

Thermal

the official journal of Bathurst Soaring Club



Summer 2003/04



Contents

Ron's Life of Flight (part 2)	1
BSC Officers and Delegates	2
Notes from the Editor	2
From 'El Presidente'	3
Omarama – How to stuff up a beaut flight	4
Maintenance at Piper's	5
Soaring Calendar	11
Temora Camp	12
Elmac Rigging Gear for the Orion	14
Advertising	15
Duty Pilots' Roster	16
Bathurst Soaring Club Charges	17
Membership List	18
Map to Bathurst Soaring Club	20

Ron's life of flight (part 2)

Ron Ballard

Joy's dad, Bill, loaned us his Vauxhall for our honeymoon which we spent travelling about the picturesque North Island for a couple of weeks before returning to Sydney by sea on the Union Steamship, 'Wanganella'.

Joy settled quickly into married life at our new home at Bilgola which I had almost finished, and we combined nicely to complete the job, with Joy working mainly on the garden. When I was away on trips she would explore Sydney in our Morris Minor and before long she knew parts of Sydney that were a mystery to me. Her sister Jeananne came over from New Zealand to live with us for a while and obtained a job as a dental nurse at Spit Junction. I returned from a certain trip to find we had another member of the family, a Pug Dog puppy, which we called Julie. Joy and Jeananne were featured on the front page of the Sydney Sun waiting at the airport for my arrival with Julie.

In March 1954 I trained as a first officer on the then new Lockheed 749's. These were a lovely aircraft with Curtiss electric airscrews, and my initial training at Richmond Air Force Base experienced a somewhat dangerous incident when on my first take off we had four over-speed engines.

continued on page 6

BSC Officers & Delegates

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Committee

President	Peter Williamson
Vice-President	Keith Gateley
Secretary	Margaret Jones
Treasurer	Paul Hyman
Membership Secretary	Peter Bowring
Flying Ventures	Armin Kruger
Compliance Officer	Richard Bull
Parachutes	Eddie Pahic
Member	Aaron Stroop
Member	Graeme Cant
Member	Alan Taylor

Other Officers

Glider Bookings	Bess Phillips
Ground Engineer	Mike Perry
Instruments	Graham Spoor
Airworthiness	Peter Newcomb
Chief Duty Pilot	Leigh Youdale
Aerotow Ropes	Brian Bailey
Airfield Co-ordinator	Joe Brown
Thermal Editor	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

Instructors

Phil Jones (CFI), Brian Bailey (AEI), Graham Brown, Robert Bull (AEI)
Paul Drew, Keith Gateley, Bob Hall, Peter Hanneman, Ray Humphrey, Nick King, Armin Kruger, Alan McGown, Lyle McLean, Matthew Minter, Eddie Pahic, Aaron Stroop, Brett Suttcliffe, 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, Geoff Sweeney, Alan Taylor, Bill Tugnet, Bob Warburton

Maintenance Panel

Glider Maintenance Co-ordinator: Peter Newcomb

DG-505 (Orion):	Armin Kruger, David Ollivier
ASK13:	Kathleen Mason, Matthew Minter
Puchacz:	George Marbot, Bhup Mistry
Junior:	Nigel Gray, Ian Richards
Libelle:	Peter Gore
DG-300:	Peter Newcomb, Robert Bull

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 Airfield co-ordinates: 33:22.72S 119:31.11E
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Notes from the editor

It looks like we've all been busy making the most of the good conditions – hopefully there's more to come.

The Orion has definitely lived up to expectations. It has been well utilised for the purposes it was bought for. Keith Gateley has completed a stack of 3 and 4 hundreds and a 500km flight at the Narromine Cup and then at the Nationals at Gulgong where he flew with John Rappell and Chris Pappas. Rumour has it that Aaron hired the ASH25 to stay one step ahead of Keith. Unfortunately, the ASH is many steps ahead of us all, but what a beautiful machine in the air and to follow – but you have to be quick, or you'll miss it.

So far the Orion has flown some 7,000km in about 20 xctry flights – now that's not a bad average.

Should we buy another one?

We had our usual Xmas Camp (next one'll be better) – guess we're getting used to weak conditions, and Temora wasn't that great either from all accounts. But with persistence and experience, our pilots were rewarded with some good flights regardless.

Then the good weather finally blessed us back at Pipers in January. The weekend of 31 Jan and 1 Feb gave us two good days with 500k flights being done on both days, but the next weekend was the beauty. Ian de Ferranti flew 930k out of Pipers in about 8.5 hrs – not Ian's longest flight but definitely the longest flight ever done out of Pipers. Other good flights included Tim Galvin flying his second 500 – his first was back in 1978.

Keith Gateley has arranged an advanced xctry training course at Pipers commencing 29th Feb. The coaches are Peter and Lisa Trotter, who will provide lead-and-follow and dual training in the Orion, for around 5 pilots. No doubt one of the participants will prepare a good article for the next issue of Thermal. Thanks again to all who have contributed to Thermal and also to Peter Newcomb and Graham Brown for the photos.

Good soaring,
Armin Kruger



From 'El Presidente'

Welcome and Thanks

This is my first report to the members since being elected President at the AGM in October last year. This is the first time in many years that members have had to make a choice between candidates for the vacant positions, and is an indication of a healthy Club with many members wishing to stand for Committee positions and the membership taking a strong interest in the elections at the AGM.

I would like to thank the outgoing President, Bill Tugnett, for his dedication, contributions and efforts over the past six years. I would also like to thank the outgoing Committee members for the support they gave Bill and the hard work they put in to ensure the Club is in a sound financial position today.

The individual members of the new Committee have a wealth of experience in various fields in their private and business lives, which will be a great asset to the management of the Club. Many members of the Committee have been members of this and other clubs for a long time and understand the issues that are important to gliding clubs.

Summer Season

Soaring is of course the reason we are all banded together in this Club. I am happy to report that the summer soaring season has been a very active and successful time for Club members.

Many members achieved badges and certificates as well as personal best flights at the various camps and comps. Members of the Club have attended the Bathurst Cross Country Camp at Narromine, the Narromine Cup Week and the NSW State Comps at Lake Keepit, all held in November; the Christmas Camp held at Pipers; the Bathurst Cross Country Camp at Temora and the FAI Nationals at Gulgong, both held in January.

I would particularly like to thank Keith Gateley for his efforts in coaching some of our less experienced pilots in competition and more efficient cross country flying in the Orion. Keith and his co-pilots have logged quite a number of kilometres and hours on our new machine and the cross country performance reports are impressive.

Keith is also organising more mid-week training courses, to run in February and March, with plans for more courses later in the year. These courses have been successful in the past and offer good utilisation of our fleet while catering for both the inexperienced and the experienced.

