



West Australian Gliding Association Inc.

ABN 92 473 646 426

Minutes of the Committee Meeting held on Thursday 17 February 2011 Meg Olive Centre, RAAF Association, Bullcreek

The Meeting was opened at 1900 hours by President Tom Holt having established that a quorum was present.

1. **PRESENT:** Tom Holt (President), David Harris (Treasurer), Kevin Saunders (GCWA, RTO/Ops and RAPAC), Dave Spicer (RTO/A), Peter Taylor (BSS), Michael Derry (NGC), Bryan Blackburn (NGC), Swain Johnson (RTO/Sports) James Cooper (GCWA), George Howie (Property and Trophies)

APOLOGIES: John Mallon (Minutes Secretary)

ABSENT:

2. **PROXIES:** _____ for Stirlings GC; _____ for Morawa GC
3. **MINUTES OF THE PREVIOUS MEETING:** The Minutes of the last Meeting, held on 17 November 2010, had been circulated by email. Moved Dave Spicer, seconded by Kevin Saunders that the Minutes be received as a true and correct record. Carried.
4. **BUSINESS ARISING FROM THE MINUTES:**

The treasurer advised that \$14,000 had been received from the Department of Sport and Recreation for the 2010 funding year.

5. **Significant Correspondence Report:**

No report.

6. **President's Report (Owen Jones / Tom Holt)**

Tom reported that the following activities had been successfully completed since the last meeting:

The Glide Fast event. This was well received although some consternation was apparent with the late change in flight arrangements by the coaches.

Competition Enterprise which went very well.

The WAGA State championships. This event was very well hosted by Beverley and exceptionally organised by Owen Jones and his helpers. Unfortunately there were three major incidents being two serious outlandings and one ground loop that caused major structural damage to the gliders, but did not harm any of the pilots.

The President apologised to WAGA for his comments at the end of competition function and advised that he in no way meant to make light of the incidents, but nearly wanted to say that adventure sports have an element of risk attached to them and as such it is highly unlikely that an accident target of zero is possible although highly desirable.

Moved _____, seconded _____ that the President's Report be received.
Carried.

7. Treasurer's Report (David Harris)

Removed from web minutes.

8. RTO/Airworthiness Report (Dave Spicer)

1. **Blanik AD.** The latest information from GFA in Melbourne (dated 8 February 2011) is that CASA has issued an exemption from the requirements of the EASA AD for the eight Blaniks in Australia that were modified in accordance with the "Llewellyn" modification. This will allow those gliders to fly again. There are two gliders in WA that have the Llewellyn modification fitted; both are owned by Alf Williams. However, both gliders are thought to have only had the wing modifications incorporated, and not the modifications to the tailplane. The tailplane mods will also need to be done before Alf's Blanik can fly. In the meantime, GFA has sought expressions of interest from other Blanik owners regarding the Llewellyn modification to see whether a bulk order for the modification kit can be organised.

2. **Audits.** The planned biennial audit of GCWA is planned for Sunday 6 March 2011. The audit of BSS will be done by Rob Hanbury (GCWA) during April 2011. The audit of NGC was to have been done in November 2010, but will now be re-scheduled for later this year.

3. **Major Repair Facility in WA.** There has been some correspondence with GFA over the past few weeks concerning the availability of a Major Repair facility in WA. While Universal Plastics is a GFA Approved Organisation for such repairs, its owner (Darryl Long) only has a Minor Repair rating. As the result of a submission by Darryl to undertake major repairs on the basis of his CASA approval, I sought further advice from the CAD. I have been advised that, while Darryl can legally undertake major repairs on gliders on the basis of his CASA approval, such action is not the intent or in the spirit of the requirements of the MOSP, Part 3. It has been recommended that Darryl undertake a major repair under supervision in order to gain his Major Repair rating. In the meantime, three damaged WA gliders have been sent to SA for repair.

4. **WAGA Aircraft Scales.** The WAGA Aircraft scales require calibration. This action was deliberately postponed until after the State Comps, but will be done in the next period.

5. Form 2 Inspections

Based on the records submitted to me, and as of 5 February 2011, Form 2C reports have not been received in the last 12 months for 29 gliders (28%) in WA. This is down from 42% November 2010. Following is the breakdown by club:

	Total	Overdue
BSS	37	7
GCWA	39	11
NGC	20	5
Stirlings	3	3
Morowa	4	3
Total	103	29

9. RTO/Operations Report (Kevin Saunders)

Operations Checks

None since last WAGA meeting.

All up to date.

Morawa.

MGC is back in operation using a borrowed Ka13. Thanks to Dick Sasse, Les Webster and John Orton for making it happen.

Instructor Training.

Two formal L1 training courses are planned for Autumn this year, one at Beverley and one at Narrogin.

