

# Thermal

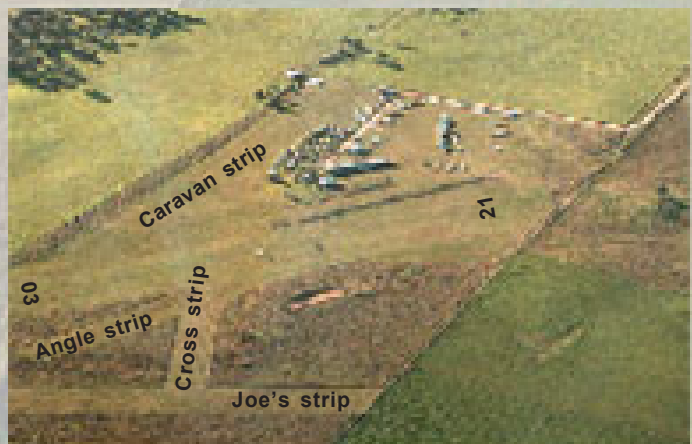
The Official Journal of Bathurst Soaring Club  
**Summer 2002/2003 Edition**



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*Front Cover: Our new DG-505 (Orion)  
landing at Piper’s on 15th February 2003.  
The pilot is Phil Jones.  
Photo supplied by Peter Newcomb.*



*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  
Eglinton NSW 2795  
Telephone: +61 2 6337 1180

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### Committee

President	Bill Tugnett
Secretary	Margaret Jones
Treasurer	Paul Hyman
Membership Sec.	Peter Bowring
Flying Ventures	Armin Kruger
Ground Engineer	Mike Perry
Airworthiness	Peter Newcomb
Chief Duty Pilot	Leigh Youdale
Member	Keith Gateley
Member	Aaron Stroop
Member	Richard Bull

### 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
Chief Flying Instructor	Phil Jones

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### Instructors

Phil Jones (CFI), Graham Brown, Paul Drew, Keith Gateley, Bob Hall, Peter Hanneman, Ray Humphrey, Nick King, Armin Kruger, John Leonard (AEI), John Maggs, Alan McGown, Lyle McLean, Matthew Minter, Eddie Pahic, Aaron Stroop, Brett Suttcliffe, David Wilkins

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### Cross Country Coaching Co-ordinator

Armin Kruger

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### 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, Geoff Sweeney, Alan Taylor, Bill Tugnett, Bob Warburton

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### Maintenance Panel – Aircraft Captains

#### Glider Maintenance Co-Ordinator: Peter Newcomb

**DG-505 (Orion):** Armin Kruger, David Olivier

**ASK 13:** Kathleen Mason, Matthew Minter

**PUCHACZ:** George Marbot, Bhup Mistry

**JUNIOR:** Nigel Gray

**LIBELLE:** Richard Bull, Robert Bull, Rod Wellington

**DG-300:** Peter Newcomb

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### Other BSC members active in the gliding movement

Bob Hall: President of GFA

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

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

If you haven't flown the Orion yet, you don't know what you're missing. It's been quite busy since arriving on 15th Feb and I haven't heard a negative comment yet. We're all still learning about the finer details of this machine, and we will pass on what we learn during the Sunday morning briefings. I would encourage you all to download the manual from the DG website – this aircraft is a later generation than the 2 seaters we are used to, and at the same time still has limitations as all aircraft will, so study the manual and don't get caught out due to ignorance.

**It has been decided that no aerobatics will be performed in the Orion in the foreseen future.**

The new Cambridge 302/303 vario/GPS system is something new to all of us, except Graeme Cant, who has been demonstrating the user-friendly configuration and other features with his laptop. We have loaded a database containing 107 turnpoints, which are as near to accurate as we will probably find. The manuals for the Cambridge systems are available from the Cambridge website.

On to other items, the soaring season is slowly coming to an end, but not before some of our members achieved some goals, badges and dreams – one of these is well detailed in this issue by Bob Edwards.

Congratulations to Bob and all of you who not only achieved your badges etc. but also those who took part in all the activities and helped make it enjoyable for everyone involved.

Congratulations must also go to Ian de Ferranti for achieving a distance of 970 km – he may not have bagged the 1,000 on that day, but a very good effort none-the-less.

