

Queensland State Comps

It's been 4 long years since my last attendance and 10 years since I somehow snatched victory of these comps from Bruce Taylor – but it was time to return to my other club – Kingaroy.

Watching the weather patterns over the later half of winter, the spring in southern Qld was shaping up very much as it was in '91 and '94 which both produced absolute beltors of competitions at Kingaroy and Dalby (the famous Dalby Nationals). I was dead keen to make sure that if this year was as dry and as warm as it was looking, then I was definitely going to be part of it.

Now as everyone already knows, Qld is famous/infamous for several things;

- XXXX beer;
- Joh Bejkepeterson;
- Cane Toads;
- Warm hospitality; and
- Big wide high thermals in spring time !

Why not enjoy them all at once I thought.

Well I had to settle for riding my push bike past the front gate of Bethany (Joh's property).

With a bit more age and increasing investment (read – gut) only the 'Gold' version of XXXX and unfortunately no cane toads, but the later two certainly held true.



For those a bit shy on the gliding scene in Qld in winter/spring, let me enlighten you – it's not bad at all and with the reasonably reliable wet/stormy season setting in as summer starts, often the best flying of the year, and normally the most reliable is in the August – October period where 10,000 ft days are not un-common at all.

Having teed up to drive up there with Kerry Claffey (with Ansett going belly up and Qantas shutting up shop on staff travel, she was forced to travel like a mere mortal for a change), we met at Turramurra at 5:30 on a Friday afternoon and wondered up the road as far as Nowendoc (south of Walcha) for the night (if you haven't been to Nowendoc then I am not surprised – I don't know that many of the "locals" around the area have either – look it up on a map !).

After arriving at the border and electing eat rather than throw out our fruit, we proceeded to the land of "don't you worry about that !" and in total, the trip took a mere 12.5 hours of driving (NSW's public holiday quadruple bonus points all weekend so no speeding !) which isn't bad – only a bit more than a return trip to Narromine.

Practice day

Not really sure of much – 12.5 hour drive as my practice and my flight computer showed a high average speed with very little circling. On the flying side though, the organisers had set a very short task basically to give people a look and feel and test some scoring.

Day 1:

Std Qld comps sort of a task – 270 km which means about 2 hours for those who do know how to fly and 2:20 – 2:40 for those of us who don't or are a bit rusty. (Yes I know my little sister - Lisa, beat me – don't remind me – I copped enough of it at the bar..)

Day 2:

An interesting day – we've tried an assigned area task, whereby we could turn at any one of 4 turn points in the first zone and any one of two in the second with a 2:45 minimum time. After pretty much everyone went to the one of the furthest northern points following good cumulus and good conditions, it was interesting in that 5 of us had essentially elected to finish well under time (in one case about 15 minutes under) by turning at the nearer of the two turn points in the southern

Queensland State Comps (cont)

zone rather than electing to go further into a weaker blue air mass and do another 70+ km for the other alternative. In doing so we all averaged about 110km/h and scored well regardless of our self imposed penalty. The day winners however did go further, found good climbs in the blue and averaged around the 120km/h mark. (bugger, little sister beat me again today – I'm coping a pissling at the bar!)

Day 3:

Well even Qld can have bad days. Only 7 of 30 gliders cracked 100km/h today for 270 km – not sure why we bother really ?

The day was dominated by a very large band of upper level murk (please look up that term in the avionics dictionary) which severely dampened convection for the last 100 km and sent most off into whimper mode. Earlier in the day though there were some excellent cumulus conditions flying up in the hill country to the north meaning those of us heavily ballasted could cruise along at arrogantly high speeds and charge on. Having said that, I didn't think that the ASW24 I was flying was heavy enough (only 45kg/m² – obviously too light for early spring !) to keep up with that dam Duo Discus. The bugger out-climbed me twice in a row and then proceeded to wonder off from me on long 90kt cruises (and then picked better thermal cores as well – but that's another story – at least I beat them home !)

Remarkably for a day with lots of large diversions, soul searching and paddock sniffing in the murk, there was only one out-landing.

Day 4 – take 1:

Well all I can say that if you are going to lose a day then this is the way to do it – no real rain to speak of, just a very very dead, stable air mass and lots and lots of the aforementioned murk from yesterday. At least I proved that something was rustier than my flying – my golf !

