



Thermal

Newsletter of Bathurst Soaring Club

Winter 2010
www.bathurstsoaring.org.au

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FROM THE PRESIDENT

I am very pleased that Mike Timbrell has taken up the task of editing THERMAL. We have efficient means of communicating news to members via the internet but a volunteer is always needed to 'make it happen'. Thanks Mike.

I have been asked to update where we stand on certain objectives and comment on recent events.

The most important item is certainly the proposed acquisition of the adjacent block of land. We decided to obtain council approval of the sub-division with a Development Application before committing to purchase. There was a postponement at the first council meeting on 19th May to allow further investigation of objections by neighbours. I am pleased to announce that the D.A. was approved by Council on 16th June. We will now proceed to exchange contracts and I expect settlement within 4 to 6 weeks.

There will be significant work to be done by members over the next few months. These will include:

- Removal of the 400m long northern fence line and relocation along the new boundary
- Removal of the eastern fence line completely to combine the new land with our existing property
- Hire of heavy machinery to generally level or smooth the new land to allow landings or take offs from any direction over the whole 40 acres
- grass seeding of the graded areas in Spring
- spraying of serrated tussock which is quite prolific at present

I expect that most of this work will be completed by early Summer so it can be utilised next flying season. Peter Hanneman will coordinate the works and I am sure volunteers will not be difficult to find.



C'est si bon!

Gilles
Faure
goes solo

On Sunday the 2nd of May Robbie Bull & Graham Brown sent Gilles off on his first solo. "I was ready to go solo this weekend because I felt happy with my flying and the timing was right" said Gilles. "I felt I could land safely and I was hoping the instructors would send me solo so I wasn't too nervous. When I took off I was thinking I hope I don't screw up the take off by heading off to the side of the tug because I wouldn't know what to do. I found a thermal on release so was quite happy. Ended up staying in the thermal for ages. I felt very comfortable during the flight and had forgotten about landing when I received the radio call to land. Then I woke up & thought 'Oh s**t, I have to land the aircraft'. To be honest I don't remember the landing. I was probably concentrating on my speed, angle & circuit but at least I didn't relaunch and the instructors seemed happy with it. I was concentrating so much on the landing that I had forgotten the stories about the buckets of water". Rather cunningly, Gilles soloed on a Sunday when the bar was only sparsely inhabited by the ubiquitous flock of magpies seeking any excuse for a free beer. Simone looked on anxiously while Emily wondered what the fuss was all about. His fellow members crowded around to watch the fun and offer hearty congratulations to one of our keenest members.

Gilles told Thermal that his next step is cross country. Summer's coming Gilles!



BEN'S FIRST SOLO

Eddie Pahic congratulates Ben Spoor on completion of his first solo flight on Saturday the 17th of April. Jenny covered Ben's shout of the bar and gliding tradition was well served. Thanks, Jenny! The magpies are grateful.

Ben's recollections were provided in an email to Thermal. "I was very excited when Eddie told me that I was ready to go solo. I had been eagerly awaiting my first solo flight. I was quite nervous sitting in the glider on my own as the tug took up slack. It was funny because I was doing my checks, and I went to ask Eddie if his harness was secure, and then remembered Eddie was not coming this time! However, as soon as I took off, the nerves left me and I was overwhelmed by a feeling of freedom that I guess comes with flying on your own. When I landed, and walked back to the piecart, I had completely forgotten of the tradition of throwing a bucket of water over a solo pilot! To make matters worse, that particular weekend I had taken a few friends up including a girl, Zoe, who could not wait to drench me! Anyway, they came up behind me as I was distracted by Eddie and I got drenched. I was later told that Zoe had wanted to use two full buckets on me, but was only allowed to use one!"

With aviation in his genes, I am sure we will see much in the future from this young man. Joeyglide next?

SPEED WEEK AT KEEPIT

5-11 September 2010

They say you will learn as much in a week of competition as you would in a year of club gliding. This camp is designed to introduce pilots to competitive flying in a supportive environment.

Challenging yourself mentally is integral to gliding. Measured comparisons to others by way of a friendly competition is a great way of expelling those nagging self doubts which, if not positively addressed, will hinder and possibly limit your development as a glider pilot.

Helen Wood, a sports psychologist, will be on hand to present and assist along with a number of World class competition pilots. Each attendee will be expected to have a clear aim for the week with individual strengths and weaknesses clearly identified. Each flight would have a training objective as well as a friendly competitive element. Daily AAT tasks will be flown un-ballasted using Club Class handicaps loaded to reflect experience and scored using the Wallington system.

If you want to make a quantum leap in your gliding skills, this camp is highly recommended. Cost approx \$150.