Easter is coming up next month, and we would love to hear from anyone who would be ready, willing and able to run an Easter comp. Anyone interested? Maybe someone who's recently succumbed to the xctry bug. We could also do some xctry coaching in the Orion...

Thanks again to everyone who has contributed to this edition of Thermal – where would we be without Peter Newcomb's endless supply of photographs.

## Gliding courses at BSC

Bathurst Soaring Club  
is holding 5-day courses  
for beginner pilots

### Dates

March, Monday 17th to Friday 21st  
April, Monday 14th to Friday 18th

\$1,300 for non-members

\$1,150 for members (including 3 month members)

There are plenty of vacancies for March  
but April is limited to only 3 students  
due to lack of aircraft (ATC use).

*The February course  
saw one of the students  
go within 1 or 2 flights of solo.  
This is an intensive 5-day course.*

Contact Bob McDonald on Tel (02) 6337 6618

# From 'El Presidente'

**The Orion arrived at Pipers on Saturday 15th February and immediately went into service. A glitch in getting the trailer registered meant that we had to aerotow it across from Camden. Initial reports are very favourable and we hope everyone will take the opportunity and fly it soon.**

Our soaring season started with camps at Narromine and Lake Keepit, with a number of members attending both. The Christmas camp was also well attended and the usual enjoyable social event.

Early December, Santa made an appearance at the children's Christmas party. Thanks to Robin Rainsford and Jenny Spoor for organising and Brian Bailey for ensuring Santa's GPS located Piper's okay. Thanks also to Margaret Jones for organising a most enjoyable Christmas party for members, later that night.

In early January, approximately 15 BSC gliders and a tug travelled to Temora for the January camp. The weather was very good until the last couple of days when bush fire smoke and strong winds limited the flying. Most of our first timers were well pleased with their efforts including several Silver C's and a 300K completed. Bob Edwards completed his 750K (his 11th attempt?) landing at 8.15pm on what was quote, "... a challenging day".

January 7th was a day that many of us believe provided the best thermal flying conditions we'd ever experienced. There were five 1000k's completed, including one from Temora. If it hadn't been for storms in the Narromine region, 7- 8 of our members would have completed an FAI 750K triangle and Ian De Ferranti 1000K. (Ian covered 970K, only 30k short because he couldn't penetrate a storm over his final turnpoint).

After turning back on the 750K task, I still managed 735k (in my unballasted Open Libelle) whilst Peter Williamson and Geoff Sweeney did 744K. Personal bests for each of us.

A number of members competed at the National Sports Class Competition at Temora immediately following the club camp. With 50 or so pilots competing, this competition was the best of any attended this season. And congratulations to Mike Morris for winning the "Battler's trophy".

The Committee held it's first meeting of 2003 in February. After the expenses of the new glider and the reconditioned engine for TNE, the bank balance is significantly less than three months ago. Funds are available for the engine replacement in PPC (approx. May - June 2003) but we will be limiting further expenditure for the time being.

Except for painting, the extension to the kitchen has been completed. We will consider the options for the fit out (ie tiles, new benches, cupboards and fittings) during the year.

As we head into autumn, I can tell you from past experience that we've had some good cross country flying during the Autumn months. We hope to see you there.

*Safe flying*  
*Bill Tugnett*



# Seven Fifty

Bob Edwards

## Temora—6 January 2003

The day started clear. Weather man, Drew McKinney, presented the weather predicting a good day with light to moderate north west winds and thermals to 10,000 ft over most of the task area.

I thought this sounds like another opportunity to declare a 750 FAI triangle. A remote start seems appropriate with a down wind leg to the first turn point, Coolamon 52 kms away, then into wind for 213 kms to Hillston as the day develops, across the wind for 267 kms to Wyanga (second silo south of Narromine) and a down wind leg for 226 kms to Temora. The only cloud to be seen is a band to the south probably cirrus, probably south of Coolamon!

By launch time of 11.53 there are no Cumulus.