Candidates being selected.

Incidents Since Last meeting.

Three all during the State Comps at Beverley.

1. DG1000. Pilot misjudged approach and landed short of the airfield. Ground looped in paddock and damaged undercart and centre section.
2. Kestral. Pilot on third out-landing of the day landed short and went through a fence. Major damage to undercart and wings.
3. ASH 26E. Pilot did not maintain sufficient airspeed when landing in severe turbulence. Lost directional control and landed sideways, causing impact to both wing tips and damage to undercart.

It is indeed fortunate that none of the pilots sustained injury. Competitions require the highest degree of airmanship and these sort of incidents are not inevitable.

Operational Directives

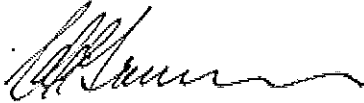
The OD on the expanded pre-takeoff check as discussed and agreed at the last Ops Panel meeting is about to be issued.

This reinforces ABCD-CHAOTIC as the official pre-takeoff check.

CTO Ops

Kevin Olerhead retired as CTO Ops at the end of last year. No replacement as yet and duties are being handled by Chairman of Ops Panel Peter Gray.

Seminars *still* to be run on the new GFA Safety Management System at club level. No definite dates yet for WA.



Kevin Saunders
Airfields and Airspace Officer, RTO Ops WA.

10. RTO/Sports Report (Swain Johnson)

RTO Sports

"Glidefast" week was held between the 10th & 16th of December 2009 at the Beverley airfield. Lisa and Peter Trotter travelled to Western Australia to conduct the course.

The group of eight pilots who attended for the week learnt and discussed various lectures in the mornings followed by flying and a debrief after. Thank-you to Paul Rose / Owen Jones for organising and BSS for hosting the event.

Comments from several pilots who attended are course are attached.

In Winter James Cooper will be conducting a cross country lecture series which will be held at the DSR hall. We are calling for proposed topics that pilots would like to know more about to have a fresh bright new series. We will be sending out a survey monkey shortly to club delegates to email to respective club members to find out what we all want to know more about.

Swain Johnson
RTO Sports WA.

Tips Learnt From The Trotters

GlideFast Coaching Week Beverley Airfield, 10-16 December 2009

1. Ross Richardson

- a. Speed between thermals is not too important
- b. Minimising time in thermals is vital by:
 - i. Bypass weak thermals
 - ii. Leave if unable to centre after 2 turns
 - iii. Keep it centred- correcting nearly every turn in bubble type thermals
 - iv. Leave as soon as the lift drops below average
- c. Take extra height for final glide on very strong days
- d. Learn the rhythm of the day and work with it
- e. Adjust to a change in conditions as you go into another airmass
- f. On blue days vary the track up to 30 degrees to cover thermal triggers
- g. Last/ first clouds in a group often don't work well
- h. Darkest part of the bottom more reliable than sunny/windward side for best lift

2. Allan Phelps

- a. Thermals are usually vertical
- b. Fly smoothly, hold stick softly, feel, feel, feel
- c. Pull up gently into thermals so you can feel, feel, feel
- d. Concentrate on feel, not your thoughts
- e. Fly fast enough to have good control in thermals... 45 kts may be too slow
- f. Use flaps only when needed ... a big pull up with flaps feels the same as a thermal which may not be there
- g. Accelerate smoothly out of thermals. Don't whack the nose down too hard
- h. Remind yourself to DO THE BEST FLIGHT YOU POSSIBLY CAN and don't be too hard on yourself if it doesn't go too well
- i. Use checklists
- j. Once strapped in, close your eyes and take a few slow deep breaths. It's a reset button for your brain after the stress of preparing
- k. Altitude market... invest wisely when expensive
- l. Practice, practice, practice
- m. Neither Peter or Lisa have tried Condor

3. Peter Howlett

- a. Not sure where 45 degrees of bank is? Align the diagonal screws of one of your instrument to the horizon.
- b. Fly to the next potential thermal source on route if less than 20 degree off track (unless you are low then just go there!)
- c. Use Height Bands by dividing thermal tops height into thirds:
 - i. Top band = flat out and very selective
 - ii. Middle band = more cautious and less selective
 - iii. Lower band = survival band = take whatever you find!
- d. XC-Skies web site worth subscribing to (as a club)
- e. Criteria for thermal selection is: 1knot per 1,000 feet
 - i. For example: above 5,000 feet only take 5knot (or better) thermals
- f. Start early on distance days and be near top of height band when inversion breaks (else risk not getting to next thermal)
- g. Thermals go straight up! (even though the bottom may be drifting)