Contact Paul Mander (0417) 447 974 or paul@mander.net.au for info or bookings.

BSC CROSS COUNTRY COURSE

6-12 November 2010

Lead-and-follow and two seater coaching for those pilots who want to extend their horizons by flying further and faster out of sight of Pipers.

Days start with a classroom session on met, nav, safety, tasking and other X-C related topics. We launch around noontime to fly our various tasks.

Based on the last couple of years, a great time is guaranteed.

Graham Brown will be running the course & Peter Huish is organising. Numbers are limited so **book now or you might miss the cut.**

SPIDERMAN

Like most of the others at Pipers, our T Hangar hosts are healthy population of redbacks. Come to think of it, so does our trailer. Since redbacks are generally pretty docile if left alone, we share the space in harmony. They are a bit like snakes. Just watch where you put your hands or feet or you might get bitten.

I will admit I had fair warning when a redback landed on my shirt a couple of weeks earlier when I was mucking around with something inside the trailer. "We must get around to bombing the trailer" I said, and promptly forgot all about it. In early April I had taken a flight over Blayney way and arrived back at Pipers with about 7,000 ft on the dial. It was fairly late and my bum was aching a bit, so I decided to burn around Bathurst at 100+ knots to wash off the height. There was still a bit of thermal activity so every now and then I would hit some fairly sharp turbulence. I glanced down at the airbrakes and noticed a bloody redback crawl down the carpeted wall under the dive brake lever and then back up again, out of sight. "Oh, merde!" I said, breaking into a language which I thought an Australian spider may not understand. Didn't want him to know I was onto him in case he went to ground permanently. There's nothing like a poisonous creature in the cockpit to divert one's attention from aviating so I will confess that a fair bit of my attention was directed inside the cockpit for a while. I noticed that he moved out into the open every time we hit a sharp bump. What to do. If I use the brakes on final, I am going to be bitten, for sure. Not a good look, so he has to die. But how? I extracted my hankie from my pocket and wrapped it around my right hand in readiness for his next cameo. To make sure of a decent bump, I kicked the speed to 120 knots & waited with my head going up for lookout & down to the spider's lair like one of those clowns at the Sydney Royal. Bang! We hit a good bit of lift and down he came right on cue. My left hand shot out like a brown snake on methedrine and squashed him. I left the corpse there to embellish the story when I landed.

Like many others, I have adopted various insects trapped inside the cockpit on long flights and admit to developing a degree of fondness for them after a while. Spiders are specifically excluded from this intercourse and my DI now includes a careful search for any type of arachnid or their webs. By the way, the T Hangar has now been sprayed.

J E Nolan

AROUND THE AIRSTRIP

- Adding another 40 acres to Pipers means more weeds to spray and grass to mow. More volunteers needed, please. Free training.
- By now the LS3 will have flown. How about some pictures & the abbreviated story, Bob or Leonie? I know you are both flat out with your T Hangar frame.
- The Sunday Retrievers idea is far from dead. We are waiting for better XC soaring weather before we finalise the group. So far about 12 people have agreed to join.
- Winter soaring has been reasonably good this year. A lot of pilots seem to stay away at this time of year but it's a good idea to stay sharp and get in some practice in weaker conditions. Was it Gary Player who said "the more I practice, the luckier I get"?

EDITOR'S NOTES:

Personal

It's full circle for me in this role having produced the first edition of Thermal circa 1970. Lyn & I published our fledgling mag on a hand operated roneo machine at her dad's transformer factory in Chatswood. She typed and I drew. We raided his stocks of coloured paper to add an artistic element.

Articles & Photos wanted

In order to limit my random ramblings, I would greatly appreciate any contributions from members. If you don't want to write the article, just give me the facts and I will put something together for your approval prior to publication. We need content to keep our journal fresh and interesting.

Peter Newcomb is a great source of good pics. Thanks Peter.

Acknowledgements

Thanks to Kathleen for the layouts and prior editions. Also to Sean for his previous long stint as editor previously. Unlike these professionals, I am a rank amateur at artwork and laying out magazines so I apologise for the technological step backwards. I can use all the help with layouts I can get if we have a volunteer who knows about digital layouts.

Dates for the Diary

Narromine Cup 21 – 17 November 2010

Temora Camp 1 – 16 January 2011

Bathurst Soaring Club

Bathurst Soaring Club Inc.