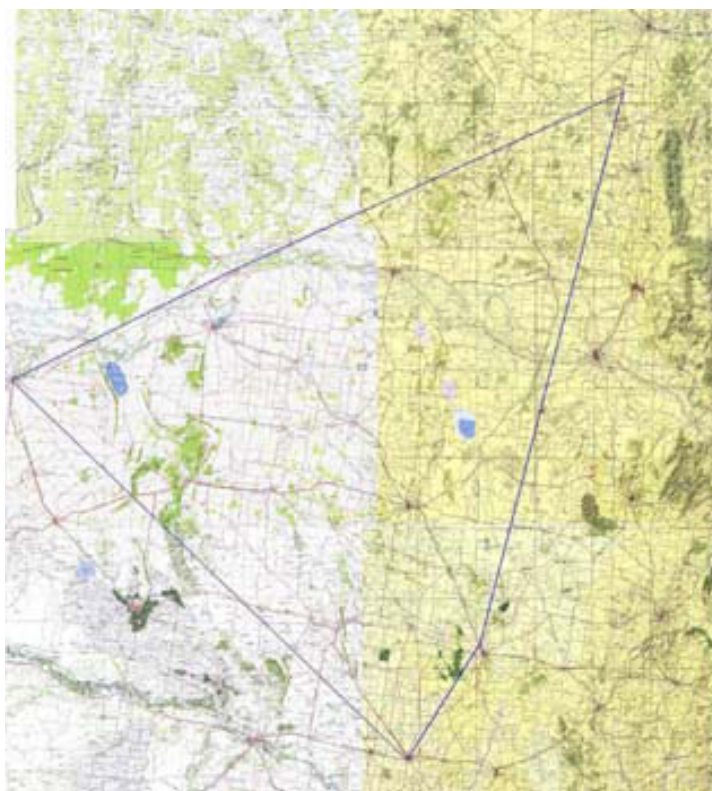
Through the start line seven minutes latter at 4,000ft.

For the first fifteen minutes there are unreliable thermals resulting in low points and scratching. Dump the water as I go into survival mode and as fate would have it, a steady climb to 7,000ft. Coolamon is turned after fifty one minutes for a slow 61 kph. The sky to the north of Temora is developing into cumulus towards Lake Cargelligo and on the radio it is clear the others have abandoned the south leg and are heading towards the developing Cumulus. I am some fifty kms away and continue to Hillston in the blue...my progress is slow compared to the radio

talk, soon they are talking about arriving at Lake Cargelligo and heading towards Narromine...I am still heading to Hillston in the blue. My speed increases as dust devils are starting to mark the thermals resulting in consistent and reliable climbs. I turn Hillston with 265 kms completed at 3.07pm...only 85 kph. The day is getting away but should continue to develop. I decide to make a decision about returning to Temora at 5.00pm and press on.

The next two hours result in good progress with a predicted 5.15pm rounding of Wyanga. The clouds are receding as I fly to them and it is half way long this leg before I arrive at the band of cumulus. What a welcome the shade is, so long enjoyed by the others. A slow period results when a low point of 4,000ft is reached some 30 kms from the turn point and 250 kms from home.

The reports from Temora come on the radio. Aaron Stroop advises that the cirrus has reached Temora and the climbs are weakening. Bill Tugnett councils a return to Temora but I explain that I want to go to the last turn point as I have returned many times without the last turn point, "even if it results in a land out" I intend to fly this day to the end. I hear others call on the CTAT frequency as they approach Temora.



## Seven Fifty (cont.)

Bob Edwards

Turning Wyanga at 5.20pm, I have completed 525 kms but still 226 kms to go...a land out looks inevitable so minimise the retrieve and fly down the road.

Head for Peak Hill airport, no so bad – maybe can make Parkes airport, maybe Forbes and get a launch in the morning. All the time reporting on progress to Richard Bull still aloft at Temora. He advises he will be landing shortly, I advise I am at 4,000ft but still 100 kms out “will phone in when I outland” as progress has been slow.

At 84 kms out I break out from under decaying cloud into an area of sunshine. A smooth three knots of lift takes me to 10,000ft and home...a landing at 8.26pm and a few minutes before sun set. A flight time of 8hours 33 minutes results in an average speed of 90 kph, not quick but enough to get home in the end.

As I return to the tie down area Bill Tugnett and Brian Acker drive onto the field in the twilight much relieved that a long retrieve will not necessary.

### **Temora—7 January 2003**

Drew McKinney reported the weather.....predicting a phenomenal soaring day!!! I will leave others to report on the 7th as this great day turns out to be a ‘one in ten years day’.