Day 4 – take 2:

Today we really tried something new – a true assigned area task with a 50km radius of each of two notional turn points, with a 2:30 minimum, i.e. you could turn anywhere between 50km short or 50km long of each point or anywhere within 50 either side – most interesting. To some degree this concept was tried to reduce build up of gagging (which wasn't really a problem at these comps anyway) and it was this type of task that fuelled the most discussion at the pilots meeting. One pilot quite against the concept noted that the only other glider he saw all day was in the paddock he landed in (yes conditions were a bit fluky early) to which the reply came “well that will teach you for following !”

I thought this type of task was interesting, but not necessarily true racing. After the first 50km or so I didn't see many other gliders and we all pretty much did our own thing. On the plus side it gave us a chance to fly further into air we liked and cut short the air we didn't. Also having a 50km radius gave us an opportunity of using a quite different track (for instance I turned about 20km wide of my turn point) which allowed better use of natural streets.

The day can't have been all bad (nice cumulus) as Tom Claffey finally got the Discus into gear and notched his first win of the week at 119km/h – only

12km/h slower than John Buchanan in the ASW22BLE.

Finally I can hold my head up semi high at the bar as I beat Lisa.

Day 5:

Today was the attempt to try and get us a task longer than 3 hrs (not really that common here at this time of the year by the time we allow for launching etc.) Open / 18m were sent 415km and the rest of us in respectable sized wings were spared with a mere 370km (15M) and 350km (Std). All were sent south and then southwest into good looking blue skies. The CuSonde was bullish about the day and after filling most ships to the point when the bows-er nossle clicks (and then a few more litres) we headed off.

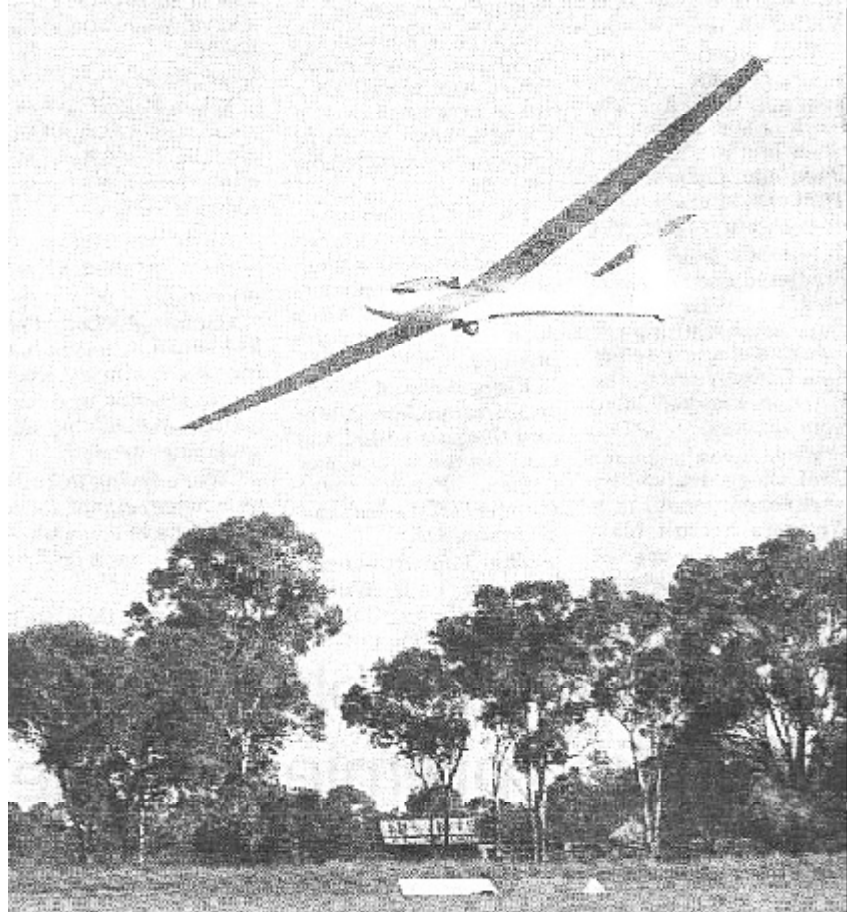
The day was characterised by lots of good climbs of 6-8kts to 8500' or so but lots of sink in between and plenty of gagging. Yours truly, not being a great exponent of formation dodgems elected to try the blue skies rather than the fibreglass signposts and was duly punished by finishing 10km/h off the pace. Winners in Std, Racing and Open were all around the 118km/h mark, but in the gentleman's class (18m) they were not only slow (108km/h – even Shane McCaffrey in “muck & vommitt” the Jondaryan Hornet beat that!) but all finished very close together. The interesting comment from the day was Little Petunia's (AKA Trevor West) commenting that all day he kept looking up and there was this bloody Duo again – he couldn't catch it all day !

