

# Thermal

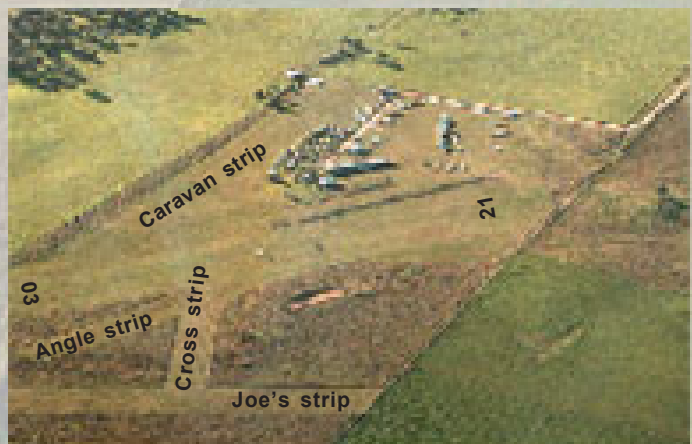
The Official Journal of Bathurst Soaring Club  
**Spring 2002 Edition**



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*Front Cover: Our new DG-505 in the factory in Germany*



*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	Keith Gateley
Member (CFI)	Aaron Stroop

### 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

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### 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

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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, Eric Sweet, Geoff Sweeney, Alan Taylor, Bill Tugnett and Bob Warburton

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### Maintenance Panel – Aircraft Captains

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

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

**JUNIOR:** Nigel Gray

**DG 300:** Peter Newcomb

**PUCHACZ:** George Marbot, Bhup Mistry

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

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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

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

Another year has gone by and we're all hoping the drought brings a silver lining of many big thermals and long soaring days – a few 3 by 10 days would be nice – that is, 10 knots to 10,000 ft for 10 hours. That's not too much to ask for is it?

The DG 505 (Orion) is on its way as Bill explains, and unfortunately the poor old IS28 had to make way for the new. The IS28 has served us well over the years and I will always remember the good xctry flights I've enjoyed in the 28. Whilst on the subject of the IS28, I don't have any good photos in the BSC archives and would appreciate if anyone could send me some. On that note, we are happy to receive any gliding photos, and we're happy to scan photos and return them if required.

We have received some contributions for Thermal from members who have already been away to camps. The weather hasn't been as good as expected, but sounds like they've all had a great time anyway.

We have revised the radio frequency cards (as shown on right) to include more CTAF and MBZ areas, and I will distribute these at Piper's. I suggest you keep a copy of this card in your glider.

Congratulations to -

Tori Hilsden for going solo

Richard Bull did 500 km

Brian Bailey, Graeme Cant and Nigel Gray all did their 300 km - Nigel actually did more km than everyone else, but you'll have to ask him about that.

We'll be painting the clubhouse kitchen during the Xmas camp, so bring some old clothes if you can help out.

See you at the Xmas camp...



Bathurst Soaring Club's new DG-505 in its Komet clam shell trailer in Germany

## 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	Parkes	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>

**Tory goes solo!**

**Congratulations**

Victoria Hilsden went solo on 27th October 2002. Tory is 15

# From 'El Presidente'

**Much activity since my last piece for Thermal back in May. (I took a break from the last edition and went North. Thanks to Armin and Kathleen for covering for me.)**

The major news is of course that the Orion (VH-BSC) is on the water and due to arrive just before Christmas. It will have instruments and radio fitted at Camden and will arrive at Pipers in February.



***Bathurst Soaring Club's new DG-505 at the DG factory in Germany***

The IS-28 has been sold to GCV and will leave for Benalla early December.

We have set the Orion up to be an outstanding soaring and cross country training a/c. The instruments are the latest Cambridge 302 / 303 system, including integral GPS, with full duplication in the back seat. To enable members to fly cross country and to take it away to camps or comps, we have purchased a Komet clamshell trailer, tail dolly and wing walker.

