

Thermal

The Official Journal of Bathurst Soaring Club

Autumn 2002 Edition



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Front Cover: Werner Geisler's first solo flight in April 1942. Werner is an honorary member of Bathurst Soaring Club. Picture supplied by Dennis Gilbert



Piper's Field, Bathurst

BSC Officers & Delegates

Bathurst Soaring Club

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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 | John Leonard |
| Member | Keith Gateley |
| Member (CFI) | Aaron Stroop |

Other Officers

| | |
|--------------------------|-------------------------|
| Glider Bookings | Bess Phillips |
| Instruments | Graham Spoor |
| Parachutes | Eddie Pahic |
| A/tow ropes | Vacant |
| 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

It's been in the wind for a few years now, and finally a decision was made to purchase a new DG505. I'm pretty excited about this – it not only gets us back on track in modernising our aging fleet, but gives those of you who enjoy dual cross country the opportunity to savour to your hearts delight. Bill Tugnett provides a good wrap-up in his report so I will leave it here.

Winter has set in and fortunately hasn't totally wiped out the soaring conditions, though some intrepid (unnamed) members would rather spend their time at Bathurst 'galvanising' the clubhouse entrance with pieces of painted wood and tree stumps – well it's unique I guess. Just watch your step when leaving the clubhouse late at night after sampling a few reds or stubbies of old.

There are a few things coming up again this year:

- > Bill Tugnett is organising the Ridge Camp – same place and time as usual.
- > Bob McDonald is arranging the X'ctry Camp at Narromine during the last week of November – he has booked several rooms at the airfield and will make them available on a first-come-first-served basis.
- > Bob Edwards has offered to run a camp at Lake Keepit – ring Bob for further details.
- > Bill Tugnett will again be organising our annual Temora Camp – the dates in the Soaring Calender are only preliminary at this stage due to the National Club Class Comps being held at Temora during January as well.

Thanks must go to Eddie Pahic for taking on the responsibility of maintaining the clubs parachutes. We have six chutes in the club and the importance of keeping them current is easily overlooked. Please remember to always check the packing card and the condition of the chute before strapping it on – for obvious reasons!

Thanks again to those of you, and in particular to Monty Cotton and Peter Newcomb, who have contributed to this edition of Thermal.

Good flying and see you at Pipers...

Stop Press!

David Ollivier
goes solo on
2nd June.

Well done
David and
congratulations
from us all.

Bulk Flying



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

Full details will be sent to club members at Annul subs renewal time.

From 'El Presidente'

As you aware, at it's last meeting the Committee decided to proceed with the purchase of a new DG-505 Orion. The decision was 6 to 4 in favour. Considerable discussion on the merits of both the 505 and ASK-21 took place over two meetings, with input from the members being sought between meetings.

Both aircraft were regarded as suitable replacements for the Puchacz. Those favouring the ASK-21 felt it's proven track record warranted its purchase. The 505 proponents felt that with its wing extension capability, it offered dual functionality of both training and cross country flying.

It was also evident that there was strong support from the members in favour of one or the other. Situations such as this, where opinions are almost equally divided, place an added amount of strain on Committee members in deciding where they stand. It has been a difficult situation and I commend all of the Committee for their diligence and perseverance in addressing this issue and arriving at an outcome.

Thanks also to those members who expressed their view. Obviously the outcome will not please everyone, however I trust the spirit of the Club prevails and we now move on.

During the discussions and following the voting, a feeling emerged that the Puchacz should be retained and the IS28 sold. Some people felt that the DG 505 would better fill the role of the IS-28. This will be discussed further at future meetings.

In any event, we do not expect to sell a two seater until the 505 is on line. DG are quoting delivery ex Germany late November, which realistically means it will not be on line until February 2003. The a/c will be shipped bare, the instruments & radio being installed locally. Trailer options are being considered.

The other positive thing to emerge from this process is the state of our finances. Had we proceeded two years ago, when we initially decided to purchase a replacement two seater, the sale of an existing two seater would have been imperative in order to have avoided depleting our cash reserves. This is now not the case.

