

# Thermal

the official journal of Bathurst Soaring Club



Winter 2003



## Contents

Flying the Morning Glory .....	1
BSC Officers and Delegates .....	2
Notes from the Editor .....	2
From 'El Presidente' .....	3
Pie Cart Improvements .....	3
New T-hangars .....	3
Soaring Calendar .....	4
Maintenance at Piper's .....	5
DG-300 gets some TLC .....	5
Pawnee Engine Re-build .....	5
Duty Pilots' Roster .....	8
Bathurst Soaring Club Charges .....	9
Membership List .....	10
Map to Bathurst Soaring Club .....	12

## Flying the Morning Glory

*Bill Tugnett*

In September 2002, I had the good fortune to be able to fly to Burketown (BKT) & experience the Morning Glory with an old SCGC friend, Dieter Stumpfl, in his Grob 109.

The Morning Glory (TMG) is a pressure wave phenomenon which is triggered over cape York peninsular during the night and travels at approx. 30kph in a south-west direction across the Gulf of Carpentaria. As it travels, a roll cloud often forms, arriving in the vicinity of BKT at daybreak. It has the appearance of being wind driven, but it's not. The air preceding & behind the MG is quite still, although the rolling motion of the wave creates wind turbulence as it passes over.

This was to be Dieter's fourth trip to the Gulf and his advice before we left was to enjoy the experience and if we were fortunate enough to encounter the MG, to treat it as a bonus.

continued on page 6

# BSC Officers & Delegates

Bathurst Soaring Club  
ACN 000 677 565  
Piper's Airfield  
Freemantle Road  
Eglinton NSW 2795  
PO Box 1682  
Bathurst NSW 2795  
Telephone: +61 2 6337 1180

## Committee

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

## Other Officers

Glider Bookings	Bess Phillips
Instruments	Graham Spoor
Parachutes	Eddie Pahic
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), Graham Brown, Robert Bull (AEI) Paul Drew, Keith Gateley, Bob Hall, Peter Hanneman, Ray Humphrey, Nick King, Armin Kruger, John Leonard (AEI), Alan McGown, Lyle McLean, Matthew Minter, Eddie Pahic, Aaron Stroop, Brett Sutcliffe, 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 Tugnett, 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°23'S 149°30'E**

**www.bathurstsoaring.org.au**

Page 2 **BSC Thermal** Winter 2003

## Notes from the editor

As I write this, some of you were (hopefully) enjoying the ridge at Bendick Murrell. Maybe someone can send us an article for the next issue of Thermal. I am of the view that my absence at the ridge camp may also keep the rain at bay – but then again, we need to keep Sarge at home as well.

Its good to see the activity at Piper's has kept increasing across the board, not just the Orion. On this subject, we have undertaken to evaluate the purchase of a K13 being sold by Kingaroy. The reasoning follows:

- > We hope the extra glider will lead to a higher usage over summer when the ATC has 2 of our gliders
- > The Orion is not available for the ATC
- > It has a good trailer
- > It will be useful when the Puchacz is grounded
- > It is not replacing the purchase of a new glider (still in discussion and forms part of our 5-year plan)
- > It will lead to the Orion being more available for long distance cross-country flights.

Aaron and Keith flew to Kingaroy over the Ridge Camp weekend to conduct a full evaluation of the aircraft and will submit a report to the committee for consideration.

Keith Gateley has continued his efforts in promoting the 1-week training courses, so if you know anyone who has always been interested in learning to glide but doesn't have the time or patience to learn over many weekends, send them to Keith or provide Keith their details and he will follow them up.

A comment about dogs, at the request of some members – whilst the committee does not openly encourage dogs on the airfield, we don't really want to ban the practice. We request dog-owners to respect other member's wishes and follow these simple rules:

- > Keep your dog on a lead at all times
- > Tidy-up behind your dog promptly
- > Keep your dog quiet at all times
- > Dogs are not permitted into the club-house or loft

You may have heard rumours about cabins...well in short, the committee is considering options to improve and increase the accommodation facilities at Pipers. So far, the committee has received a detailed submission for cabins, and we are very interested to receive submissions for other forms of accommodation as well. So if you are interested in something else, please advise the committee by way of letter to Margaret Jones.