Christmas Party

Once again many members of the Club attended a most enjoyable Christmas Party at Pipers. Thanks must go to our hardworking ladies who organised both the Children's Party in the afternoon and the evening festivities for the adults. Thank you very much Jenny Spoor, Robyn Rainsford, Liz Sweeney, Margaret Jones and Elsie Pahic. A special thanks goes to Liz Sweeney for ensuring Santa was suitably attired in his new garments and to Brian Bailey who really looked and acted the part.

I am sure all the children will also join me in thanking Santa for his guest appearance on the day, arriving as usual in one of the Club's fleet. I would like to put in a special request to Santa's helpers to rewrite some of his material for next year's appearance!!!

Orion Form 2

I would like to thank Ron Ballard and his team who recently performed the Form 2 inspection on the club's DG505, Orion.

Through the efforts of these members and the many others who also undertake Form 2 inspections on the Club's fleet throughout the year, we are able to complete Form 2 inspections on club gliders "in house". This saves the club many thousands of dollars annually and thus enables flying charges to be kept to a minimum.

Permanent Functions Licence

The Committee will be making application to the Liquor Licensing Court for a Permanent Functions Licence. The Committee has empowered Graeme Cant to research and to seek advice from local solicitors in Bathurst, McIntosh, McPhillamy & Co, who have been recommended as specialists in this area of law.

I would like to thank Graeme for his efforts as this has not been an easy task. All going well we should be close to being granted a licence by the end of April 2004.

The thanks listed in my report do not cover everyone. There are many more who have contributed their time and skills for the benefit of the Club. With this sort of commitment from our members the Club can only go from strength to strength.

Many thanks to all,
Peter (Sarge) Williamson

Omarama – How you can stuff up a beautiful flight?

As usual this last December I attended my usual annual pilgrimage to Omarama to fly in the NZ Alps.

Whilst in the overall concept the weather during the 10 days stay was absolutely beautiful from tourist point of view, the gliding left some desirability. Most of the time we had a high over the south Island.

On Tuesday, the day was in general very ordinary. I intended to fly with Jerry O'Neil in the Janus, but according to his prognosis, no good, I'm going home.

Well, fishing started to look good. Around midday the wind came across the mountain from the right direction and the general consent was, 'Oh well, let's give it a try.'

After some stuffing around at the Nursery Hill, I had enough height to explore the valley. Up to Hugo's Elevator, then Omarama Saddle and Lindy's Pass, but still the lift was very ordinary. Some 10,000 ft up and down. So the last attempt was to go to Magic Mountain at the opposite site of the Omarama Valley.

Now things started to become more interesting – rotor, high sink and lift, but where and how to contact the wave which we could see was developing. The cloud cover was of mixed indication. Over the valley of Omarama we could see the development of a low lying wave cloud or the indication of it. I heard various pilots giving each other instruction on what was happening and where to contact with the wave.

From the opposite site of the valley I tried several times, got near the clouds, got lift, dipped out again. In the meantime the wave development of over 10,000 ft was notable, but still no contact. It appeared that there were two developments happening, one around 10 - 12,000 ft and one further over the mountain, much higher.

Never give up – from Magic Mountain another push towards the development over the valley. Contact, 8 - 10,000 ft up, oxy on, and try to stay in the lift with circling and short 8 figure flying. From 13,000 ft, I pushed forward toward the main wave which now developed very clearly over the main range. With little sink and at long last I achieved the contact with the main wave.

My first real classic 'picture book' wave – smooth top – lift with 8 - 12 kt, speed 80 to 90 kt and still going up. As my first direction was towards Wanaka and Queenstown, it took not long before I approached their airspace. As I was not inclined to contact the control tower in Queenstown I turned towards Mt Cook. Now it was plain windsurfing. The sink between waves was relatively minimal short times with 10 - 12 kt down but with enough speed I reached the Ben Ohau Range towards Mt Cook.



By now, the wave over the lake at Twizel turned into a cliff face and in front of it the vario stopped for a long time at 10 kt plus. I reached Mt Cook Airfield at 17,000 ft.

With some wave clouds developing higher up, the sun disappeared and it started to get cold. Flying suit and single shirt. There was still some 10km to Mt Cook but with the cold starting to creep up I decided to go home. I radioed my intentions and Doug Hamilton from the Alpine Soaring Club reported below me at 13,000 ft the same intention. Turning around for home I thought I would fly via the wave near Twizel. My thoughts were now, 'Let's go home to the warm of the Chalet.' Near Twizel at 19,500 ft I was seeking sink to get down. At 17,000 ft I pulled the airbrakes with max speed to get down.

I flew an LS3 and had to bypass the landing gear to pull the brakes. Ten kilometres outside Omarama, I called up my intention to land, arrived at circuit height, made the necessary calls and approached the landing strip at 65 kt, rounded out and came to a sudden halt with some fiberglass smell in the cockpit.

'Omarama base, can anyone get me, I landed with the wheel up.' I got all the various help for an excuse like the wheel collapsed etc. but no – it was my own stupid fault by not doing the drill of a FUST check.

Today, I still get the unpleasant feeling when I am landing that I check several times if the wheel is down, all because of not doing the drilled checks even when one is tired and cold so my exhilaration was somewhat dampened for the day.

Nevertheless, I will be back again for this year's flying in Nov/Dec because I love to fly in the Alps with all its beauty of mountains and lakes and snow and ice peaks.

And let's not forget the trout fishing in the morning before flying.

George Marbot

Maintenance at Piper's

On Saturday 7th and Sunday 8th February, the Orion had its first annual inspection, after its first year of flying.

The Form 2 examination was carried out in-house at Pipers. The team, headed by Ron Ballard, who signed the aircraft out, included Joe Brown, Matt Gage, Richard Bull, David Ollivier and Peter Newcomb.

The Orion has been shown to be a very popular aircraft. In its first year it flew 345 hours, way above the 200 to 300 hours of the other two-seater aircraft in the fleet.

The work went very well, in spite of two very hot days. The wings proved very difficult to get back on when it came time to re-rig the aircraft, but lessons were learned and much less time and effort should be needed in future re-rigs. Lyle McLean did the evaluation flight in the afternoon of Sunday 8th to get the Orion back on line for another year.

The club saves a considerable amount of money and time and transporting problems by doing this work at Pipers. Thanks go to all the members of the team that carried out the work.



Important Notice: RIGGING THE JUNIOR

When rigging the Junior, particular care needs to be taken in attaching the tailplane, as it is possible to install it incorrectly.