A well attended AGM was held at Pipers in early

November. Overall, the Club's position is sound with greater membership numbers and a healthy bank account balance. The latter of course is required to fund the new glider and two overhauled engines for the tugs. Short of some unforeseen event we will have funds remaining after these purchases.

The financial accounts however showed a significantly lower profit than the previous year. The Committee has moved to address this. A subcommittee has been formed to examine ways of improving utilisation. Already a program to offer mid week gliding courses is underway, starting next February.

The Committee has also increased launch fees, but glider hire rates will remain unchanged till July 2003. Whilst increases are never popular, we have to recognise that our tug maintenance costs are increasing and that the cost of the next two engine replacements (in 7-8 years) will be \$45,000 each. We have to start accruing for these now.

TNE is back flying with its new engine. Thanks particularly to John Carr and to a number of members who assisted during the removal and replacement of the engine.

Thanks also to those who performed Form 2's on the gliders. It turned into a bigger job than originally planned because the NSWGA Maintenance course was not held as usual in August. Five Form 2's were completed 'in house' this year.

Except for painting, the extension to the kitchen has been completed. Completion of the fit-out (ie new benches, cupboards and fittings) will happen when funds become available.

Club camps are again proving popular. Bendick Murrell was well attended (and it didn't rain) as was Lake Keepit in mid November and Narromine (end November). Check the Flying Calendar in this edition because there's plenty more on offer.

Safe flying  
Bill Tugnet

# Escape from pie cart (the two Berts)

Robert Bull

**It was the October long weekend and I was on duty (that is as duty pilot). As usual, the weekend that I was duty pilot, the flying was terrific, with some flights lasting around 4-6 hours. I began to wish I was in the air.**

With all the feed back on the days flying I dropped a hint or two expressing that I would like a flight, as I was the only duty pilot all weekend. All night, I sat around the dinner table in conversation and everybody had a story to share about the day's flying. A visitor to the club, Norbert, was telling me over dinner and a few drinks about his flight that day and how he was hoping to get back up into the air sometime the next day.

At briefing the next morning, it was suggested by Bill Tugnett that it would be nice if the duty pilot could have a break by going for a flight. I thought to myself, 'Yeah as if that will happen!'

Believe it or not, I did get my break when, at about 12:00 pm Armin asked me if I wouldn't mind taking our visitor Norbert for a quick flight in the IS28 before he took David Ollivier for a cross-country flight.

Armin mentioned that he and David would like to get away by about 1:30 pm. At about 12:15 pm Norbert and I took off and I decided to show him Ben Chifly Dam, so after gaining some height and deciding that I had heaps of time until I had to return the

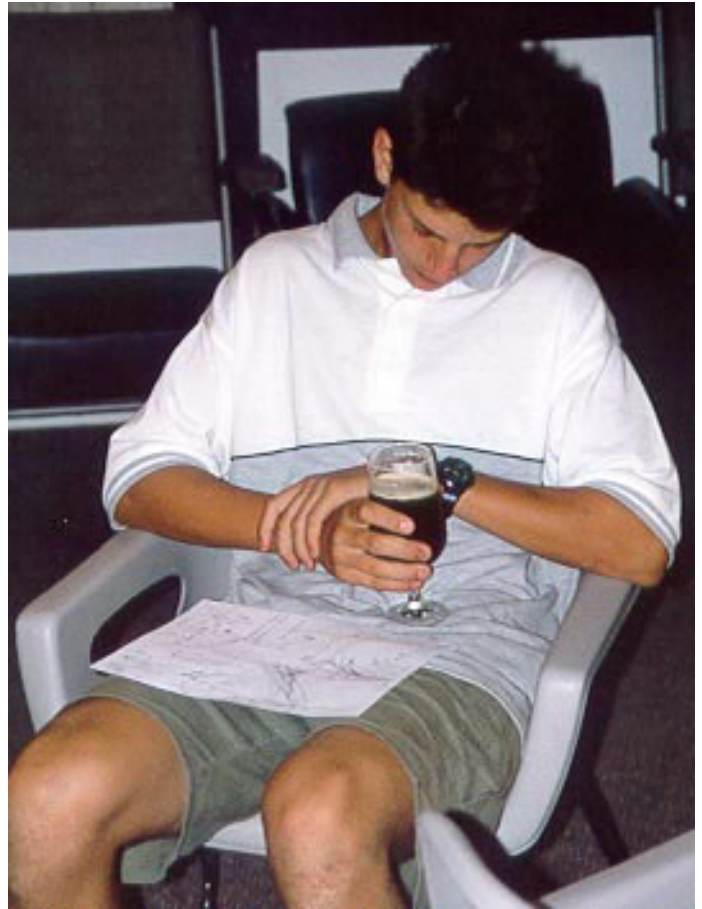
glider, we headed over the township of Bathurst. Things were looking good and I headed off to Ben Chifly Dam, arriving there at about 6000ft we proceeded to climb to about 7800ft.