It's again time to make a plea for members to assist with Form 2 inspections. Last year, someone remarked to me that they were reluctant to volunteer because they were "... mechanically deprived" Believe me when I say we have a role for everyone! Peter Newcombe is arranging the inspection program, so if you can spare a few hours, a day or weekend to assist, please contact Peter. (9960 1882)

Now also is a good time to start planning next season's flying activities. There are a number of camps planned starting with the ridge camp at Bendick Murrell (nee Koorawatha) in late August. The Temora camp will be shortened next January, because the National Sports Class Camp will occur during the last two weeks of January. Take some time to study the Flying Calendar in this issue.

A reminder that annual subs will be due for payment soon. Also, remember that Club's no longer collects the GFA annual subscription. GFA will send you a renewal prior to your anniversary date and you send your cheque directly to GFA.

Please don't be offended if you're asked to show proof of your financial status with the BSC or GFA. We do this only to protect the Club's interest. If you are not a financial member of the BSC or GFA, you cannot fly.

Finally, I hope you can make it to Bathurst on Saturday 8th June to farewell John & Jenny Maggs, who are heading south to greener pastures. John has been a wonderful contributor to the club. He came to us as a novice 6-7 years ago and has moved through the ranks to become a competent and well regarded instructor. We are sorry to lose him, but can console ourselves knowing that he's not lost to gliding and some that other club will benefit in having him.

Safe flying
Bill Tugnett

Piper's Shield – Summer 2001-02

Leigh Youdale

The initial season for this comp, which was intended to encourage a friendly competition in cross country flying, had a mixed result. Firstly, thanks to the eleven pilots who submitted entries for the comp. That was gratifying, although it has to be said that there are many others who could have but didn't and to that extent the main objective wasn't realised. A bit disappointing really.

The concept of counting only flights out of Pipers had to be modified to accept any flights made from the home airfield or any other club-endorsed 'event' such as the various cross country camps that were held at Narromine and Temora. A second modification had to be made to the scoring system when it became apparent that the assumption that there would always be more than one person submitting flights on any given day was not going to happen and the original scoring system was creating some unexpected anomalies.

Prizes have yet to be decided by the committee, but it may not necessarily be a shield as such. The idea of some free launches is being talked about.

The final scoring was done on the basis of a point for every km flown and another point for every kph of average speed on the flight. This retained the weighting in favour of distance over speed which was in the original concept but allowed flights to be scored individually and not against each other. All results were adjusted to reflect the handicap of both the glider (with or without ballast) and the pilot. Pilots were not ballasted, (some have enough already) but they were handicapped on an assessment of their flying skills by a panel of experts. At least they said they were experts!

The table below sets out the results.

| Name | Entered | Best five | Avg all flights |
|---------------------|-----------|-----------|-----------------|
| 1. Armin Kruger | 7 flights | 2,337 | 420 |
| 2. Bill Tugnett | 6 flights | 2,323 | 439 |
| 3. Peter Williamson | 4 flights | 2,030 | 508 |
| 4. Mike Morris | 8 flights | 1,865 | 319 |
| 5. Bob McDonald | 3 flights | 1,445 | 482 |
| 6. Richard Sproge | 5 flights | 1,441 | 288 |
| 7. Alan McGown | 4 flights | 1,411 | 353 |
| 8. Leigh Youdale | 3 flights | 803 | 345 |
| 9. Keith Gately | 2 flights | 607 | 304 |
| 10. Steve Root | 1 flight | 480 | 480 |
| 11. Aaron Stroop | 1 flight | 314 | 314 |

For next season (October 1 to end of Easter Camp) we propose to run the comp again and urge everyone to put their flights in. A separate division will be run for two-seaters and the arrival of the DG 505 might encourage people to do more mutual flying in the comp.

Also for next season the pilot handicaps will be reviewed with the objective of levelling the field – maybe even tilting it in favour of the less experienced pilots. Remember all you have to do is submit the glider details (make, model, registration) the total distance flown, the total flight time from overhead field after launch to overhead before landing, and whether you were carrying water on not at launch. Easy really. Even I can do that!