The Junior has a 'T' tail configuration with the tailplane attached on top of the fin. The tailplane has two brackets on the underside, a short one at the front and a longer at the rear.

Each bracket has a hole to accept the tailplane pin. The rear bracket is longer and has a 'U' slot at the bottom. When in place, the 'U' slot engages a locating pin on the fin's vertical spar, which provides the necessary lateral stability to the tailplane.

With the tailplane lowered into position, the tailplane pin is inserted horizontally from the front of the fin and passes through the bracket holes and the fin attachment holes. The tailplane is now mechanically connected to the fin and the elevator drive is then connected.

Unless the tailplane is held at the correct angle when it is lowered into place, it is possible for the 'U' slot to not engage on its locating pin. If this happens and the tailplane pin is then inserted, whilst it appears to be correctly rigged it is not and a check of the vertical free play at the tips will show +/- 20mm movement.

The manufacturer has attempted to eliminate the possibility of this happening by fitting a deflector plate, to ensure that the rear bracket 'U' slot is correctly positioned on the locating pin (see drawing). However the tailplane must be held and lowered into position with its leading edge angled up, to ensure the rear bracket is deflected forward and positively engages.

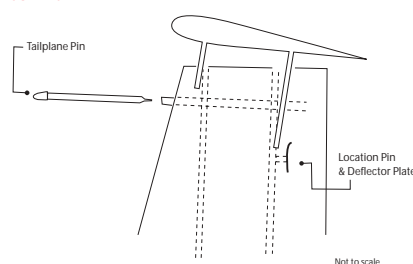
When the tailplane is in position, if the tailplane pin is difficult to insert, the 'U' slot is probably not engaged. Lift it off and start again!

Finally, with the tailplane pin inserted, check the vertical free play at the tailplane tips. If the freeplay is more than +/- 3mm, be suspicious and get someone else to check it.

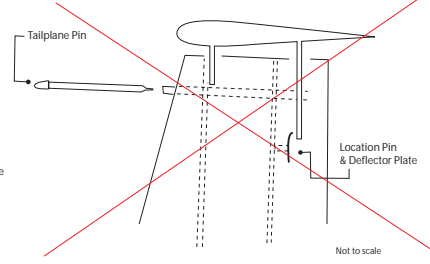
Bill Tugnett



CORRECT



WRONG



The check pilot 'Torchy' Uren called for me to handle the plane on very reduced power to control the over-speed, I literally had to fly at very low level dodging trees and buildings whilst 'Torchy' analysed the problem.

The trainee engineer had mistakenly switched off all alternators during his pre-take-off check with the result that the four airscrews depleted all battery power on take off with all screws remaining in fine pitch. Once the problem was found we could restore power and climb away.

The 749's opened up a new world for me and I started doing trips to London, Cairo, Rome and Karachi, the down side was that the trips were long – 22 days away from my lovely wife. I found that I was spending more time in Karachi than I was in Sydney.

In early 1955, shortly after my marriage, Joy and I, together with my mother and new step father, Tommy Druitt, bought the lease on a run-down milk bar at Newport Beach, with the idea of building up the business for a capital gain. Pregnant Joy and my mother, Eileen ('Cushie') worked hard in doing this and I was involved when at home.

I used to be met by Joy on my arrivals in Sydney, usually early in the morning, with our little Ford Prefect van and on the way home collected bread and special cakes from a boutique baker in Dee Why, getting my navy uniform covered in flour before I could get to bed.

Our plans for a quick sale were dashed when the shop was included in a road widening plan by the Main Roads Board, so we had to hold onto the lease until the road widening was done and the shop owner was able to build a new building, we could then sell the 'Box of Birds'.

Qantas at the time, in early 1955, found they had a surplus of pilots and decided to run a special navigation course for a dozen pilots, run by two navigators, Alan Simpson and 'Lofty' Bracker. I unfortunately, was not chosen, but arranged to attend the course whenever I had time off. My keenness paid off and I was allowed to join the course full time. We were taught the mysteries of celestial navigation and other navigation arts over the next few months with a lot of practical navigation en route, finally sat for the flight navigator exam. No one passed! I think DCA believed pilots were not bright enough. I was miffed because I learnt that a certain question was marked as wrong when I knew I was right. This was confirmed by the nav instructors. I was re-marked and passed to become a fully qualified navigator, a rather lost art these days with the advent of Inertial Navigation and GPS.

Qantas now put me on the South African run to Johannesburg which, at that time, had the longest over-water flight in the world from Cocos Island to Mauritius, in the Indian Ocean, flying Lockheed 749 Constellations, with only astro navigation for guidance, and the navigator requiring relief periods.

In March 1955 I was also trained as a first officer on the new Lockheed 1049's, Super Constellations, and was for a time flying both these aircraft. Also this month I was told that I was to be based in Mauritius for three months, I strongly objected on the grounds that I would have to leave my new wife, who was now pregnant, and I had already spent over two years serving in New Guinea. A compromise was then agreed, whereby she was allowed to go with me. So in late March we set off for the posting. At Cocos Island we were off-loaded, as the



Captain required extra fuel for adverse weather on route to Mauritius. Qantas telexed that I was to remain in Cocos to operate following services to Johannesburg and that Joy was to return to Sydney. Again I objected strongly, as she was already in Cocos, so why could she not stay.

The management again agreed provided that I pay for her accommodation on the island, so I readily agreed, especially when the station manager told me that there was never any charge for this. So for the next six weeks we had a second honeymoon on this delightful island paradise with me operating once a fortnight to Johannesburg and back, away for two days only, doing three trips before returning to Sydney.

Whilst here we had a great social time, and during one evening, dining with the DCA manager Norm Properjohn, I mentioned that I was a member of the Gold Fish Club, having been involved with an aircraft ditching during the war. He said, 'I thought I knew your face', and it turned out that he was the co-pilot on the DC3 in which I had been a passenger, and which had come down off Cape York. From this amazing encounter I learnt Properjohn's account of the real cause of the incident. I was told that the captain was a flight lieutenant instructor recently posted from Tiger Moths. He had attempted to climb above the inter tropic front, which was impossible, then descended on idle power to about 500 feet over the water, to find that one engine only responded to power, the other was suffering from total carburetor ice blockage. Norm tried to persuade the captain feather the dud engine, but he declined because he said it was giving 1500 revs. It was, of course, windmilling at this speed and creating heavy drag. For about an hour the good engine was operating at full power to stay airborne, and eventually burnt out. Norm suddenly appeared through the flight deck door to say, 'Strap yourselves in we are about to ditch'.