It was about 1pm and Armin radioed up and requested that I bring the glider back within about half an hour. I looked at the field and I seemed to have had glide angle back to Piper's. I replied, "Sure. Not a problem!" we were half way between Ben Chifly Dam and Mt Panorama at about 7000ft and all looked well.

I was in fairly neutral air then the vario went straight down until it hit the stop.

I wasn't too worried at this stage, as I had seen similar amounts of sink in the past hour and they had been followed by some reasonable climbs. I increased my speed, thinking that where there is strong sink, there is strong lift.

I maintained my heading for a while. The vario didn't move off the stop, so I started deviating right, then left in the hope of finding some better air. It was about 1:05 pm at this stage and I was down to about 5000ft just off the back of Mt Panorama when I told Norbert that if this sink doesn't let up, we would have to land in a paddock.



**Robert Bull after a hard day's outlanding**

## Escape from pie cart (the two Berts) continued...

### Robert Bull

I asked him if he could keep a look out for suitable paddocks because two pairs of eyes are better than one. With no luck in finding a thermal, let alone some better air, the altimeter was just winding down and I knew that we weren't going to get much further past Mt Panorama.

We were directly over the big letters on the side of the race course and I had to land soon. I pointed out two paddocks to Norbert that looked like good possible out-landing paddocks and as we looked at the paddocks we identified the better of the two.

It was going to be an up hill approach towards the south with a cross wind from the north-west. As I flew over, I identified that it was clear to land. I asked Norbert to assist me with my out-landing check so there was less chance of missing anything.

I set up circuit for an up hill landing, making sure to clear the trees and the shed at the bottom of the paddock. I was not sure what Norbert was thinking, but once I got the 28 on the ground and we got out, I don't think that he minded too much. I think the word he used was 'cool'.

The time was approaching 1:15 pm. I called up on the radio a glider that I knew was in the air. I called up XJO and casually said, "Hi Uncle, how are you going?" He replied, "Not bad Rob. I'm at something like 7000ft. How about you?" Thinking to myself, "You bugger, where was that thermal when I needed it?" I replied, "I'm not bad. Can you relay a message to Piper's that I won't have the glider back by 1:30 pm because I've just out-landed next to Mt Panorama". All I heard on the other end of the radio was a chuckle in disbelief and before he could reply, it seemed like every glider in the air was trying to co-ordinate the retrieve.

While all of the action was going on in the air, back on the ground the farmer's wife came racing out of nowhere on a four wheel motor bike in fear of a plane crash. Once she saw that we were fine and I explained that we were going to try and get towed out of the paddock, she helped us push the glider to the top of the hill by towing it with the dog lead behind her motor bike.

Once we were at the top of the hill, I got back on the radio. Colin Turner had taken over the operation and requested to know if the paddock was suitable for an aero tow retrieve. By the look of it, it seemed long enough and when Norbert measured the paddock it was 700 paces.

Peter Rainsford came out in the tug to check it out and landed in the paddock. He explained to me that I should leave Norbert in the paddock and that Bob Edwards was on the way to pick him up at the road.