Queensland State Comps (cont)

Final Day:

The CuSonde was again as bullish as a rogue day trader (actually it under forecast!) and decent tasks were set. Little wings had 315km and big wings 370km to the north and south. Although cloud base was 9000' or greater at launch, the day started badly for three of us: With such high convection, getting dropped in the wrong spot at 2000' doesn't leave great options for picking up lift and after having tried the normal technique of wonder around the sky in the lowest sink you can until the next one comes of two and then follow them. Anyway three of us were all following each other – slowly downwards, until I made a run for the cross strip and called down wind. Luckily half way along at around 750' I thought I better throw a turn in this just in case. After a couple of turns in 1-3kts I was pleased to see the other two come in under me. It was quite frustrating to hear the start gate opening whilst I was still at circuit height and struggling, but after 20 minutes or so we were away and most importantly had managed to keep all my water. The day ahead was a boomer and once away I wish I had more!

Anyway after wondering along for a while with 8kt climbs to 10,000' or so and lots of streeting and pushing into a 25km/h headwind, I was pleased to see that for the first 150 km I was higher than when starting and had been able to maintain an average over 135km/h – not bad for spring ! Well the wheels fell off for me (and also Heir Claffey) as we staggered home like drunken sailors with a mere 118km/h, 10 or so k's down on the winners. This was my best chance at actually trying to beat Tom for a day (been a very long time since I have) but alas he had me by a mere 30 seconds at the end. Thanks go to Andrew Gorgeson and



Lisa Turner for keeping him at the bar until well past stumps trying to clip his wings the night before – it nearly worked.

Overall results:

And the winner was cricket – oopps, wrong sport.

No surprises with John Buchanan (ASW22BLE) in open class (well he does have 10m more wing span than anyone else)

Bruce Taylor / Graham Parker in the ASW27 for racing class

Tony Tabart (Ventus 2 – 18) for 18m

Grae Harrison (New Zealand – LS8) for Std

Tom Claffey finished a very close third and I stumbled home in 7th of the 23 in standard.

A full run down of the scores can be seen at:

<http://homepage.powerup.com.au/~djb/comps/comps.html>

All up an excellent week (apart from my golf driving) and a must for the gliding calender. See you all next time!

Mitchell Turner

What's up Doc? — wave!

During the 2000 Christmas camp there was a day with strong westerly winds and a little cloud development so it seemed hardly worth taking a launch.

However, I found myself playing at 7,000 ft just upwind of Piper's field when Armin gave a general radio call saying he was climbing through 11,000 ft in wave over Kelso.

Sure enough two knots was available and soon I was topping out at this height while Armin reported that he was still climbing.

Some kilometers to the west a wispy, elongated cloud appeared so I set off to investigate. Much to my surprise there was quite good air, with no marked sink, except for a few long seconds while passing under the cloud and then pulling up into wave again. This was certainly weaker and with a shorter beat and only to 9,500 ft

The procedure was repeated three or four times as soon as mist started to form ahead, until Lucknow was reached at under 8,000 ft.

The return trip was exhilarating, but only lasting six-plus minutes with speed over the ground often registering 240km/h and using up 3,000 ft of height.

Don Gray



*Armin Kruger in XJO and Frank Popovski in XJE in wave over Bathurst 1990
(photo taken by Norm Bloch flying GNM)*

Temora Cross Country Camp



Sat 12th – Sun 27th January 2002

Following the success of the last two January camps, we are organising another at Temora aerodrome for two weeks in January.

The camp will cater for syndicate gliders and club single seaters. It is not planned to take a club two seater but a local Blanik may be available. Non-cross country rated pilots who wish to attempt cross country flights are encouraged to attend, however they must have completed their out-landing checks at Bathurst prior to the camp. For non-cross country rated pilots, local flying is possible.

The Temora Gliding Club clubhouse facilities will be available for our use.

There will be daily weather briefings, set tasks and assistance provided for novice cross country pilots. The TGC provides evening meals for around \$8.00 per person.

Various forms of accommodation are available. Camping on the airfield is allowed and the toilet and shower facilities are modern and clean. Camping fees are approx. \$5 per person per day. Powered sights may be extra.

Budget hotel accommodation is available from approx. \$15-20/day. Motels range from \$50-\$100/day.