Later in 2001, I was contacted by a North Queensland diver who was searching for the wreck and could not find it where the Air Force said it had come down. He told me that from his enquiries, I was the sole survivor of the incident and he wanted to get my ideas of its location. He told me that the spot given was in shallow water and when I related that the aircraft sank fairly vertically and completely, decided that it had gone down in much deeper water, he is still looking for it, and promised to tell me if it was eventually located.

I was also given official information of the event from the #3 Squadron Association who told that the radio officer had been awarded the George Medal for his bravery in radioing the SOS as the aircraft sank and then swimming alone for the air dropped second dinghy, apparently the official records did not show the fact that I had accompanied him on that swim.

On the 24th September 1955, my daughter Annabelle was born at Manly Hospital which of course was a day of much joy and celebration.

1956 was the year of the Melbourne Olympics and on 22 August I was first officer on a flight from Singapore to Djakarta and Darwin which carried the Olympic flame, which was in the charge of a special courier and carried in an old miner's lamp for safety.

The problem was that on each and every landing when the aircraft pressurization released automatically the Olympic flame went out. The Courier used to race up to the flight deck for permission to rekindle the flame by judicious use of Mr Bryant and May.

I was always amused to hear the acclaim that the eternal flame had been welcomed in Djakarta and in Darwin as the original from Athens, I guess that what you don't know doesn't really matter.

The lamp was taken from Darwin to Melbourne by the RAAF for the official reception, and I wonder if the RAAF had more success in keeping it alive.

In September 1956, I started command training on the 1049's which continued through until the 23rd February 1957, when I finally took command of my first flight to the UK. There followed many happy trips, although the 1049's proved to be rather difficult to operate with many engine failures because of the unreliable Wright Cyclone 21 cylinder engines with their power recovery turbines, which I believe were developed to wring as much power as possible out of a smaller reliable engine.

They also had a two stage supercharger to fly at higher altitudes and adjustable cowl flaps for engine cooling. It was always difficult to get the aircraft to fly efficiently 'over the step' when more power was required, this needed more cooling and open cowls which then slowed the aircraft down and it 'fell off the step'.

The trips to the UK were scheduled to be of 22 days duration, but with disruptions due to serviceability and unscheduled crew turn arounds, this could be much longer. Much of our off time was spent at Speed Bird House in Karachi run by BOAC, the venue of many wild parties.

I was sleeping in Rome on the 24th August when my first son Paul was born. I was awakened at 4am to hear the happy news. I always relate that I knew of the event before Joy, as he was born at 8am (Sydney time), at the same hospital in which I had entered the world.

On the 24th February, 1959, my second son Geoffrey was born. Yes, once again all important dates in the family occur on the 24th of the month. This time luckily I was at home and was able to attend the hospital. Joy always said that with the previous two arrivals she always felt like an unmarried mother with no husband and only female visitors to see her.

In January 1960 I commenced training on the new Boeing 707 jets, although I was disappointed that it was to be first officer training. The chief pilot, 'Torchy Uren', assured me that this was to appease the bean counters and said he would guarantee I would soon get a command. After a month's technical course and simulator training I attended the training base at Avalon airfield near Geelong, and did my flying training with check Capt. Ted Harding. My 'crash mate' during the airwork was Reg Chasney, where we became good friends. The 707's were quite different to fly from the previous aircraft types because of the swept wings and we had to learn to master the bad tendency to 'Dutch roll'. Some people just could not handle this, and failed the training. The 'Dutch roll' was partly controlled by a design feature called the yaw damper, and part of this device was named the 'O' Rod. On one training flight, shortly after take off, Ted Harding pulled of the #4 thrust to simulate an engine failure, I had great trouble handling the aircraft, and Ted said, 'Stop kicking the fucking rudders'. (Ted swore a lot). I replied, 'I'm not kicking them, they are kicking me'. Something was obviously wrong. We put power back from #4, switched off the yaw damper and completed the circuit. On fairly short final, Ted suddenly pulled #4 again saying, 'This was supposed to be a three engine landing'.

The aircraft started to yaw violently to the right and I couldn't hold it. Instinctively, I pulled #1 and increased power on #2 & 3, got the aircraft back under control and completed a not so good landing. The engineers couldn't find any problem and the plane was returned to Sydney where DCA grounded it for a full investigation. The result was that the 'Q' Rod was found to be completely broken. Not many years ago the RAAF lost a Boeing 707 after take off out of Sale, in Victoria. Investigation proved that the check pilot had switched off the rudder boost, then failed an outboard engine. The aircraft went out of control and crashed into the sea as the airspeed was below the VMCA for three engines without the rudder boost. (VMCA 3 is the minimum control speed with boost off). The same situation that I had experienced.

This was followed by en route training at the end of April to Rome, and I was let loose on the travelling public in mid May as captain, just as Torchy had promised. I continued on the UK run in 707's until July 1961 when at last I cracked the Pacific run to the USA. The flying during this time was fairly incident free, as the jets were far more reliable than the Lockheeds.

I did however have another experience with the rudder system when on a flight from Cairo to Karachi we found the yaw damper was unserviceable and descended to a lower altitude to trouble shoot. I switched off the rudder boost, then found it would not switch on again. On landing at Karachi, found that the rudder was locked firmly in the neutral position. This problem was not found until landing as, in Boeings, turns are made solely on aileron and asymmetric speed brake. One hour after arrival the rudder was again normal. It was evident that during the period that the boost had been switched off, the hydraulic supply to the rudder had frozen, just as well that we had not experienced an engine failure.

Another time, flying out of Teheran, I was suddenly taken extremely sick with food poisoning shortly after take off, so much so that I considered I could not stay in command and handed that role over to the First Officer, Reg Darwell. He made an unscheduled call at Karachi. The flight was able to continue on with another Captain who was in port waiting to return to Sydney. I remained at Karachi to be treated by a Pakistani doctor, who was well skilled in this complaint, and was able to return to Sydney as a passenger two days later.

On a flight from Karachi to Singapore, and just before descending, the flight stewardess appeared on the flight deck to advise me in a terrified voice that a passenger had a knife and was threatening to kill other passengers. The crew immediately went into action to subdue him and to do so the whole crew were required, which left me on my own with the engineer descending into Singapore, dodging thunderstorms and working the radio. I authorised the use of the handcuffs which we carried, and I believe it was the first time for Qantas. Luckily no one was injured, and the person was held in Singapore. It was later found that he was a young, strong schizophrenic with delusions, claiming that someone was attacking him. He was sedated and carried on to Perth under escort and taken into custody there. The incident was reported on Sydney radio and was heard by Joy, not knowing that it was me who was involved.