After thanking the property owners for their help, I explained to Norbert that he would have to find his way to the nearby road where somebody was coming to pick him up because he couldn't come in the glider with me. Peter gave me the plan for the takeoff. We had to be off the ground before the paddock flattened out. Then we would climb out over the top of the trees, off to the right. Once we had enough height, we could clear the hill and fly back to Piper's field.

During the flight back I could hear people giving Bob directions from the air as to where Norbert was.

I landed back at Piper's at about 2:30 pm. Luckily for me, Armin and David had taken the Puchacz. So as a very embarrassed duty pilot walked back to the pie cart and quietly continued to do my job hoping that Armin and David wouldn't be back for a while.

Thank you Armin and David for not killing me.

Thanks to Bill for suggesting that I have a break.

Oh, Norbert, don't get the wrong idea about gliding. I hope you come back soon for another visit.

# John Carr – Tug Maintainer

Peter Newcomb

Few club members would be aware of the amount of work John Carr does for the club in keeping our Pawnees, PPC and TNE, in flying condition. Recently John has been involved in the fitting of a new 'rebuilt' engine for TNE. Mounting the new engine, connecting the inlet and exhaust manifolds, the carburettor and fuel plumbing, cooling system, wiring, instruments, magnetos, covers, propeller and spinner. Then the testing.

TNE is now flying again and will be the main tug members see launching gliders for the next few months. Thanks should go to John from all club members for his efforts, especially for the recent massive job on TNE.

Footnote: Please do NOT take John's tools. If you use them, return them to their place immediately after use. It is very frustrating and time wasting for John to have to search for vital tools that are taken.



*Above: John Carr working on the engine installation for Pawnee, TNE. Left: Pawnee TNE stripped down and patiently awaiting new engine.*

# The Country Quack

Tim Galvin

## **Shock sets in when the spinning angle grinder cuts into the top of one's foot.**

Trauma is avoided when one realises that the 'casualty outpost' treatment by one of BSC's leading doctors is inventive if not unconventional.

### ***The patient***

I was sitting in Lake Keepit's Federation club house and talking to an old friend, Don Gray. A car pulled in outside and John, the English tuggie from Challock GC, hired for LKGC summer season, hobbled up the wooden steps into the kitchen/eating and lounge room. Instead of walking, he hopped on one foot across the wooden floor boards to the sink. Thump, thump, thump ... style.

"Are you all right?"

"No. I have dropped a spinning angle grinder on my foot. I need help."

I got up to check whether any help could be usefully provided.

### ***The sink***

Shoe and sock of the right foot were already removed. Blood was on the floor. The foot was already placed in the sink. The wound was wide, dirty but the blood flow, I observed, was less than the outlet plug in the sink. Don decided that he might be needed.

### ***Casualty station assessment***

John was sat down with a clean piece of paper to keep LKGC floor from contaminating John's foot wound. Don immediately asked for LKGC first aid kit to be brought from the 'Flight Centre'. Don avoided the first mistake of poring brackish bore water over a dirty open wound. He instinctively pulled open the kitchen sink cupboard door and pulled out a large container of Bushland dish washing liquid.

"What are the Hell you doing!"

"Cleaning the wound."

"No. No. No. I am going to hospital to see a doctor!"

So with tenderness and care the wound was wrapped with bandages from the First Aid kit. A few hours later Gunnedah Hospital staff gave John a local anesthetic before using a non-dishwashing liquid to thoroughly clean the wound. Two days later he returned to Gunnedah hospital because the wound was not healing as fast as it should.

Was the initial prognosis valid? Does Bushland dish washing liquid concentrate make your foot as 'soft as your face?'

### ***Don's reward***

John gave Don two bottles of wine out of gratitude. Don does not drink. So we had the red on the Mexican dinner night. I brought the Chardonnay back to Piper's to share with Bob Edwards on a future occasion.

Signed

An alcoholic observer of an Orange country doctor's skills.

