

WaveLength

Canberra Gliding Club Inc

Spring 2005

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during weekend operations

Diamonds and Gold over Bunyan

After a slow start the 2005 winter wave season finally got onto full swing with most of our keen wave pilots enjoying several wave flights over successive weekends.

To set the mood for the season in the early part of the season, two members made successful height gain badge claims.

First badge flight was by David Villiers in his Hornet MP making a height gain of over 10,000ft to safely bag his gold. The following weekend he backed up with a gain of over 14,000ft, climbing to approx 21,000ft, so close but so far from that elusive Diamond.

Also early in the season Brendan Judd, who travels from Wagga to fly with us, picked the day and flew well to claim his Diamond height gain in the Tumbarumba LS3a.

Good wave flights do not “Just Happen”. They are usually the result of a reasonable amount of planning, preparation and practice. You also have to be there on the right day. This also requires skill; firstly you will need to be able to predict weather patterns several days in advance, and understand what weather patterns are most likely produce wave conditions. Secondly you have to be able to

organise family, jobs (sometimes the best weather is mid week), an official observer if your chasing a badge or record and of course a tug pilot.

Having managed all the peripheral activities it is time to fly, and this is where the practice comes in, and most successful wave pilots have had bad days. Apart for being character building these most bad days have lessons built into them, and this is why Diamonds can be elusive



Late in the season Scott Anderson flew on a day that did not look that promising, and achieved a height gain of approximately 14,000ft. Scott who was chasing his Gold Height badge did not purposely notch his barograph because he was not expecting great things. Fortunately because of the huge height gain and some sink encountered earlier in the flight his claim has been successful

While the core part of the wave season is almost over don't pack up your cold flying gear just yet, the Bunyan weather factory is an interesting place and there may be one or two more diamonds still left in the mine this year. Remember, at Bunyan, wave has occurred every month of the year!

Rick's adventure #4

Rick Agnew is off to Argentina very soon, for his fourth wave season in the mighty Andes. All the very best, Rick. Hope the weather is kinder to you this year than it was last year. Enjoy.

Recent aircraft movements

Our old Blanik WUU has found a new home at Harden Gliding Club.

For those who have stuck their head inside the private owner's hangar recently you may have noticed some aircraft you have not seen before, or for some time.

Rod and Stewart have sold Discus 77 and purchased the LS8 18 GAJ. We hope to see some big flights from the big wing this cross country season.



Rod and Stewart between aircraft

There are two visiting aircraft in the hangar; Chris Stephens has his DG300 G2 and the boys from Tumbarumba

have their LS3 at Bunyan for the winter.

Geoff Brown's ASW20B XHC is in residence when he hasn't loaned it to one of Australia's promising juniors. Extraordinarily generous of him and helping the next generation of Australian competition pilots.



ASW20B Rigging Party

David Pietsch's ASW20 should be back in a month or so after a 'holiday' at Morgy's Glider Works, Waikerie.

Finally, keep your eyes peeled for Warrick Paddon's brand new ASW28-18 due to arrive on the Melbourne docks early in December. More big wings!



**Warrick's new ASW28-18
VH-GZV, under construction
at Schleicher's of Poppenhausen**

Snow and Wave at the Wave Camp

True to recent form, the week of Wave Camp 2005 (20-28th August) provided one day of wave and the remainder of the time was a mixed bag. In recent years we've had the Ridge Camp, Fog Camp and Thermal Camp – this time the weather factory threw us a real curve ball with the Snow Camp!

We attracted visitors from Albury (1 member, 1 glider), Grampians (1,1), Adelaide (1,1), Lake Keepit (1,0) and Southern Cross (3, 7). Southern Cross also provided a tug and tug pilot to assist with launches. Unfortunately two other planned attendees from Darling Downs and Bathurst had to pull out late in the piece. We also had a visit from Mal Ferguson from Corowa, who flew in with his home-built Esquale – a very nice little machine.

Fourteen Canberra members attended for varying durations during the week, and good flying and all enjoyed good fellowship. Needless to say, hunger and thirst were not major problems. Thanks are due to all those who contributed to the camp in various ways.

A number of the Southern Cross attendees had had limited flying away from Camden, and took the opportunity to come on down and fly with Canberra instructors to get a feel for the location and condition. Indications are that they are keen to return next year, and we can expect another glider or two with them.

Saturday was rainy and cloudy, only one late and high launch done which was a lovely flight (especially from the tug) and gentle glide back.

Sunday was the only wave day, a bit of a mixed bag, some missed it altogether, some got into it but topped out around 10-12,000', Bill Nixon from SC made 16,500 and Geoff Vincent from the Grampians got to 24,500. He has already got his diamond height, and saw no necessity to seek clearance into Class A, so we didn't trouble the Melbourne controllers at all for the week.

The rest of the week was thermal lift, with cloud early in the week and going to around 7,000'. The last few days saw the establishment of the high-pressure system with beautiful days but later starts to the lift and lower ceilings. Lift was typically not starting before 1pm and going to around 5,500-6,000'

Monday morning was a bit of a highlight, about 25mm of snow all over the field, buildings, gliders and the SC tug.