Temora is located 250K SW of Bathurst; approx. 3 hours by road. It is flat wheat & grazing country, pro-

viding wonderful cross country opportunities. The National Club Class championships were flown from this sight in 1998 and 1999.

Last January, Bathurst pilots flew 300's, 500's and a 750K. 1,000K has been flown from Temora. (The 1,000 K was flown in a Nimbus 4T. Easier if you have the right aircraft!!)

Contact me if you want more information. Please let me know if you are coming and the dates. Pilots wanting to share club single seaters should act quickly and make a written application (e-mail is okay) to secure an aircraft.

Also anyone wanting accommodation at the Shamrock Hotel, please let me know.

Bill Tugnet

For Sale

1/3 share in LS4a syndicate XJO

Includes:

Hangar: 18.5m wide, all concrete floor, sisalation lined, reflective white colorbond on roof, galvanised rainwater tank plumbed internally to hangar. Solar charging panel on roof.

Trailer: Custom built to XJO, well made convenient fittings, independent suspension.

Glider: 15m Standard class LS4a, 1500 hours, refinished in polyurethane. Instruments include Dittel radio, Cambridge GPS Nav system (Lnav, GPS datalogger, vario). Current test oxygen system, Slimpack parachute, tow out fittings.

Other equipment: Rupes variable speed electronic polisher, battery chargers.

Glider has been carefully maintained. All equipment in good condition.

\$23,500 telephone Gary Webster on 0418 639 665

For Sale

As part of my mid-life crisis I've decided to update and get a newer, younger model.

The previous model is not as young as she used to be so I've taken the plunge.

The old model is dependable and reliable and still has excellent body work, but she cannot fulfil my growing needs and desires.

She is open for inspection and is a give away at only \$200.

If you are interested, please contact Peter Rainsford and I will be only too happy to give you a guided tour.

I'll be sorry to see her go after all her years of service, she has been a great caravan.

Press Release

Found, a (faded) light blue, stylish hat, size un-measurable — understood to be post shrunk, believed to be of Circa 1960, or earlier — (carbon dating has proved useless).

This hat is considered unique & rare, some would say a collectors item (I wouldn't), and these items are normally not seen worn, by anyone.

A considerable reward (fee) is being charged for its successful return to its rightful owner.

For security reasons, as this is a very sought after piece, this item has been placed under lock and key, in Armin's caravan. Genuine claimant's (only please), should discuss access to the item with Armin, after the appropriate reward is paid to the finder.

The said item was also identified by Peter Rainsford and Armin Kruger on Sunday afternoon in the BSC club's kitchen. It was decided, that in the best interest of the club members and their families, the specimen remain untouched by human hands until more data becomes available.

Similar specimens were commonplace around gliding clubs many many years ago. These were usually the best and most cost effective means for covering the craniums of those usually referred to as B.O.F.'s. But we were unaware that any survivors of this unusual

breed of glider pilot still haunted our midst and skies, let alone within the confines of the BSC. We must be vigilant in our search of the perpetrator/s, and when found we must educate them on the more modern ways of dressage.

The said hat was intentionally not touched by Messrs. Kruger and Rainsford as they normally contain readily identifiable bits of corn and carrots deposited by unsuspecting victims who have unwittingly flown with the hat's owner!! This is usually a result of the owner's inability to perform a coordinated turn even in the calmest of conditions.



Flying Safely (part 2)

by Alan McGown

Further to my article in the last edition, I have doing more reading on the subject of flying safely. I receive the CASA magazine "Flight Safety", which covers a lot of safety topics, mainly in general aviation, but never-the-less, these are still of interest to anyone keen on flying.

Now before some of you start to think, ho hum, safety is not of much interest to me, think about the fact that we have been relatively lucky at Bathurst Soaring Club, with a small number of not too serious accidents.

There were recent articles written in Flight Safety written by three safety consultants, James Reason, Dan Maurino and Bob Helmreich, which delved into the subject in great detail. I won't bore you with all of the details, but there are some quotes which are relevant to our situation.

1. "The majority of errors have no damaging consequences because operational personnel employ successful coping strategies..." Think about my last article on outlanding, where even though I had made a few fundamental errors, it only resulted in a near accident and I got away with it that time. I may not be so lucky next time if the circumstances are a little different. Think about the number of "incidents" you have had or nearly had and how you got away without an accident.

2. "In operational context, errors that are caught in time and do not produce damaging consequences are, for practical purposes inconsequential. Counter measures to error should not look just at avoiding errors, but rather to making them visible and trapping them before they produce damaging consequences". This means that we will all make errors, and whether they lead to an accident depends on whether one can recognize their error and take corrective action in time.