We're taking the Orion to Narromine for 2 weeks in November, from the 15th to the 30th. I will be providing xctry coaching during the first week, and Keith Gateley during the second week (also the Narromine Cup Week). The first week is booked out, but there are still some places available during the second week. Interested? Contact Keith, and he'll slot you in.

Thanks again to all contributors to Thermal, esp. to Bill Tugnett and Peter Newcomb. Please keep the articles and photos coming – other members are very interested to read about your exploits and adventures.

**Good soaring and see you at Bathurst...  
Armin Kruger**

## From 'El Presidente'

Winter in Bathurst; circuits and bumps most weekends with few newsworthy 'flying' stories to report. Working on the philosophy that 'unless you go, you'll never, never get your diamond height', Peter Williamson spent a week at CGC's Bunyan wave camp. His best height was 12,500 feet, so it's back again next year (watch this space).

On the ground and around the club however, people have been busy. Margaret Jones has the kitchen makeover well in hand and scheduled for completion mid September. Ian Richards, Eric Sweet, Bob and Margaret Edwards washed and painted the kitchen ceiling and walls and Peter Williamson has rewired the electrics. Margaret Jones, Evelyn Turner, Kathleen Kruger and Bob Tucker spent a day cleaning stoves and fridges. John Rappell has donated a PC. Mike Perry has installed a new roof on the piecart and Chris Bennett replaced its bench tops. Thanks people!

Form 2's have now been completed on all of the club's gliders except the Orion, which is not due until February. Thanks to Peter Newcombe, Allan McGown, Paul Drew, Aaron Stroop, Robert Bull, Bhup Mistry, David Ollivier, Graeme Cant, Ian Richards, Phil Jones & Des Eustice who put in the hours on the Junior, Puchazc and DG300. Many hands make light work (and save the club a lot of money).

We again offered our facilities to Len Diekman (RTO-A, NSW) to run a mid week, glider inspectors course, during August. Eight trainees, four leaders and the supervisor attended. Mike Perry attended from BSC whilst Aaron Stroop and Ron Ballard assisted as group leaders. The course used our Libelle and K-13 as training platforms and the Form 2's were completed on

both. The popularity of the course is evident by the fact that again this year it was filled without adverts needing to be placed.

Unfortunately the Puchazc is presently grounded, awaiting a replacement airbrake drive tube. An AD was issued mid August and following inspection, we decided to replace the suspect part. The replacement tube is expected mid September.

John Carr has installed the overhauled engine in PPC. This has been a mammoth exercise for John, having also replaced TNE's engine earlier this year. A great effort John and thanks from everyone!

Looking to the future, the committee has been seeking ways to increase the available accommodation for members at Piper's. Various options are being examined and when they have been considered, they will be put before the members for consideration and comment.

The club ended the financial year in a solid position. We spent approximately \$180,000 last year on capital items (the Orion plus one engine) and will spend another \$45,000 (engine plus kitchen) this year, all from cash reserves. Our finances are sound and we remain debt free. For more information on this (and lots more), make sure you come along to the AGM in October.

**Safe flying**  
**Bill Tugnett**

## Pie-Cart Improvements

In June, Mike Perry fabricated and installed the new curved roof onto the piecart. The new roof will keep the pie-cart waterproof, as it extends out beyond the edge of the pie-cart and its open windows. It will also keep the duty pilots and others inside warmer in winter and cooler in summer. Chris Bennett then installed new shelving to replace the old, splintered and water damaged shelves.



The pie-cart with new roof installed

## New T-Hangars



Brian Bailey, doing what he loves best – welding on the weekend!