I am happy running launch ropes for others on this day as lady luck gave me the one last thermal 84 kms out to get me home on the 6th. What more can any one ask for?

On the grape vine conversation starters ask:

- > Tim Galvin about his outlanding at Lake Keepit
- > Robert Bull about his outlanding at Yiddah and how to derig over a fence
- > Bob Edwards about outlanding at Alectown 80 kms from Narromine and at 11.50 am
- > Bob McDonald and Graham Cant on running at max rough air at Lake Keepit and have they been to Premer yet
- > Bob McDonald on what went wrong at Wyanga
- > Bill Tugnett, Geoff Sweeney, Sarge et al on ways into Narromine or what's it like passing up eight knot thermals while looking for fourteen knot thermals
- > Ian de Ferranti on ways into Wellington
- > Shawn Young on how to sit on a barbed wire fence
- > Aaron Stroop on how to do a wheels up landing
- > Richard Parkinson on how to notch a barograph
- > Anyone on how to become an OO, Where to get the Sporting Code
- > How to book for next years camps at Lake Keepit, Narromine and Temora



**Bob Edwards celebrating at the Shamrock Hotel in Temora after is 750km flight.**

Alex Dillenbeck  
went solo on  
21st December  
2002. Alex is 15  
years old.



**A few comments from a proud Father – Greg Dillenbeck.**

*“A perfect flight, as you can see. Whether this is because of genetic inheritance, Armin’s grilling, or his own natural instincts is yet to be determined.”*

## Noteworthy Flights this Summer

Alex Dillenbeck – Solo  
David Olivier – Silver C  
Richard Parkinson – Silver C  
Bhup Mistry – 300km  
Richard Bull – 600km  
Bill Tugnett – 740km  
Peter Williamson – 740km  
Geoff Sweeney – 740km  
Bob Edwards – 750km  
Ian De Ferranti – 970km



Celebrations at the Shamrock Hotel, Temora 2003

# Powered Aircraft at Piper's

In the interest of safety, the committee has decided to implement a standard procedure for all powered aircraft visiting Piper's Field. This procedure must be adhered to, so if you know anyone wishing to visit us, please make sure that you inform your guests of these procedures and if you are unsure about any comments, **it is your responsibility** to seek clarification.

Four classes of pilots were identified -

1. BSC members
2. Local pilots, not members
3. Friends of members
4. Unknown to us.

Class 4 will be refused permission at all times. Direct them to Raglan.

Class 2 is regarded as so small in number and frequency that it is not a problem.

Class 1 must follow the procedure laid down for Class 3, but need only do this once unless their flying causes concern, in which case permission will be withdrawn.

Class 3 must follow the procedure laid down below on each and every occasion that landing permission is sought.

There are several stages to the process: (a) Request -> (b) Conditional Approval subject of briefing -> (c) Conditional Approval subject to a phone call -> (d) Final Permission to land.

1. Requests to land at Piper's must be made at least 48 hours before the weekend or date of arrival. Only a member can make such a request. Approaches from 'friends' of members will be treated as Class 4 and refused. Requests received less than 48 hours beforehand will not be accepted.

2. Approvals can only be granted by the President, the Tug Master or the CFI. No other member and no Duty pilot can give initial approval to land at Piper's Field.

3. An approval, once given is **CONDITIONAL**. The first condition on the pilot (not the member) is making **personal contact** with the Tugmaster or the CFI for a briefing. A hard copy of a briefing sheet (to be prepared) will be faxed or e-mailed to the pilot. This must be confirmed as read and understood by the pilot, or the approval automatically lapses.

4. The **SECOND CONDITION** is that **on the day of the flight**, the pilot must telephone the clubhouse and speak personally with either an instructor or tug pilot to obtain a final briefing to use the strip. Any recent or local advices can thus be communicated. Making an inbound radio call will not be accepted as a substitute for this telephone conversation. The instructor or tug pilot taking this telephone call **MUST** inform the Senior Duty Pilot on the day of the decision and provide information giving pilot's name, aircraft call-sign and ETA.