For example, I remember my first spin about nine years ago as it happened inadvertently. The instructor saw that my speed control was then quite poor and allowed the spin to happen, before he took over the controls. I still have a vivid memory of that, and it made me be much more aware of the importance of speed control. Now having done a large number of spins in training and as an instructor, I know exactly how easy spins can develop if your flying is not accurate, but also I know just how easy it is to recognize the symptoms of a potential spin situation and take action to control it before the spin develops. For others it may not be so easy to be aware that you are getting close to the limit of where a spin may develop.

On this particular issue, some of you may have noticed that the instructors during instructional flights and annual checks are having the pilot do a number of incipient spins. The purpose is to try to make pilots become aware of an impending spin situation, and also to be aware that putting the nose down immediately corrects the situation without much loss of height.

There are also published in Flight Safety, accounts of real accidents and near accidents, mostly written by pilots and analysed by experienced instructors. Most of these are concerned with general aviation, but as a pilot, I find something of interest in reading these articles. They tell of the fundamental errors they made and got away with, but which could have resulted in a serious accident if the circumstances had been a little different.

We have discussed this at Instructor Panel meetings, and wish to invite members to tell short stories of their incidents in Thermal, so that we can all learn something. I started this off last edition with my short story about nearly coming to grief in an outlanding situation. I hope that others might also allow us to learn from **their** experiences.

I am sure that everyone if they are honest with themselves, will remember their own little incidents and some will come forward to tell us all of their experience, what they did wrong and how they got out of it.

I know that this is all serious stuff and maybe boring to many of you, but if we ever, hopefully never, have close contact with a real accident, it will have a lasting effect on those who witness or are involved.

Lets do the thinking now ahead of time and hope that it may help prevent an accident in the future.

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, Blanik (std gliders) \$30/hr or \$0.50 /min								Launches = \$10.00 + \$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	\$10.60	4300	\$22.60
2	\$1.00	\$0.70	\$1.20	22	\$11.00	\$7.70	\$13.20	42	\$21.00	\$14.70	\$25.20	2400	\$11.20	4400	\$23.20
3	\$1.50	\$1.05	\$1.80	23	\$11.50	\$8.05	\$13.80	43	\$21.50	\$15.05	\$25.80	2500	\$11.80	4500	\$23.80
4	\$2.00	\$1.40	\$2.40	24	\$12.00	\$8.40	\$14.40	44	\$22.00	\$15.40	\$26.40	2600	\$12.40	4600	\$24.40
5	\$2.50	\$1.75	\$3.00	25	\$12.50	\$8.75	\$15.00	45	\$22.50	\$15.75	\$27.00	2700	\$13.00	4700	\$25.00
6	\$3.00	\$2.10	\$3.60	26	\$13.00	\$9.10	\$15.60	46	\$23.00	\$16.10	\$27.60	2800	\$13.60	4800	\$25.60
7	\$3.50	\$2.45	\$4.20	27	\$13.50	\$9.45	\$16.20	47	\$23.50	\$16.45	\$28.20	2900	\$14.20	4900	\$26.20
8	\$4.00	\$2.80	\$4.80	28	\$14.00	\$9.80	\$16.80	48	\$24.00	\$16.80	\$28.80	3000	\$14.80	5000	\$26.80
9	\$4.50	\$3.15	\$5.40	29	\$14.50	\$10.15	\$17.40	49	\$24.50	\$17.15	\$29.40	3100	\$15.40	5100	\$27.40
10	\$5.00	\$3.50	\$6.00	30	\$15.00	\$10.50	\$18.00	50	\$25.00	\$17.50	\$30.00	3200	\$16.00	5200	\$28.00
11	\$5.50	\$3.85	\$6.60	31	\$15.50	\$10.85	\$18.60	51	\$25.50	\$17.85	\$30.60	3300	\$16.60	5300	\$28.60
12	\$6.00	\$4.20	\$7.20	32	\$16.00	\$11.20	\$19.20	52	\$26.00	\$18.20	\$31.20	3400	\$17.20	5400	\$29.20
13	\$6.50	\$4.55	\$7.80	33	\$16.50	\$11.55	\$19.80	53	\$26.50	\$18.55	\$31.80	3500	\$17.80	5500	\$29.80
14	\$7.00	\$4.90	\$8.40	34	\$17.00	\$11.90	\$20.40	54	\$27.00	\$18.90	\$32.40	3600	\$18.40	5600	\$30.40
15	\$7.50	\$5.25	\$9.00	35	\$17.50	\$12.25	\$21.00	55	\$27.50	\$19.25	\$33.00	3700	\$19.00	5700	\$31.00
16	\$8.00	\$5.60	\$9.60	36	\$18.00	\$12.60	\$21.60	56	\$28.00	\$19.60	\$33.60	3800	\$19.60	5800	\$31.60
17	\$8.50	\$5.95	\$10.20	37	\$18.50	\$12.95	\$22.20	57	\$28.50	\$19.95	\$34.20	3900	\$20.20	5900	\$32.20
18	\$9.00	\$6.30	\$10.80	38	\$19.00	\$13.30	\$22.80	58	\$29.00	\$20.30	\$34.80	4000	\$20.80	6000	\$32.80
19	\$9.50	\$6.65	\$11.40	39	\$19.50	\$13.65	\$23.40	59	\$29.50	\$20.65	\$35.40	4100	\$21.40	6100	\$33.40
20	\$10.00	\$7.00	\$12.00	40	\$20.00	\$14.00	\$24.00	60	\$30.00	\$21.00	\$36.00	4200	\$22.00	6200	\$34.00