# Minter Airways Full Steam Ahead

Peter Newcomb

**Matthew Minter has two passions in life, his music and his flying. However, Matthew has never had enough money to fully indulge his desire to fly.**

As a school boy, he would bring friends to Piper's so he could take them for a flight (and they would pay the bill). For this he earned the nickname 'Captain Minter of Minter Airways'. More recently Matthew has been instructing at Lake Keepit and at Bathurst, and is at present in Waikerie for three months as a resident instructor, where he is being paid to fly five days a week!



***Above: Matthew Minter in the K13, wings vertical, zero g, in a chandelle, Piper's field near the centre of the shot.***

***Left: Matthew full frontal***

# Maintenance Page

Peter Newcomb

## ***Gliders Damaged!***

In recent weeks there have been a number of incidents where gliders have been damaged putting them back into the hangar or on landing.

### **K13**

The K13 has had minor damage to its wing tip from two bumps.

1. The first involved hitting the hangar door. Open the hangar doors with about a metre clearance for the wing tip, so if the glider is slightly off line it does not have its wing tip hit the door.
2. The second involved putting the low wing down almost to the floor so the high wing scraped the rafter. The rafter has since been lined with carpet.

### **Puchacz**

The other more serious damage was to the Puchacz elevator which hit one of the hangar structural forks. The damaged elevator will need a fibreglass repair.

The Puchacz needs four people to put it away – one on the tail, one on the wing tip and two pushing the wings near the wing roots on each side of the canopy so the glider goes straight back in its track.

Particular care is needed with the tail to ensure it does not hit the hangar door top rails or the hangar structural forks.

### **Junior**

The Junior has also received a pounding in recent weeks by being run along on landing with its nose down on the skid. The air-brakes should be used to slow the glider on its landing ground run, NOT the wheel brake, and the stick should be on the back stop to hold the tail down.

**It is important for all members  
to take responsibility, speak up  
and assist in the prevention of  
potential damage to club  
equipment.**

**If you see somebody doing  
something careless, offensive  
or dangerous, please talk to  
them to help prevent the  
damage.**

# 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 (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					
DG300				\$36/hr or \$0.60 /min									
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	\$12.70
2	\$1.00	\$0.70	\$1.20	22	\$11.00	\$7.70	\$13.20	42	\$21.00	\$14.70	\$25.20	2400	\$13.40
3	\$1.50	\$1.05	\$1.80	23	\$11.50	\$8.05	\$13.80	43	\$21.50	\$15.05	\$25.80	2500	\$14.10
4	\$2.00	\$1.40	\$2.40	24	\$12.00	\$8.40	\$14.40	44	\$22.00	\$15.40	\$26.40	2600	\$14.80
5	\$2.50	\$1.75	\$3.00	25	\$12.50	\$8.75	\$15.00	45	\$22.50	\$15.75	\$27.00	2700	\$15.50
6	\$3.00	\$2.10	\$3.60	26	\$13.00	\$9.10	\$15.60	46	\$23.00	\$16.10	\$27.60	2800	\$16.20
7	\$3.50	\$2.45	\$4.20	27	\$13.50	\$9.45	\$16.20	47	\$23.50	\$16.45	\$28.20	2900	\$16.90
8	\$4.00	\$2.80	\$4.80	28	\$14.00	\$9.80	\$16.80	48	\$24.00	\$16.80	\$28.80	3000	\$17.60
9	\$4.50	\$3.15	\$5.40	29	\$14.50	\$10.15	\$17.40	49	\$24.50	\$17.15	\$29.40	3100	\$18.30
10	\$5.00	\$3.50	\$6.00	30	\$15.00	\$10.50	\$18.00	50	\$25.00	\$17.50	\$30.00	3200	\$19.00
11	\$5.50	\$3.85	\$6.60	31	\$15.50	\$10.85	\$18.60	51	\$25.50	\$17.85	\$30.60	3300	\$19.70
12	\$6.00	\$4.20	\$7.20	32	\$16.00	\$11.20	\$19.20	52	\$26.00	\$18.20	\$31.20	3400	\$20.40
13	\$6.50	\$4.55	\$7.80	33	\$16.50	\$11.55	\$19.80	53	\$26.50	\$18.55	\$31.80	3500	\$21.10
14	\$7.00	\$4.90	\$8.40	34	\$17.00	\$11.90	\$20.40	54	\$27.00	\$18.90	\$32.40	3600	\$21.80
15	\$7.50	\$5.25	\$9.00	35	\$17.50	\$12.25	\$21.00	55	\$27.50	\$19.25	\$33.00	3700	\$22.50
16	\$8.00	\$5.60	\$9.60	36	\$18.00	\$12.60	\$21.60	56	\$28.00	\$19.60	\$33.60	3800	\$23.20
17	\$8.50	\$5.95	\$10.20	37	\$18.50	\$12.95	\$22.20	57	\$28.50	\$19.95	\$34.20	3900	\$23.90
18	\$9.00	\$6.30	\$10.80	38	\$19.00	\$13.30	\$22.80	58	\$29.00	\$20.30	\$34.80	4000	\$24.60
19	\$9.50	\$6.65	\$11.40	39	\$19.50	\$13.65	\$23.40	59	\$29.50	\$20.65	\$35.40	4100	\$25.30
20	\$10.00	\$7.00	\$12.00	40	\$20.00	\$14.00	\$24.00	60	\$30.00	\$21.00	\$36.00	4200	\$26.00