The American run was a dream, staying at luxury hotels in Waikiki and San Francisco. I also started to do trips to Tokyo and Hong Kong. It was good getting back to Hong Kong again and being in charge, the approaches were challenging and I particularly enjoyed doing the harbour approach, with landing back into the SE. It involved descending to 800 feet going through the Waglan Gap and doing a right hand circuit around Hong Harbour, below the tops of the tall buildings on Victoria Island and Kowloon, doing a fairly steep turning approach over the famous checker board for a landing on runway 13, most spectacular. This procedure was later not allowed but it was a great thrill doing it.

In October 1962 I was again posted, against my will, to London. This time I was told that the posting was for senior pilots, and I was the most junior of the seniors. On breaking the news to Joy she was absolutely thrilled and after taking some leave in New Zealand and Honolulu, we arrived in London on a cold and foggy 20th November, Joy dreaming of a thatched cottage in the country. She was disappointed when we were put into a company house in Virginia Water, no food and no idea where we could get any, with visibility down to a couple of hundred yards. Luckily I discovered my old friends, Keith and Gwen Ginman, were only two doors away. Gwen took things in hand and we were soon settled down. I had to get a car and learn where we could shop etc.

A week later I did my first trip down to Cairo followed by several Atlantic trips to New York. We got Anna and Paul into schools and Geoff to kindergarten. Joy once again settled down quickly and explored SE England and London, although it was bitterly cold, being the severest winter for 50 years. The house had a coal fire but no coal was available due to the freeze. There was ice each morning on the inside of the windows, the only way we could get warm was to go to bed with an electric blanket or go out in the car with the heater full on. I appreciated going to Cairo to warm up. Got to know some other good friends there, Ray and Lyn Jeppesen.

Ray was manager in Cairo, and Lyn was pregnant with her first child, the crews brought her things she needed and not available in Cairo. Joy and Lyn later became firm friends. Lyn traveled to London for the arrival of David, who is now a Qantas First Officer. It was good also taking off from London Airport in minimum visibility and popping out into brilliant sunshine at 2000 feet. These were the days before pollution was controlled and coal fires banned.

Sometime later we moved to a bigger two-story house in Abbot Drive. Qantas installed central heating, which was badly done with the floor boards placed back without being re-nailed. On Christmas Eve 1963, I got sick of the noisy floorboards and decided to nail them back myself. Joy called from down in the kitchen to say the light was filling with water, I had nailed right through a pipe. I then had to find a plumber on Christmas Eve, what a job, but did find a co-operative soul, but still had the loose floorboards.

In spite of my aversion to the posting, we did enjoy the time. Joy traveled a lot around England and Scotland and took trips to Rome, Cairo and Teheran, sometimes getting a sitter to look after the kids, which did not make them very happy. We also had holidays skiing in Austria and making some good friends in Lech-am-Arlberg, the Pushnigg Family.

We returned to Sydney in January 1965 and settled back into our house at Avalon. I went back onto the American run with some Tasman's thrown in. I had brought back from England the plans of a 15 ft. sailing skiff, a Lazy E. I poured over these for quite a long time and lacked the knowledge to start construction. Eventually in early 1966 I decided to start, and set out the jig in my garage, I knew a boat builder close by who agreed to help if I ran into a problem. I had also purchased a saw bench from Sears Roebuck and started cuffing timber.

In June I broke my right wrist starting my large old Atco lawn mower and was on sick leave. After a couple of weeks just sitting around I got thoroughly bored and decided that I could continue work on the boat using screws instead of nails, using my left hand to screw and pressing the screwdriver with my plastered right hand. I also had no trouble using a drill and saw bench. It worked fine and I happily progressed with my work managing to solve problems and not requesting help.

I returned to work in August, convinced that the work I had done had greatly helped with my convalescence. My orthopedic surgeon was impressed with the way I had kept the plaster in such good condition. I didn't tell him I continually patched it up with spackle. When summer came and with the boat finished, I joined the Palm Beach Sailing Club and had lots of fun sailing the Lazy E with friends and family. Some time later I promised son Geoff a boat of his own, and built a Manly Junior, But Geoff used it mainly for fishing in Pittwater.

In 1969 Joy found a property in North Springwood, originally developed by Sir Henry Parkes, which she persuaded me we should buy as an investment, so we moved there with Geoff, leaving Anna and Paul with friends, John and Nita Simpson, who needed temporary accommodation whilst they built a new home.

Our intention was to spend three months doing up the mountain property before returning to Avalon. This never happened, and we eventually sold the Avalon property at a substantial financial gain. Moving completely to Springwood, the work went on for many years being a large property and containing other smaller and run down cottages, I still drove to Palm Beach whenever I could to sail. One small stone cottage showed a lot of potential so I stripped it down to the original stone and rebuilt it as a two story 'Mansard' style House. The job took me four years working in my spare time, and we moved into it in December 1976. The following year we subdivided the old house, 'Heather Brae', and sold that, at a substantial financial profit. Later with the need of a good workshop and a place for Joy to practice her hobby of stained glass work, I again went into the construction business and built a large two story barn, garage and workshop. Later still I expanded our house adding on a large dining room.

In January 1973 I bid for, and won, a transfer to the new Boeing 747's. The course was very intensive with the training taking three months. I found it necessary to move to friends at Bellevue Hill from Monday to Friday to study and absorb all the knowledge needed, going home for the weekends. I found it much easier to study in the mornings from 3 or 4am. After a days intensive lectures and later simulator, I just went home and went early to bed.

At the completion of the technical course and simulator it was once again back to Avalon Airfield near Geelong for the actual flight training. The sheer size of the 747's took quite a bit of getting used to, but eventually it all becomes normal. At the point that the wheels touches the runway, eye height was about 70 feet above the ground. Training included engine failures on take off, one and two engines out landings, and anything else the training captain could think of.

My first trip to London was on the 5th April, 1973. This was under supervision of a Senior Check Captain. Then, twenty days later on my own, which was uneventful.

It was not until March 1974 that I had any problems, when on a flight from Bahrain to Frankfurt, we had to shut down one engine due to an over temperature. Five minutes later, another engine over temperatured and was shut down when over the Balkans. This had been due to fuel icing. I decided that we could restart the first failed engine as it had not exceeded the maximum temperature by very much. This worked out quite well, and we proceeded directly to London. I was quite impressed by air traffic control who authorised a direct route to London without following airways, and a routine three engine landing was carried out at London Airport.

The only other incident I can recall was in 1976, when landing at Vienna on a cold January morning with a strong wind blowing at about 30 degrees to the runway. After touchdown and slowing with the use of wheel brakes and reverse thrust, the aircraft weather cocked into wind but due to the ice on the runway it continued under its own momentum along the runway at a 30 degree angle. I managed to realign it by use of asymmetric reverse thrust and taxied carefully to the terminal. The service was delayed for a few hours until the ice was cleared off the runway.

