaces stripped and re-glassed. Immaculate finish. New blue tinted canopy fitted 2012. New weight and balance 2012. New wheel hub and brake assembly, main wheel tyre and tube 2015. Wing pins replaced 2011.

Tow out gear (wing walker, tail dolly, tow bar) new in 2013. Instruments include Zander SR 820 BE electronic and Winter mechanical variors. Instrument panel and cockpit vinyl linings replaced. Cockpit re-painted.

Gear warning system. All AD's done. Arguably the best Mini Nimbus in Australia. Will sell with new Form 2. Price \$45,000 ono.

Contact: Lyle McLean 0410 536 052

T-hangar suit 15m glider.

Could accommodate up to 17 m without modification. Price: \$13,000. Note: Will sell T-hangar either with glider, or only after glider VH-FFR is sold.

Contact: Lyle McLean, 0410 536 052