The construction of the three new t-hangars is progressing well, with Brian Bailey and members of the Sperber syndicate working every weekend. The new door assembly designed (and soon to be patented!) by Brian and incorporated into these three new hangars will be a great improvement in design and ease of use when compared to the existing hangars on

the field. The hangars are for Brian's Libelle GAK, the new Leigh Youdale syndicate glider and the large hangar at the end is for the Sperber.

## BSC Soaring Calendar (updated August 2003)

Date	Aircraft	Pilot/Contact	Event
Sept 26 to Oct 11	K13, Puchacz, Junior, Libelle		AirTC course at Raglan
October 5–10	2-seaters	Keith Gateley	Training course at Piper's
November 2–7	2-seaters	Keith Gateley	Training course at Piper's
November 15–22	Orion, Libelle, Junior	Bob McDonald	Narromine club camp
November 15–22	DG-300		State Comp. at Lake Keepit
November 23–30	Orion, DG-300	Bob McDonald	Narromine cup
December 5–20	K13, Puchacz, Junior, Libelle		AirTC course at Raglan
December 25–Jan 2		Armin Kruger	Christmas Camp at Piper's
January 3–18 2004		Bill Tugnett	Club Camp at Temora

**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.

## Window cleaning



In early June, on an otherwise peaceful Sunday morning, the attending members of the club joined in to clean the windows which had cob-webs and other unsightly matter all over them. Thanks to all who helped.

## Name these characters

The only clues are that this photo was taken well over a decade ago at Benalla and the pilot in the 28 still loves 'tinnies'.



# Maintenance at Piper's

## The Orion Canopies

DG recommend the **canopy latches** on the Orion be **secured when the glider is not flying**. The new canopies are a tight fit and the perspex contains stress that will dissipate as time passes. If the canopies are left unlatched they may relieve the stress by distorting, and so will not be a good fit in the future and will then not close easily.

Take care with cleaning. Use a clean chamois and clean water.

## Hangar Doors

Make sure you close the hangar doors when you take a glider out of the hangar. A wind gust can damage gliders still in the hangar if the doors are open on both sides of the hangar.

Push the doors gently when near the end stops at the ends of the hangar. Do not crash the doors into the end stops and derail them.



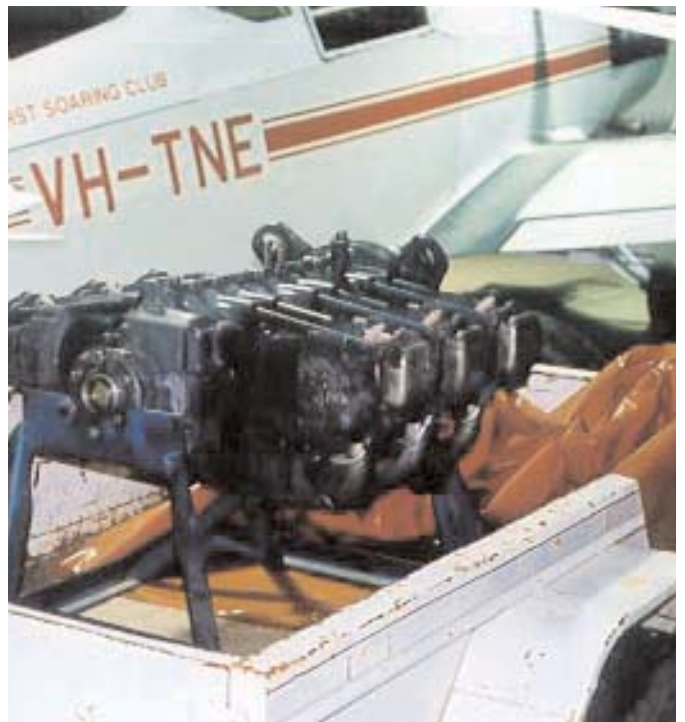
## The DG300 (HDZ)

On Sunday, 20th July, Aaron Stroop, Phil Jones and Robert Bull removed the wings and inspected them to start the annual inspection of the DG300. On Monday, 21st July, Paul Drew, the team leader who signs out the aircraft, and Peter Newcomb continued the work, and again on Friday 25th and Saturday 26th. On Sunday 27th, Peter Newcomb completed the work and did the evaluation flight to get the DG300 back on line for another year of flying.