I had a memorable day on the 8th October 1977, when my son Paul graduated from NASA college in Cessnock with a commercial licence. I was requested to award wings to the graduating course. It was a proud moment for me. I later took a flight with him in a Piper Cherokee. Joy declined to go.

On the 22nd of the same month I was rostered on a flight to San Francisco, and on the return flight I had a clear day off in Honolulu, so, with the crew, hired a car for a drive around the island. On the north coast we stopped at Dillingham Field to find a Schweizer T33 glider and tow plane offering flights. The T33 is a three seater, pilot in the front and two side by side in the back seat. The cost was very reasonable, just \$US9.00 each for two passengers or \$12.00 with one. I negotiated for a \$US12.00 flight with the stick installed, and soon found myself ridge soaring with a strong trade wind blowing across the ridge. I could have stayed there all day but after 20 minutes was told my time was up and we flew back to Dillingham for an approach, my instructor taking over for the landing.

I was sold, on arriving back in Sydney I rang Tommy Thompson, one of the Qantas doctors, who I knew was a glider pilot to see how to get into the sport. As a member of Bathurst he directed me there to find an old friend, Robin Smith, daughter of my good friend, Len Sales, and so started my love of gliding, and my membership of the best gliding club in Australia. Checked out on Blaniks and went solo on the 18th February 1978.

Flying the 747's was pretty uneventful as they are such reliable machines with so many back up systems, for instance having four separate hydraulic systems, split up so that every flight control has two systems to operate it then each hydraulic system has its own back up system. It is routine for an aircraft to have some redundant systems and be able to continue the service back to Sydney for rectification there. So my Qantas career seemed uneventful right through until my retirement on the 29th March, 1979, when Qantas had at that time a surplus of pilots and offered me and others a year early retirement with a good financial inducement. I have always loved my flying and was sorry to leave the majestic 747's, but it was good to have my gliding to satisfy my passion.

Going back a bit, I started tugging in December 1978, being checked out on the Pawnee. I had previously had some reservations about flying gliders and the Pawnee thinking that they were so different to the big ones, I might have some difficulty, but this certainly was not the case.

One problem was that I had to re-learn to use the rudder to turn as I explained earlier that turning the Jets was done solely by aileron, the rudder is used only for asymmetric flight.

Another was that I used to get so tired driving back from Bathurst on Sunday night that I had to stop several times to rest, it was obvious then that the overseas trips, flying day and night with changes in time zones, affected my circadian rhythm (jet lag) which is cumulative and takes quite some time to work out of one's system. I don't have that problem now, even 24 years older.

In 1979 I decided that I must have my own glider and on reading the magazines, badly wanted the new Pik 20 E, so ordered myself one from Paul Mander, the Pik agent. Paul told me that he had an enquiry from Reg Chasney about the Pik, so I contacted Reg and invited him to join me in a syndicate, which he readily agreed. Reg then joined the Bathurst Club and we eagerly awaited the arrival of our machine. We discovered the week before it arrived, that we needed a self launching endorsement, so contacted an old friend, and ex Qantas pilot, who we heard had a Sperber RF5B at Warnervale on the mid north coast. Ted Jones said he had been authorised to give endorsements and invited Reg and me up to do the job.

The aircraft arrived in late January 1980 and I borrowed a trailer from Southern Cross and proceeded to Darling Harbour early in the day to take delivery only to find that Customs were on strike, so sat around for hours with dozens of truck drivers waiting for Customs to return to work. Late in the afternoon eventually exited the gate and drove gingerly to Camden in heavy peak hour traffic where Tom Gilbert was to do the acceptance inspection.

This was duly done in the next couple of weeks, but then we ran into a big problem when DCA informed me that they classified the glider as a powered aircraft. I pointed out to them that a Pik 20 E had already been accepted as a glider and had arrived previously in Melbourne, and treated as a first of type by Head Office, so that ours should be accepted by them as another previously accepted aircraft. Their answer was that as far as they were concerned it was a first of type in NSW. I discovered later that they were having an argument with Head Office on another matter, and I expect that they were trying to get one back on Head Office. This resulted in me having to make numerous trips to Bankstown and Liverpool Street.

They were horrified when I told them that we intended keeping the A/C in a trailer and they told me that when I took the wings off the C of A would be invalidated until re-certified by a LAME. We got over this problem when my old friend, ex-Qantas LAME and flight engineer, Keith Ginman, said he would do that whenever needed. Later they issued Reg and myself a special authority to rig and de-rig the Pik.

Tom Gilbert carried out the required work on the Pik and got a Camden LAME to check out the engine, then came the day for the test flight which I carried out successfully, being very pleased with the aircraft. As said before, DCA were extremely difficult and I did many trips to Bankstown and Liverpool Street Head Office to try and sort things out.

We received the C of A only to find that the Department requirements for the take off were extremely onerous and in fact we could not operate legally even at Camden where we had done the test flights. Heavy restrictions were placed on the T/O in regard to temperature and altitude, not a thing about pressure, wind direction, wind speed, surface conditions. We certainly could not operate at Piper's although the Pik T/O requirements as per the flight manual were no problem.

Reg, who was still flying with Qantas, called at Melbourne Head Office where he ran into the DCA check pilot for Boeings and told him of our problems. He was introduced to Ron Ferrari the head performance officer, who called an underling into his office where the problem was discussed and he was told to go back and do the job properly. Shortly after we received a much improved T/O requirement, although not as good as the Pik document, which enabled us to legally fly at Piper's.

Keith joined the club as an associate member and even went so far as to buy a house in Bathurst. He moved there with Gwen, his wife, and we enjoyed many trips away, with Keith and his van as our ground back up. Keith was someone who just loved working on aircraft, and suggested to me that he would like to do the servicing of the Pawnee, but the committee were not in favour as they, at the time, had an arrangement with Hazelton's at Cudal, and did not want to spoil that.

One day I flew the Pik to Cudal, and saw the Chief Maintenance Engineer, who told me that they were doing the club maintenance as a favour only, and would be more than happy to hand over to Keith, so from then on we were able to do all our inspections in house, saving many hundreds of dollars, especially when Keith bought a second hand plug cleaning machine eliminating the need to fit 12 new plugs at about \$25 each at 100 hourly's and of course there were no labour costs.

I achieved many memorable flights in the Pik especially on the regular safaris with Reg and Keith, and over the next few years gained the required goals to my triple diamond badge. The height gain however was done in the Club's Twin Astir at Jindabyne when I flew it to 28,000 feet, a height gain of 21,000 feet, on the 23rd August, 1984.