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## ***Proud new parents!***



*Jose and Paul Drew in front of their new baby Sperber. They are part of the latest syndicate at Piper's.*

*(Is that a halo above Paul's head?)*



## Caravan Site Annual Levy

The club's caravan site is deemed under NSW government legislation to be a 'primitive caravan park' and consequently is limited to 1 caravan/hectare, allowing us a maximum of 40 caravans. For some time there has been a situation where there are more members requiring caravan sites than are available. Coincidentally the number of caravans which are used infrequently, appears to be increasing.

In order to try to meet the demand, the Committee wishes to encourage sharing of caravans by owners to improve the accommodation situation for those members not having caravans.

What is proposed is that from the 1st July 2003 the caravan levy will be \$1,055.00 per year. As is currently the situation, the levy is payable in arrears and payment would not fall due until July 2004.

A rebate system will apply which will reduce the annual levy where a caravan is being regularly used. Each attendance at Piper's, will qualify the owner for a rebate of \$100.00 up to a maximum of \$1,000.00 (= 10 attendances) Therefore the maximum caravan levy payable by an owner, who attends more than ten times per year will be \$55.00. Conversely, an owner attending twice, would pay \$855.00.

Those owners who are not using their vans frequently are strongly encouraged to enter into a sharing arrangement with other members. Under this arrangement each member will receive the \$100 rebate each time they are at Piper's i.e. 5 visits each would bring the levy down to \$55.

Where a sharing arrangement is made, the Committee must be advised in writing that such an arrangement exists. The weekly flying sheets will provide the necessary information to determine and apply rebates.

The Committee is interested to hear from members who may wish to comment on this scheme.



### GFA Radio Frequencies

<b>118.025</b>	<b>119.625</b>
<b>119.825</b>	<b>120.175</b>
<b>122.025</b>	<b>122.500</b>
<b>122.700</b>	<b>122.900</b>

**Emergency 121.50**

### CTAF and MBZ

Bathurst (Raglan)	127.35	Narromine	126.70
Condobolin	126.70	Narrandera	126.70
Cootamundra	126.70	Orange (Spring Hill)	119.00
Corowa	126.70	Parke	126.70
Cowra	126.70	Temora	126.70
Cudal	119.00	Tocumwal	122.90
<b>Dubbo/MBZ</b>	<b>134.00</b>	<b>Wagga/MBZ</b>	<b>118.20</b>
Forbes	126.70	West Wyalong	126.70
<b>Griffith/MBZ</b>	<b>126.55</b>	Young	126.70
Lake Cargelligo	126.70	<b>Emergency</b>	<b>121.50</b>

## WINTER Fleece Jackets

**Normal HALF ZIP \$40.00 each**

**KIDS jackets \$30.00 each**

**FULL ZIP at \$45.00 each (NEW item!)**



Anyone interested can contact:  
Elsie Pahic  
(02) 46558131  
epahic@ideal.net.au

# From the Pie Cart

**At a recent Committee meeting the issue of how we should treat situations where rostered Duty Pilots fail to show up without reasonable explanation was given a good airing. The following points were agreed:**



1. The club depends upon the cooperative efforts of all active members to run an affordable and effective flying operation. This a fundamental principle.
2. To assist this, all flying members are expected to contribute. Those that are not otherwise involved in tugging, instructing, committee work, maintenance etc are rosterd on about every five months to act as Duty Pilots. This should be viewed as a minimal, responsible, contribution and not as a chore.
3. If you are a full flying member, you will be rostered and are expected to turn up. If you do not want to do this you must change your membership status to 'Associate' and thereby give up flying privileges. (There are a couple of exceptions to this where members reside overseas and to which the committee has agreed).
4. If, generously, you want to make a donation to the club by paying full fees but not do Duty Pilot roster, then change to an Associate rate and send Paul Hyman the balance marked as a donation. He will be delighted to hear from you!
5. Reminders will not be sent out. If you're responsible enough to fly an aircraft you're responsible enough to get onto the web site to view the roster, look at the clubhouse noticeboard and actually download and read Thermal!
6. Senior Duty Pilots are responsible for contacting their crew in advance and ensuring that they are going to attend or have arranged a substitute. Complaining that your crew haven't shown when you haven't bothered to contact them is regarded as a self-inflicted injury.
7. If you fail to turn up or provide a substitute when rostered, it will be dealt with as follows.
  - (a) At any time BEFORE the next Quarter's roster is prepared you may volunteer to fill in for another member who is seeking a swap. Your attendance will be credited to you and the other member will be rostered in the next Quarter.
  - (b) If you have not been able to do this you will automatically be rostered in the next period.
8. If you fail to show on two occasions the committee will consider what your future membership status should be, at one of its' regular meetings.
9. If you know that you will not, or are unlikely to be available, in a certain period, advise the Senior Duty Pilot at least five weeks before the end of the current quarter. The roster is usually prepared about a month before the quarter ends, to give people time to adjust their schedules or make arrangements for swaps. It's less convenient all round to roster you when you know you're available, rather than join in the lucky dip!