Bathurst Soaring Club Airfield

PO Box 1682, Bathurst, 2795

ABN 50 000 677 565

Airfield: Pipers Field (02) 63 371180

(On Fremantle Rd. 1.5km from Eglinton)

Position: 33° 23' S 149° 30' E

Postal address: PO Box 825, Spit Junction NSW 2088

150 flying members

Operating Weekends, Public Holidays

Launching: Aerotow

Bar, Clubhouse, Bunkhouse, Camp sites, Workshop,

Hangar sites available,

Club owns airfield

Fleet Club:

4 dual seater gliders :

DG-505-Orion [BSC]

ASK13 [GUQ] and [GPX]

ASK21 [XBW]

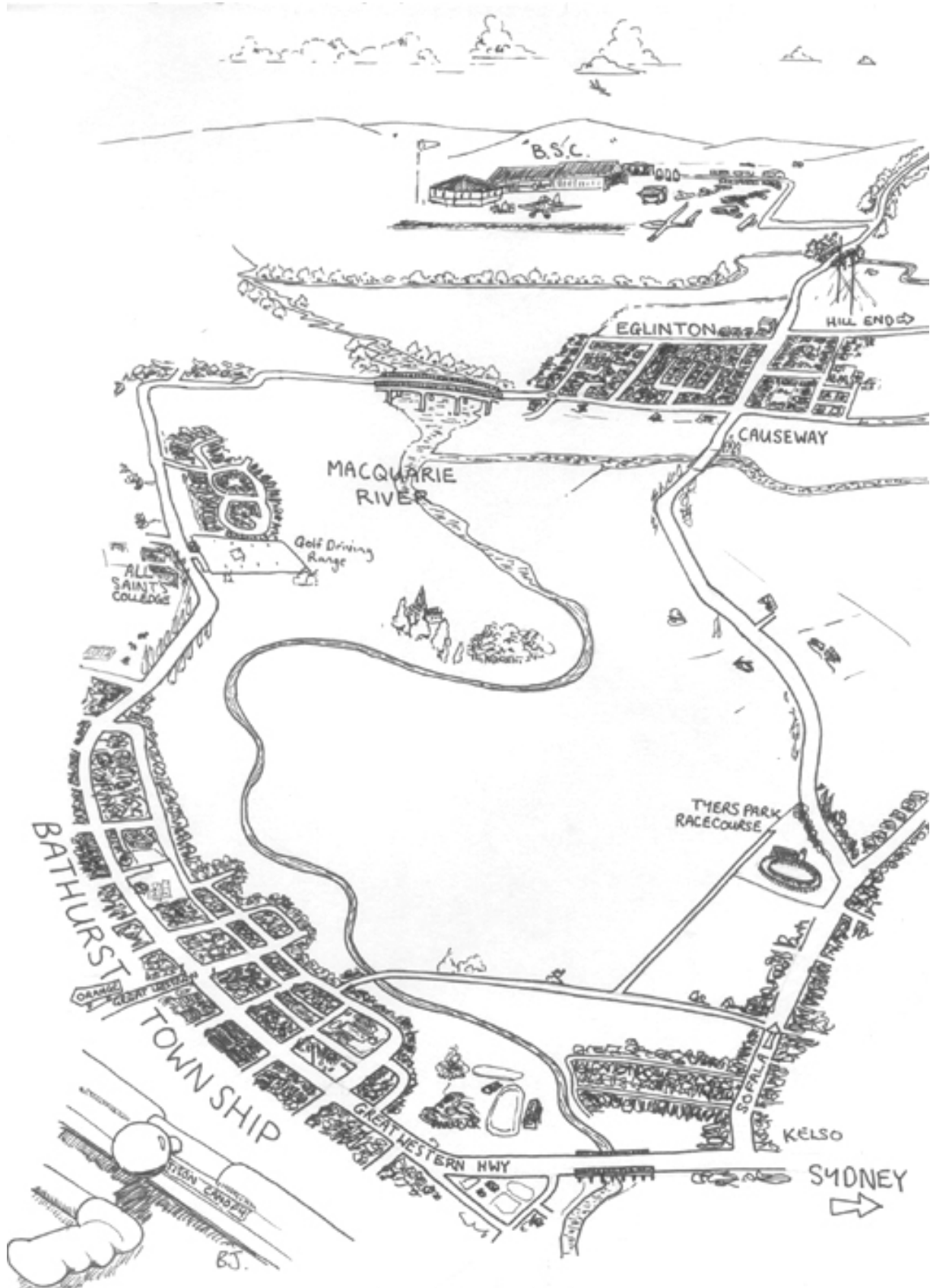
4 single seater gliders :

SZD51 Jnr [WQP]

DG300 [HDZ]

LS4 [CQN]

Two tug planes and many privately owned gliders



Piper's Airfield, Freemantle Road, Eglinton NSW 2796
 Tel +61 2 6337 1180 • Coordinates 33:22.72S 119:31.11E