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

Glider Hire: \$500 deposit required
 DG300: \$100 per day weekends, \$77 per day weekdays
 Other Gliders: \$77 per day weekends, \$60 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 - \$270.00

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

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.
- Phone 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 LYoudale@compuserve.com, or phone 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".

December	Senior Duty Pilot	Assistant	Assistant
8/9	Graham Horsnell	Michael Latinovic	Richard Sproge
15/16	Bob Carr	Janine Humphrey	Don Gray
22/23	John Simpson	Stan Hickson	Peter Fielder
29/30	<i>Xmas Camp</i>	<i>Volunteers from</i>	<i>Attendees</i>
January	Senior Duty Pilot	Assistant	Assistant
5/6	John Rappell	Ed Marel	Russell Branks
12/13	Rod Leonard	Andrew Leonard	Phil Raymond
19/20	John Latinovic	Wade Quinlan	George Marbot
26/27	Jeff Maguire	Peter Williamson	Ralph Millet
February	Senior Duty Pilot	Assistant	Assistant
2/3	Leigh Youdale	Sandra Mainguard	Neville Page
9/10	Matthew Minter	Nigel Gray	Milan Youngman
16/17	Andrew McBurnie	Stephen Bennett	Catherine Webb
23/24	Geoff Bott	Robert Tims	Alex Edwards
March	Senior Duty Pilot	Assistant	Assistant
2/3	Bhup Mistry	Michael Mainguard	Miro Mikus
9/10	Mike Morris	Alison Forward	Owen Sutton
16/17	Brian Bailey	Jim Cuthel	Dode Bakic
23/24	Mitch Turner	Sean Young	Ian Richards
30/31	Sandra McLean	Gary Webster	Wade Quinlan

Glider Maintenance

Peter Newcombe

New Aircraft Captains

Matthew Minter has taken over from Lloyd Bungey on the K13 and Bhup Mistry has joined George Marbot on the Puchacz.

A new captain for the DG300 is required to replace John Braun.

BSC Soaring Calendar

Date	Aircraft	Pilot/ Contact	Event
Dec 22 to Jan 1, 2002			BSC Christmas Camp
Dec 30 to Jan 11, 2002			National Club Class Comps, Temora
Jan 12 to Jan 27, 2002		Bill Tugnett	Temora Cross Country Camp
Jan 13 to Jan 25, 2002		Eric Sweet	National FAI Comps, Narromine
Mar 29 to Apr 1, 2002			Easter Regatta

Notes

1. This Soaring Calendar is created and regularly updated to provide members the opportunity to plan ahead and take part in club events, at Pipers or elsewhere. It also serves as a good tool for our maintenance crew, allowing them to do all they can to have club aircraft ready when needed. Ample notice of aircraft requirements will assist with availability.
2. AirTC courses at Raglan will have access to our aircraft on weekends when not required for club use. This will be monitored and controlled by the Duty Pilots and Instructors to ensure the most efficient use of our equipment.
3. Independent Operator's Days are for pilots holding Independent Operator's ratings. These pilots can operate without the supervision of an instructor. The Instructor Panel issues this rating, and the Silver 'C' is the minimum requirement.

Updated: 20th December 2001



Map

Pipers Airfield • Freemantle Road • Eglinton (via Bathurst) NSW 2795 • Telephone: 02 6337 1180