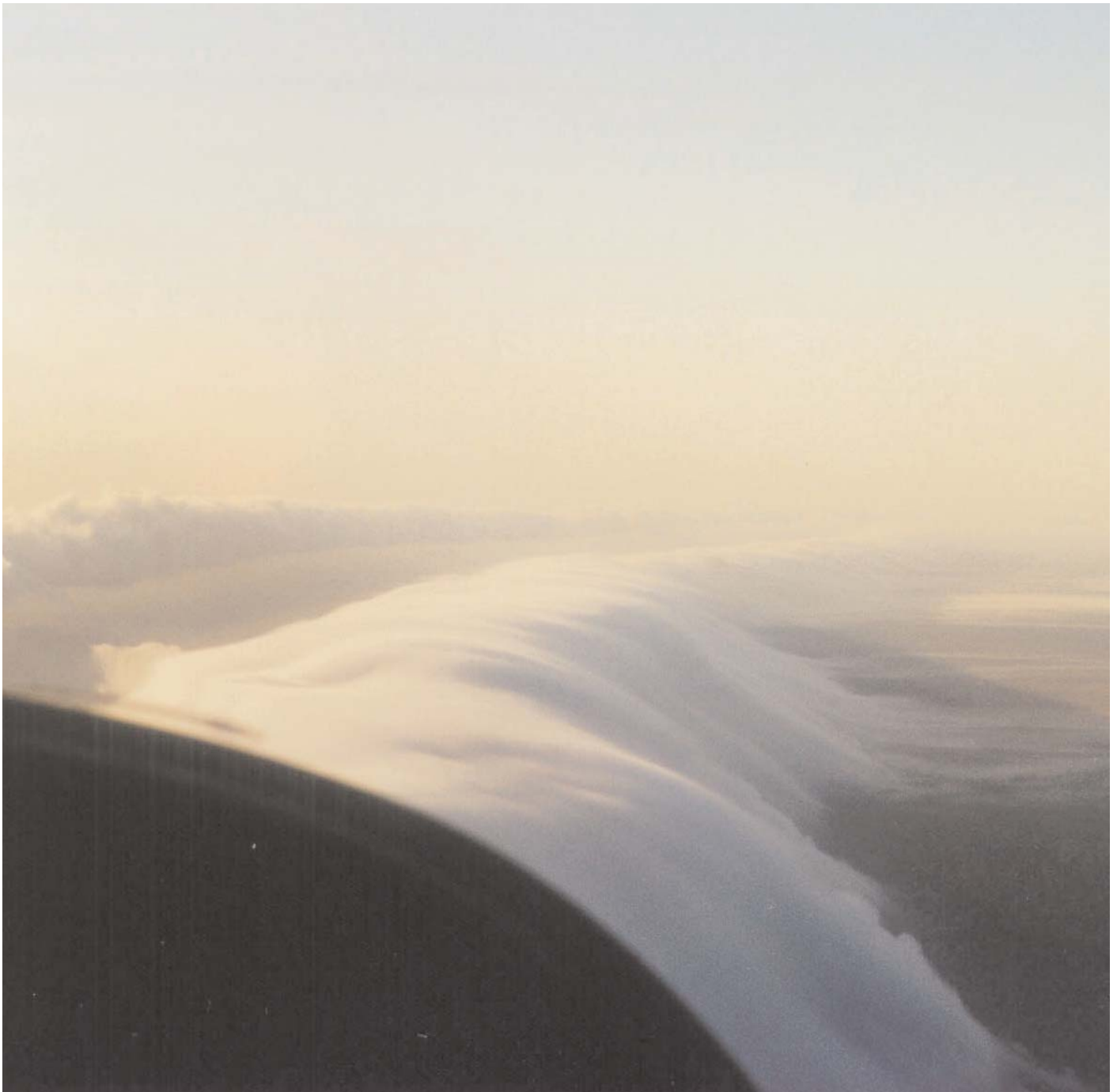
Paul Drew braving the cold to work on the DG-300 (photo by Peter Newcomb)

## Pawnee Tug, VH-PPC



VH-TNE watches on in horror as VH-PPC has open nose surgery!