# BSC Charges

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

Glider Hire								Tug Towing							
DG-505 (Orion), ASK13, Puchacz, Junior (Standard)				\$30/hr or \$0.50 /min				Launches = \$14.00 + \$0.70 per 100 feet							
Libelle				\$21/hr or \$0.35 /min				— based on altimeter setting of 2200 feet QNH at Piper's							
DG-300				\$36/hr or \$0.60 /min											
Min.	Standard	Libelle	DG-300	Min.	Standard	Libelle	DG-300	Min.	Standard	Libelle	DG-300	Altitude \$		Altitude \$	
1	\$0.50	\$0.35	\$0.60	21	\$10.50	\$7.35	\$12.60	41	\$20.50	\$14.35	\$24.60	2300	\$14.70	4300	\$28.70
2	\$1.00	\$0.70	\$1.20	22	\$11.00	\$7.70	\$13.20	42	\$21.00	\$14.70	\$25.20	2400	\$15.40	4400	\$29.40
3	\$1.50	\$1.05	\$1.80	23	\$11.50	\$8.05	\$13.80	43	\$21.50	\$15.05	\$25.80	2500	\$16.10	4500	\$30.10
4	\$2.00	\$1.40	\$2.40	24	\$12.00	\$8.40	\$14.40	44	\$22.00	\$15.40	\$26.40	2600	\$16.80	4600	\$30.80
5	\$2.50	\$1.75	\$3.00	25	\$12.50	\$8.75	\$15.00	45	\$22.50	\$15.75	\$27.00	2700	\$17.50	4700	\$31.50
6	\$3.00	\$2.10	\$3.60	26	\$13.00	\$9.10	\$15.60	46	\$23.00	\$16.10	\$27.60	2800	\$18.20	4800	\$32.20
7	\$3.50	\$2.45	\$4.20	27	\$13.50	\$9.45	\$16.20	47	\$23.50	\$16.45	\$28.20	2900	\$18.90	4900	\$32.90
8	\$4.00	\$2.80	\$4.80	28	\$14.00	\$9.80	\$16.80	48	\$24.00	\$16.80	\$28.80	3000	\$19.60	5000	\$33.60
9	\$4.50	\$3.15	\$5.40	29	\$14.50	\$10.15	\$17.40	49	\$24.50	\$17.15	\$29.40	3100	\$20.30	5100	\$34.30
10	\$5.00	\$3.50	\$6.00	30	\$15.00	\$10.50	\$18.00	50	\$25.00	\$17.50	\$30.00	3200	\$21.00	5200	\$35.00
11	\$5.50	\$3.85	\$6.60	31	\$15.50	\$10.85	\$18.60	51	\$25.50	\$17.85	\$30.60	3300	\$21.70	5300	\$35.70
12	\$6.00	\$4.20	\$7.20	32	\$16.00	\$11.20	\$19.20	52	\$26.00	\$18.20	\$31.20	3400	\$22.40	5400	\$36.40
13	\$6.50	\$4.55	\$7.80	33	\$16.50	\$11.55	\$19.80	53	\$26.50	\$18.55	\$31.80	3500	\$23.10	5500	\$37.10
14	\$7.00	\$4.90	\$8.40	34	\$17.00	\$11.90	\$20.40	54	\$27.00	\$18.90	\$32.40	3600	\$23.80	5600	\$37.80
15	\$7.50	\$5.25	\$9.00	35	\$17.50	\$12.25	\$21.00	55	\$27.50	\$19.25	\$33.00	3700	\$24.50	5700	\$38.50
16	\$8.00	\$5.60	\$9.60	36	\$18.00	\$12.60	\$21.60	56	\$28.00	\$19.60	\$33.60	3800	\$25.20	5800	\$39.20
17	\$8.50	\$5.95	\$10.20	37	\$18.50	\$12.95	\$22.20	57	\$28.50	\$19.95	\$34.20	3900	\$25.90	5900	\$39.90
18	\$9.00	\$6.30	\$10.80	38	\$19.00	\$13.30	\$22.80	58	\$29.00	\$20.30	\$34.80	4000	\$26.60	6000	\$40.60
19	\$9.50	\$6.65	\$11.40	39	\$19.50	\$13.65	\$23.40	59	\$29.50	\$20.65	\$35.40	4100	\$27.30	6100	\$41.30
20	\$10.00	\$7.00	\$12.00	40	\$20.00	\$14.00	\$24.00	60	\$30.00	\$21.00	\$36.00	4200	\$28.00	6200	\$42.00