### 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'.

December	Senior Duty Pilot	Assistant	Assistant
7 & 8	Richard Sproge	Jim Cuthel	Sandra Mainguard
14 & 15	Kathleen Kruger	Graham Horsnell	Stephen Bennett
21 & 22	Ed Marel	Ralph Millet	John Murray
28 & 29	Christmas camp	Self organised	
January	Senior Duty Pilot	Assistant	Assistant
4 & 5	Geoff Bott	Serge Lauriou	John Bott
11 & 12	Robert Cooke	Dawn Cooke	David Olivier
18 & 19	Nigel Gray	Bhup Mistry	Jonathon Bowring
25, 26 & 27 Aust Day Wend	John Rappell	Geoff Raymond John Simpson	Richard Parkinson
February	Senior Duty Pilot	Assistant	Assistant
1 & 2	Mike Morris	Alison Forward	Russell Branks
8 & 9	Bob Carr	George Marbot	Gail Wilkins
15 & 16	Andrew McBurnie	Catherine Webb	Anthony Cooke
22 & 23	Peter Williamson	Milan Youngman	Alex Dillenbeck
March	Senior Duty Pilot	Assistant	Assistant
1 & 2	Richard Bull	Wayde Quinlan	Tara Garrod
8 & 9	Michael Mainguard	Rodney Wellington	Angus Stewart
15 & 16	Ian Richards	Tim Galvin	Ian Shepherd
22 & 23	Robert Tims	Graeme Cant	Victoria Hilsden
29 & 30	Mitch Turner	Janine Humphrey	Michael Cole

# BSC Soaring Calendar

Date	Aircraft	Pilot / Contact	Event
Fridays	Any	Bob McDonald	Independent operators days by arrangement with Bob McDonald
Dec 12 to 21, 2002	TNE, Puchacz, K13, Libelle & Junior in use by the AirTC		
Dec 26 to Jan 1		Armin Kruger	BSC Christmas camp at Piper's
Jan 2 to 11, 2003		Bill Tugnett	BSC X-Country camp at Temora
Jan 13 to 24, 2003			National Club and Sports Class competition at Temora
Apr 18 to 21			Easter