On Friday, 25th July, John Carr, assisted by Don Gray, removed the engine from PPC and loaded it into its transport frame and then into the box trailer. Later, Keith Gateley secured the engine in the trailer with a wooden frame and ropes and transported it to Bankstown to undergo its re-build.



continued from page 1

Well my luck was in, because of the six mornings we spent in Burketown, we flew the MG on five of those mornings.

The best flight was on Wednesday 25th September and the following is an account of that extraordinary and memorable flight.

At 6.12am, Dieter opened the throttle and ZAK accelerated down the all weather runway 22 at Burketown, and into the pitch black western sky. Climbing out, as we turned left, the reddish tinge of first light on the distant horizon threw a faint light into the cockpit. At 800 feet Dieter throttled back momentarily, pulled the prop into coarse pitch and we continued a 75Kt cruise / climb toward the north-east.

Five K out, as we were passing 1,500 feet, we glimpse a shadowy line below the horizon of what could be a MG roll cloud. After 30 seconds of gazing and squinting into the hazy gloom, we were confident. We had a well-established MG cloud rolling in towards us!

Immediately Dieter was on the radio calling the others (Pik 20F, Moneret and three powered hang gliders) to 'get airborne' immediately.

We could now see the continuous line of MG cloud, top 2,200 feet bottom 1,700 feet and disappearing into the darkness of the NW and SE. A 'classic' MG!

The excitement and exhilaration of this confrontation was incredible. 200 metres from the leading edge of the cloud we encountered smooth lift. Dieter turned left 45 degrees, brought the power back to idle and we were climbing up the face of the cloud at 2-3kt. I had been snapping photos, even though the exposure meter in my SLR was telling me it was too dim.

At 2,300 feet Dieter swung the Grob round so that we were tracking NW, along the top of the rolling cloud, which disappeared into the darkness ahead. Ignition 'off', prop 'feathered' and suddenly we were cruising silently along the face of the cloud at 65Kt.



The light was improving and Dieter wanted some video, so I took over. I pushed the nose down and descended for a few hundred feet along the face of the cloud, then easef back and surfed up. Smooth laminar lift, 2-3Kts all the way. Magnificent!

We were still 3K short of the coast, but as the light improved we could see the glory cloud continues for another 30-40K at least. Occasionally we turned 360 degrees and marvelled at the view behind us to the SE. The radio was alive with chatter as our colleagues back at BKT made contact and were enjoying the ride.

We continued NW and we still couldn't see the end of this cloud! We were still over land, which was featureless and uninhabited. We cruised along, monitoring our distance and bearing from BKT by GPS. How far could we go?

We flew out 100-200 meters in front of the cloud. We flew down the face and back up. We climbed 50-100 feet above the top of the cloud. The lift was consistent and reliable. But didn't allow ourselves to get into the sink behind the cloud.

Finally, after 1hr 40min, we saw the cloud ahead starting to appear scraggy and to break up. 190K out from BKT we started the engine and turned back. With the engine idling, we continued to fly through the remnants of 'glory' cloud on our reciprocal heading. With the sun on the ground and temperature rising, the MG finally ran out of steam.

We set cruise power and headed back to BKT for 'brunch' and to share our experience with the others. (We had two more MG flights of ??? hours on Friday and Saturday mornings. The MG's were not as long, but the ride was equally impressive).

# 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°23'S 149°30'E