### Passenger Flights

**Walk-in passengers:** including temporary GFA membership = **\$100.00**  
**Friends of members IN ATTENDANCE** at Pipers: Club rates + Airfield Levy

**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

**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

**Log books:** in bar \$5

**Basic Gliding Knowledge:** \$25 — contact Peter Bowring

**Tug Pilot Training:** per Peter Hanneman: \$600 per course

Unrestricted Tug rating training: \$180 per hour

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

**Glider Hire:** \$500 deposit required

DG300: \$100 per day weekends, \$77 per day weekdays  
 Other Gliders: \$77 per day weekends, \$60 per day weekdays

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

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

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

**Aerotow Retrieves of Outlandings:** Tacho time @ \$185 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 [Imyoudale@iprimus](mailto:Imyoudale@iprimus), 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'.

March	Senior Duty Pilot	2nd Duty Pilot	Assistant
15/16	Ian Richards	Tim Galvin	Ian Shepherd
22/23	Robert Tims	Graeme Cant	Victoria Hilsden
29/30	Mitch Turner	Janine Humphrey	Michael Cole
April	Senior Duty Pilot	2nd Duty Pilot	Assistant
5/6	Nigel Grey	Don Grey	David Hannay
12/13	Axel Chagnot	Paul Turner	David Ollivier
18—21 Easter	<i>Arranged by those</i>	<i>present at the field</i>	<i>each day</i>
26/27	Bob McDonald	Colin Turner	Owen Sutton
May	Senior Duty Pilot	2nd Duty Pilot	Assistant DP
3/4	John Rappell	Jim Cuthel	Sean Young
10/11	Peter Edkins	Dawn Cooke	Chris Manchester
17/18	John Latinovic	Neville Page	Peter Fielder
24/25	Peter Gore	John Simpson	Chris Hackett
June	Senior Duty Pilot	2nd Duty Pilot	Assistant DP
30/5-1/6	Bob Edwards	Chris Pappas	Kirsty Bennett
7/8/9	Richard Sproge	Peter Williamson	Russell Branks
14/15	Graham Horsnell	Bhup Mistry	Ralph Millet
21/22	Kathleen Kruger	Dode Bakic	Stephen Bennett
28/29	Ed Marel	Geoff Bott	John Bott

# BSC Soaring Calendar

Date	Aircraft	Pilot / Contact	Event
Fridays	Any	Bob McDonald	Independent operators days by arrangement with Bob McDonald
March 17 to 21	Two-seaters	Bob McDonald	BSC Beginners' course
April 14 to 18	Two-seaters	Bob McDonald	BSC Beginners' course
April 11 to April 26	K13, Puch, Junior, Libelle		AirTC Course at Raglan
Apr 18 to 21	All	??	Easter comp at Pipers
July 4 to July 19	K13, Puch, Junior, Libelle		AirTC Course at Raglan
Sept ??		Peter Newcomb	Maintenance course at Pipers
Sept 26 to Oct 11	K13, Puch, Junior, Libelle		AirTC Course at Raglan
Dec 5 to Dec 20	K13, Puch, Junior, Libelle		AirTC Course at Raglan