A very enjoyable week for all those who attended, and thanks goes to the members who helped out, especially those who travelled down for a day or two.

Allan Armistead



**Pawnee VH-CPU Snow Bound
At Bunyan**

RV7 Project

Most people keep their cars in the garage, but not Glenyce and David Francis. Their cars live in the driveway while the garage is the construction zone for a RV7



David recently retired from the Navy, with plans that VH-ZEE would be finished prior to Christmas, however he has found himself back at his desk as a Reserve officer, plus on the organising committee of the “Wings over Wagga” fly in at the end of October. This is keeping him busy, but hopefully we will see ZEE fly in 2006 and ready for “Wings over Wagga” next year.

Family Matters

Births

Congratulations to Nishan Fonseka and his wife Delani on the arrival of their twins Imanthi and Shirmali on the 23/03/2005.



This has slowed Nishan’s flying down a bit in recent times. The fifth member of the family is 4yo Shaheni.

Weddings

We haven’t seen much of Alan Wilson at late. Alan and wife Genevieve have been busy with family weddings. Having recently married of their son Simon to the delightful Ana-Marie



They are now preparing for the wedding of daughter Georgina in the 10th December.

Alan I have been told that it does not hurt much until you have to sign the cheque for the reception.

Anniversaries

Congratulations to David and Anne-Marie Villiers who recently celebrated their 25th Wedding Anniversary. Well done.

Any others?

Please let the editor know for the next issue.

Car Pooling to Bunyan

Due to the increasing cost of fuel, several members have shown an interest in car pooling. If you are interested, arrangements are to meet at the Calwell Shop car park near the church at approx 8:20am for an 8:30am departure. If you're a passenger the expectation is that you contribute \$10 towards fuel.

Annual Dinner and Awards Night

Current planning is for late October, Early November. Gungahlin Lakes Golf Club and Community Centre is being investigated as the venue.

Pilot Nights

October 10 Satellites and Camps and NZ Gliding - John White, Rod Stone and Mitch Preston

November 7 Test and Assessment Flying – Lindsay Ward and David Villiers.

December 5 Stuff Ups and Dreams Come True - All

Upcoming Summer Season

The club will make its annual pilgrimage to Temora again this year. The tug will be flown around the last weekend before Christmas and back around or just before the Australia Day long weekend. Gliders will be taken over 'as required' by members (volunteers!) who plan to fly them. Club Captain, Col Vassarotti will coordinate allocation of the gliders. Keep your eyes on the e-mail for details.

Temora Run. For those going to Temora, have a go at the Temora Run. Idea is to fly the Temora, Springdale, Barmedman, Aria Park triangle at your best speed. Data logger is used to verify your flight which will then have the handicap applied to get your scoring speed. Details will be posted on e-mail with hard copy at the clubhouse and at Temora.

2005 - 2006 Committee and Club Management team

Following the AGM on 26th September the following team is in place.

President – Allan Armistead
Vice President – Stuart Ferguson
Secretary – John Thomson
Financial Manager – Greg Schmidt

Club Captain – Col Vassarotti
Airfield Manager – Garry Watson
Maintenance Manager – Paul Wiggins
Chief Tug Pilot – John Caldwell
CFI/CP – Drew McKinnie
Chief Duty Pilot – TBA (Blair is retiring from this position)

General Committee – David Villiers

Club Aircraft Captains:

VH-GAS - ?
VH-XQC - ?
VH-WVM – Drew and Shane McKinnie
VH-CQT – David and Glenyce Francis
VH-DGA – Mike Cleaver

Tug

Our mighty tug has a pretty hard life. Full power climbs, rapid descents time after time, onto a rough airfield – paddock really. (Imagine taking your car to maximum speed at full power, staying there for three minutes or so and then braking to a stop, repeating over and over again. Likely wouldn't last long!) Anyway no matter how careful the tuggies are, the aircraft gets a beating. Every now and then this will show, and some unscheduled maintenance or repair will be needed.

At the time of writing the tug is still at Cootamundra, having been there a couple of weeks, undergoing a landing gear repair which was found necessary during the last 100 hourly inspection.

Good news is that the engine looks to still be in good shape, so we should get another 100 or so hours out of it before the major engine rebuild, which on current projections will be next year some time.

We all know it; but this is a timely reminder that the tug is fundamental to our activities. No tug, no fly.



Looking toward Bunyan on Monday of the long weekend that the tug was bust - wouldn't ya know it!

WaveLength

Hope you have enjoyed this petite edition of WaveLength.

The plan is to revive the idea of publishing four times a year, providing general news, upcoming events, opinions, photos etc, etc. We can also run advertisements.

Contributions will be gladly accepted!

Editor and compilation for this edition is almost entirely the work of Stuart Ferguson, but David Pietsch has now taken on the task.

Wavelength is a useful link between the main stream members, our visitors, new and potential new members.

Individual contributions make for a more robust and enjoyable magazine.

Contributions to editor at:
dpietsch@ozemail.com.au

P L E A S E !!!

Competition Corner



For all you 'plane spotters' out there what glider is this?

Answers to the editor please.

In event of more than one correct identification, neatest correct entry

with best additional, correct, data will
be declared the winner!