## Notes

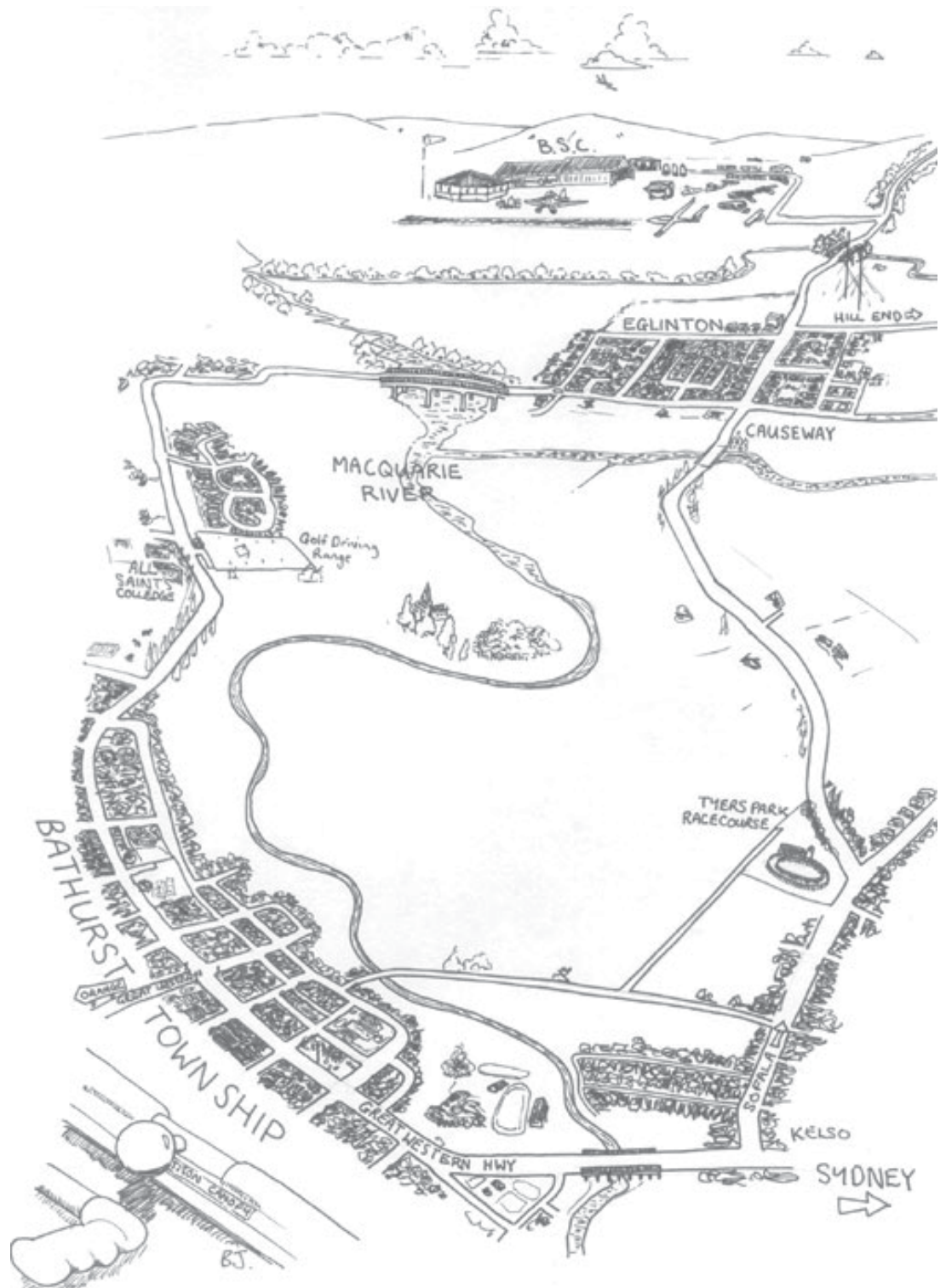
1. This soaring calendar is created and regularly updated to provide members the opportunity to plan ahead and take part in club events at Piper's or elsewhere. It also serves as a good tool for our maintenance crew, allowing them to do all they can to have club aircraft ready when needed. Ample notice 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: 10 December 2002



# 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)