In December 1993 had my last flight in the Pik when I sold my share to Reg and he later sold the glider to Lloyd Bungy. I was now in a new syndicate with Joe Brown and Frank Popovsky with the new DG500 which arrived in early December 1993.

We three carried out the acceptance inspection at Camden with help from Cliff Wylie. The big day arrived for the test flight but I was unable to do it because of a poisoned toe, so the initial flights were done by Joe and Reg Chasney. When I was again well enough to fly I checked out Frank Popovsky for his powered sailplane endorsement.

We were waiting for suitable weather to fly the glider to Bathurst. Then a suitable 'window' arrived on the 28th January 1993 with the range being forecast as clear until the afternoon when a front was due. Joe and I were anxious to get going and so I taxied out to the end of the short runway which also had a gradual upslope I completed my pre-take off checks and lined up and with a clearance from Camden tower commenced my take off run, unfortunately I had to use the speed brake to make a sharp turn into position and then commenced the take off not having relocked the speed brake.

I noticed that the glider was not accelerating very quickly, checked the engine RPM which was OK and assumed that the runway upslope was the cause, I was unhappy still with the acceleration and was about to abort, when the speed suddenly increased, I observed that the fence was getting closer but thought that I could get airborne and clear the fence successfully.

However, I also observed that the trees on the airfield boundary were a danger so started a slight turn to starboard to fly through a gap but the long wingspan meant that the right wing tip struck the top of the boundary fence and brought us crashing to the ground on a cleared down slope grassy bank.

The real problem was that not having re-locked the speed brakes again before starting the take off run, the brakes had partly deployed again and applied some wheel braking. Joe realised the cause of the slow acceleration and locked the brakes down, but didn't tell me and it was then that I saw the acceleration and continued the T/O, a big mistake! I make no excuses for not aborting the T/O run as I should have and nearly did twice.

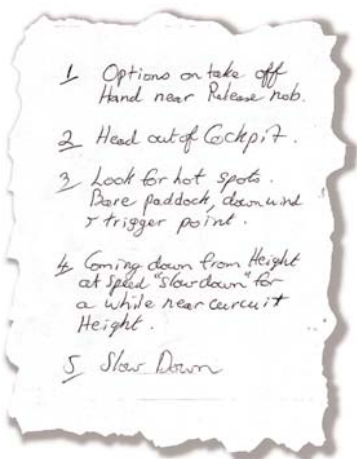
This is where Ron's has ended his story to date.

BSC Soaring Calendar (updated February 2004)

Date	Aircraft	Pilot/Contact	Event
Feb 29 to March 5		Keith Gateley	ab initio course
Feb 29 to March 5		Keith Gateley	cross country course
March 28 to April 2		Keith Gateley	ab initio course

Note: 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. Independent operators' days are for pilots holding an independent operator's rating.

Attached below is a flight checklist found recently at Piper's. Would the author of this document immediately contact the club CFI. He would like to discuss your flight management with you!



The K-13 purchased in late 2003 from Kingaroy, QLD. Rego VH-GPX

Ian's flight from Piper's

Pilot:	Ian de Ferranti	
Date:	Saturday 7/2/04	
Launch:	Pipers	
Glider:	DG600 18m	
Distance:	930km	
Task:	Free distance	
Start	Pipers	
Turn 1	S. Tottenham	240
Turn 2	N. Mt. Werong	310
Turn 3	N. Capertee	100
Turn 4	S. Jenolan Caves	90
Turn 5	N. Pyramul	120
Finish	Pipers	70
Total		930

Duration:	8h 09m
Avg. Speed	114 kph
High Pt	14,500 ft
Thermals	45 @ 5 kts avg (10 kts max)
Cruise	1072 km @ 48.5 L/D 98 kts avg.

Comments:

This was, without a doubt, one of the best day's flying I've experienced at any site and is the longest flight I've achieved out of Pipers.

The flight was essentially a 550 km out and return to the NW at a pretty ordinary 106 kph plus 380 km in convergence over the mountains where I was able to achieve in excess of 130 kph. Having observed and enjoyed, for many years, the mountain convergence which can form on big days, I've often planned to exploit it in a distance flight. On Saturday I was lucky enough to have it come together. Overall, a really enjoyable day's flying.

Temora Camp 2004

- 1) 22 BSC a/c and 35 members attended during the two weeks. The best attended Temora camp so far.
- 2) PPC did 152 launches. Launch income \$4,578
- 3) The Orion was flown cross country on 5 days. Two days lost due to weather.
- 4) Longest flight: Ian deFerranti – 827K
- 5) Several badge flights couldn't be claimed because of Barograph malfunctions.

Thanks from all to Brian Acker who did most of the tugging (he had to go back to Sydney for 4 days and John Carr came down to relieve him).

As well as flying the tug, Brian kept the launch sheets and collected the money. He did an excellent job, all income being accounted for.



Graham Spoor, Geoff Sweeney, Bob Hall, Liz Sweeney



Peter Bowring



Matt Gage, Tim Galvin and Paul Drew on the balcony at the Shamrock Hotel



Col Vasarotti from Canberra club and Col Turner



Tim Galvin

Spent six days in the second week at Temora and shared a motel room with Nev Page – nothing happened!

We had booked the Orion for two days, 13th and 14th January – the two worst days of the week. We had 2.5 hours on the Tuesday but had to stay within final glide of Temora. The next day, the same again, except it was for three hours and at 5 o'clock I said, 'Let's go in', as my b___ was getting sore. So much for my two days of cross-country flying.

Col Turner would not take a launch on either days, he drove to Wagga to the pictures.

Thursday – Neville page did 500 kms in the DG400, Col Turner did the 300 task in 2.75 hours and I sat on my bum on the ground.

So much for my week at Temora.

Dennis Gilbert



Rigging the Orion with the Elmac rigging gear

1. Roll wing out of trailer
2. Move tip away from fuselage (so there is room to get between fuse and wing) and rest on tip stand while wing carriage is fitted
3. Fit wing clamp to balance point of wing then clip in wheel section
4. The jack can be wound down to take the weight or tip lifted off the stand
5. Wheel wing to fuselage, rotate and insert into fuse
6. Adjustments up and down, fore and aft must be made at wing carriage, either with jack or sliding on axle, or possibly rotating fuse slightly.

DO NOT LIFT WING TIP!