## Notes

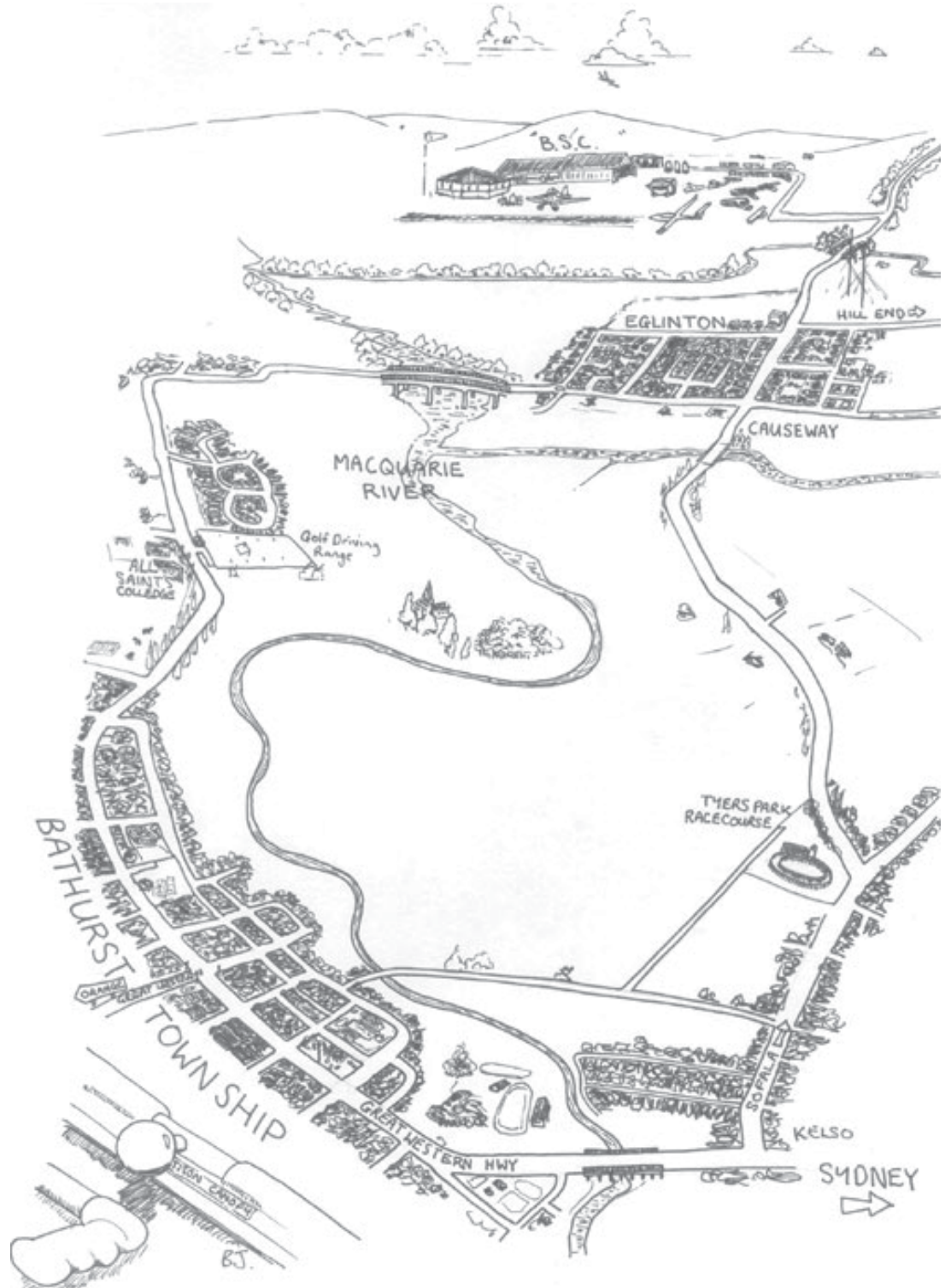
1. This soaring calendar is created and regularly updated to provide members the opportunity to plan ahead and take part in club events at Piper's or elsewhere. It also serves as a good tool for our maintenance crew, allowing them to do all they can to have club aircraft ready when needed. Ample notice 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 - a Silver 'C' is the minimum requirement.

Updated: 4 March 2003



# Map

Piper's Airfield  
Freemantle Road  
Eglinton (via Bathurst)  
NSW 2795  
Telephone: +61 2 6337 1180  
[www.bathurstsoaring.org.au](http://www.bathurstsoaring.org.au)



Map drawn by Bjorn Rudgley (BJ)