4. Dave & Shelly Spicer

- a. One of the most useful things I learnt was how to "feel" the air. Lisa demonstrated to me the "feel" of various points in the thermal. Coaches can talk about this, but it's hard to understand exactly what they are talking about until it is actually demonstrated to you and you can experience it personally
- b. I learnt not to take all thermals when in the upper third height band, but to reject most of them - and quickly (within a quarter turn). The use of igc statistics was a very useful tool in this regard
- c. I also learnt to select thermals on the one in a thousand rule, that is, if you are at 6,000 ft, only take 6 kt thermals. If at 3,000 ft, take 3 kt thermals
- d. I learnt to fly straight lines to the target - with only minimal diversions from track - and to slow down in the bottom third to increase the search area. I learnt about the "football" model of planning diversions from track
- e. I learnt a lot more about final glides, and how to optimise glide speed against distance remaining
- f. I learnt a bit about flying in gaggles - especially the standard radio calls and the need to act predictably
- g. The Trotters demonstrated a number of other weather sites, such as NOAA and xc_skies. I found it interesting the information you can get from these various sites

5. Roy McInnes

- a. Streeting, if possible set your course into AAT circles with wind behind you or into wind
- b. Pre flight planning, mark on map wind direction at your probable height band
- c. Work out your height bands into thirds before leaving
- d. Understand weather reports
- e. Read the weather while flying
- f. Self hypnosis for relaxation or going to sleep, even close your eyes in glider before flight to relax
- g. Thermaling, leave when your feel lift dropping off
- h. Use check lists
- i. Have a decent GPS or logger
- j. Speed between thermals not as important as taking less thermals
- k. Cloud days, fly right under darkest section, aim for middle

6. John Suthers

- a. My main goal was to improve my thermalling technique
- b. Achievements. I am much better at:
 - i. The use of feel
 - ii. Thermal selection
 - iii. Speed control in thermals
 - iv. Exiting from a thermal
- c. But I need to improve centering since I am still thermalling >45 % of the flight
- d. I also improved my inter-thermal flying:
 - i. Selection of rising air
 - ii. More effective reading the ground
- e. Positives:
 - i. Peter and Lisa are dedicated professionals
 - ii. They had a top quality well practiced presentation
 - iii. Excellent computer/projector combination
 - iv. Good balance of lectures, briefing and debriefing
 - v. Debriefing techniques turned out after a few days to be a strong motivating force

11. Airfields and Airspace Report (Kevin Saunders)

RAPAC.

Attended last meeting 29 Oct 2010.

Minutes available at <http://www.casa.gov.au/oar/rapac/index.htm>

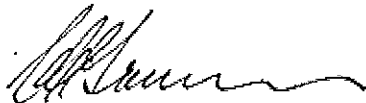
Next meeting 5th May 2011, since they are being reduced to two per year in the south and two per year in the north.

Cunderdin Airfield Registration.

Authorisation is required to drive on the runways. Procedures still being developed by GCWA and the Shire.

Notams

Notam arranged for WAGA State Comps at Beverley 4-14 Jan 2011.



Kevin Saunders
Airfields and Airspace Officer, RTO Ops WA.

12. Regional Development Officer Report (Vacant)

No Report

13. Trophies and Property Report (George Howie)

No report.

14. Records Officer Report (James Cooper)

There was one record broken this season so far

John Orton
500k Triangle speed of 133.6 Kph
This gets the record for Open, 15m, Std
Set on 19th November 2010

15. GENERAL BUSINESS

15.1 – Owen Jones. State Competitions Report

The WAGA State Comps 2011 – Beverley – Forty highlights, and a couple of lowlights from the Competition Director

1. 30 gliders participated (possibly the largest glider fleet ever to compete in a WA State Gliding Competition)
2. 50 pilots participated (again possibly the largest number ever)
3. One practice day flown (the second being washed out)
4. Eight competition days flown with one Lay Day at the mid-point (6 pilots had already nominated this day as a Lay Day so everyone probably appreciated a mid-Comp break on a very windy day.)
5. No injuries
6. Three gliders withdrew after damage suffered on landing
7. One glider withdrew due to damage discovered from an earlier pre-Comp outlanding ground loop
8. 15 outlandings on Day One, out of 26 gliders launched
9. Four towplanes in launch sequence (probably the first time in WA at a State Comps)
10. Fleet launched in under an hour every day, usually 45 – 46 minutes
11. Two Start gates used only for first four days then a single gate
12. No towplane outages
13. 217 Competition launches to 2000 ft
14. Landing discipline was good and no runway blockages occurred as gliders returned
15. 532 minutes retrieve time
16. No Airspace Infringements
17. No Protests
18. Scoring using a single file on a USB thumb drive worked well
19. Scoring using SeeYou Competition package worked well including loading onto the Soaring Spot website later on
20. Very few Penalties were applied – mainly low finishes or missing start circles
21. Six start circles with no choice went well although next time it will probably be nine start circles with a choice of three
22. Morning briefings went well and were generally less than half an hour
23. Mars Bar fines provided light relief at the Briefings (but were rarely honoured)
24. The Siomar Battery Auction and Collection for Henry Rose raised over \$ 600
25. Local Café 6304 Owner "Annie" provided Morning Tea on two mornings
26. Local MP Judi Moylan, the Federal Member for Pearce, attended the briefing on one day
27. Daily Prizes were excellent with prizes award for the first five places plus the Most meritorious Flight