Note: the most useful aid to glider rigging is a means of locking the first wing in place. In my LS3, I partly insert the main pin and jam a wooden wedge between the pin and side of fuse

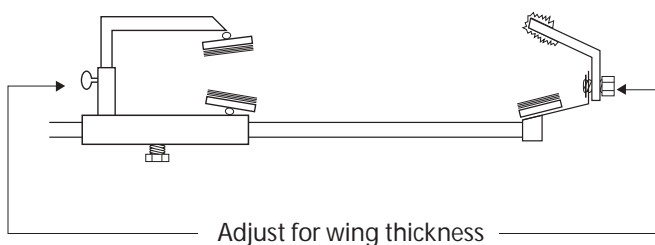
7. With left wing secured, place wing stand about 3 metres from tip and retract jack until wheels are off the ground.
8. Gear can be removed for the other wing
9. With the second wing accurately entered in fuselage, correct height is obtained by jack only
10. DO NOT lift wingtip
11. DO NOT call for someone to lift other tip
12. LEAVE ON STAND
13. Simply wind the jack up or down to obtain the correct height
14. Then the wing will slip into place and the pins can be inserted

The first time, trial and error will determine the spanwise balance point.

When found, mark the aileron tape with a felt pen, otherwise you will forget.

The chordwise balance point is when the wing, at normal angle of incidence, neither wants to tip forward or backwards.

When found, tighten the set screw securely.



De-rigging with the Elmac rigging gear

1. Settle the fuselage in cradle
2. Retract the wheel
3. Remove the tail plane
4. Disconnect any controls
5. Fit wing bows if required
6. At balance point of right wing, fit wing clamp, then fit wheels to clamp
7. Adjust jack to roughly level wings
8. Place wing-stand upright at 2–3 metres from tip of other wing
9. Have helper wind jack up until wing pins can be removed
10. Roll wing out of fuselage and rotate to vertical (it cannot tip the wrong way)
11. Wheel wing to trailer, but at a slight angle to fuselage so that rigger can get between the wing and the fuselage to remove gear (in two pieces)
12. Wing may need raising with jack to present to trailer at suitable angle
13. Either pre-fit wing root dolly or settle into dolly in trailer
14. Then lift wing tip onto tip stand, which takes the weight while rigger removes gear
15. Helper steadies wingtip
16. Gear can be lifted over the fuselage to be near other wing
17. Roll wing into trailer
18. Fit wing-clamp to other wing and adjust jack to easily fit to wing clamp
19. Wind jack up until stand can be removed
20. Then repeat steps 6 to 15 as for right wing

P+L+U+S

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Duty Pilots' Roster

Please Note: The Committee has agreed to trial the use of only two people rostered on per weekend for this quarter to reduce the frequency with which members are called on for duty. **This makes it CRITICAL that both turn up or have arranged a swap.** If you are the listed Senior Duty Pilot it's up to you to contact and organise the rest of your team in advance of the weekend.

If you find you need to swap a date, remember it's up to you to organise it in 3 steps:

1. 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 others to find you a substitute. It is your responsibility.
2. 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.
3. Phone and notify the changed schedules to the Senior Duty Pilots of the weekends concerned and also to Leigh Youdale at lmyoudale@iprimus.com.au or phone 0417 210 437.

April	Senior Duty Pilot	2nd Duty Pilots	Assistant DP
3/4	John Latinovic	Don Gray	
9/10/11/12 (Easter)	Daily arrangements	by those on field	
17/18	Paul Turner	Sean Young	
24/25/26 (Anzac Weekend)	Peter Gore	Tim Galvin	Bhup Mistry
May	Senior Duty Pilot	2nd Duty Pilots	Assistant DP
1/2	Richard Sproge	Owen Sutton	
8/9	Graham Horsnell	Wayde Quinlan	
15/16	Ed Marel	Milan Youngman	
22/23	Serge Lauriou	Angus Stewart	
29/30	Mike Morris	Jim Cuthel	
June	Senior Duty Pilot	2nd Duty Pilots	Assistant DP
5/6	George Marbot	Jonathon Bowring	
12/13/14 (Queen's B'day)	Ian Shepherd	John Simpson	Robert Tims
19/20	Peter Edkins	Alex Dillenbeck	
26/27	Ian Richards	Robert Tucker	

1. As Easter falls in the middle of school holidays, rostering and making swaps is filled with problems. It has been left to people at Pipers to make day-to-day arrangements as is done at Christmas Camp.
2. Where three people are rostered on holiday weekends they can arrange between themselves to cover the duty with assistance from people on the field.

Congratulations!
 Martin Wookey went solo on 14th February.
 Well done.



BSC Flying Charges

(GST inclusive) May 2003

Glider Hire												Tug Towing			
Standard gliders – DG-505 (Orion), ASK13, Puchacz, Junior								\$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			
DG-300								\$36/hr or \$0.60/min				of 2,200 feet QNH at Piper's			
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

Walk-in passengers (including temporary GFA membership) = \$100.00

Friends of members in attendance at Piper's: club rates + **temporary GFA membership** + airfield levy

Piper's airfield levy: \$2.20 per person per day or \$4.40 per family per day

EVERYBODY at the field must pay to support clubhouse amenities.

Movement fee: \$2.50 per takeoff for ALL gliders except club 2-seaters

Full membership: joining fee \$165, annual subs \$165 plus \$175.00 GFA fee

Family membership: joining fee \$0, annual subs \$82.50 plus \$139.00 GFA fee

Student membership: joining fee \$0, annual subs \$82.50 plus \$108.00 GFA fee

Family student: joining fee \$0, annual subs \$82.50 plus \$72.00 GFA fee

Air League: joining fee \$0, annual subs \$82.50 plus \$139.00 GFA fee

Trial membership: 3 months + 5 flights (including aerotows) + logbook = \$330.00

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

Log books: \$5 (in bar)

Basic gliding knowledge: \$25 – contact Peter Bowring

Glider hire: \$500 deposit required

DG300 and DG505 (Orion): \$100 per day weekends, \$77 per day weekdays

Other gliders: \$77 per day weekends, \$60 per day weekdays

Booked cross-country flights: no glider charge over 4 hours

Tug outside hire:

Dry hire: \$143 per hour tacho time, ferry and onsite

Air Training Corps / Air League: \$115.50 per hour dry

Aerotow retrieves of outlandings: Tacho time @ \$185 per hour plus \$9.00 landing fee at Raglan, Spring Hill and other aerodromes

Tug pilot training: per Peter Hanneman, \$600 per course

Unrestricted tug rating training: \$180 per hour

Map to the home of Bathurst Soaring Club Piper's Airfield

Freemantle Road
Eglinton NSW 2795
(via Bathurst)
Telephone: +61 2 6337 1180
www.bathurstsoaring.org.au
Piper's Airfield co-ordinates: 33:22.72S 119:31.11E