28. Excellent Sponsorship from Air BP (2000 L of AvGas), Siomar batteries, Sunhawk, Bunnings, Coles and others
29. The Committee ran a BBQ night and a Kebab night during the Comps
30. Publicity was good with an article in the Sunday Times on Dick Sasse, TV footage on GWN and a follow up article in the Avon Advocate
31. 30 kVA auxiliary power generator worked well (no power outages once generator commissioned)
32. A Power Levy of \$ 2 per day for an air-conditioned van and \$ 1 per day for a non air-conditioned van was struck
33. Cash turnover in excess of \$ 20,000
34. Small profit made on behalf of the host club
35. The Pilot's meeting recommended 3 from 9 start circles and no minimum finishing height for future WAGA Competitions
36. Don Woodward (GCWA) won the State Comps from Greg Beecroft (BSS) and Dave McManus (BSS's newest member)
37. Dick Sasse of Morawa Gliding Club clicked over 6000 flying hours during the State Comps – at age 91
38. Beverley easily won the Teams Trophy from GCWA. Greg Beecroft, Dave McManus and Daryl Mackay represented BSS
39. Don Woodward had longest Comps flight 338.9 km and the fastest flight 113.0 kph
40. First Ever Gliding "Mixed Doubles" event was won by the Narrogin
41. The Beverley Soaring Society had a dedicated team of enthusiasts to run the State Comps and they did a great job
42. The Membership of the Beverley Soaring Society responded well to the calls for assistance in manning the Pie Cart, Radio and the marshalling grid. The enthusiasm and dedication showed and the BSS should be proud of the 2011 State Comps.

Thanks to everyone who helped and participated.

Owen Jones
As WAGA State Comps Director 2011- Beverley

The committee requested that Clare Weston be sent a letter of gratitude for her help and assistance with providing the "thumbs up" trophies for the state comps.

The WAGA web site requires updating regularly and Andrew Greig is to be contacted with regard to this.

Planning for Operations Safety Seminar (Late September)

Policy for Membership Requirements for Tow pilots in WA

- Club Membership? Flying Member or Associate Member or Non-Member
- GFA Membership? Full Member or Associate member or Non-Member

WAGA Succession Plan for 2010/2011

- Vice President Vacant
- RTO/Sports: Vacant
- Regional Development Officer Vacant
- Club Delegates to be nominated by clubs after their AGMs

Start	End	Activity	Contact
DECEMBER			
10-Dec-10	16-Dec-10	Trotters Visit to WA/XC Week at BSS	Paul Rose 9339 0679
11-Dec-10	18-Dec-10	Competition Enterprise at GCWA	James Cooper 0429992468
18-Dec-10		"Around The Clubs" Race	James Cooper 0429992468
JANUARY			
04-Jan-11	05-Jan-11	WAGA State Comps at BSS (Practice)	Owen Jones 9332 7382
06-Jan-11	14-Jan-11	WAGA State Comps at BSS (Competition)	Owen Jones 9332 7382
15-Jan-11		"Around The Clubs" Race	James Cooper 0429992468
FEBRUARY			
17-Feb-11		Third WAGA Meeting	John Mallon
19-Feb-11		"Around The Clubs" Race	James Cooper 0429992468
MARCH			
19-Mar-11		"Around The Clubs" Race	James Cooper 0429992468
???	???	NGC "Morawa Flyaway"	Clayton Grose
APRIL			
16-Apr-11		"Around The Clubs" Race	James Cooper 0429992468
21-Apr-11	25-Apr-11	BSS Easter Regatta	Owen Jones 9332 7382
28-Apr-11		Fourth WAGA Meeting (Clash with Easter Regatta)	John Mallon
MAY			
JUNE			
16-Jun-11		Fifth WAGA Meeting	John Mallon
AUGUST			
18-Aug-11		WAGA AGM	John Mallon

Colour Code:

		Airworthiness Activity
		Administrative activity
		Coaching or Lecture
		Soaring Activity
		Expedition or Wave Camp

16. Closing

There being no further business, President Tom Holt declared the meeting closed at 2200 hours.

The next WAGA meeting will be held at 7pm on 28 April 2010 at the same venue.

Tom Holt (President)

John Mallon (Minutes Secretary)