

Soardid February 2024





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Colour Code

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

Start	End	Activity	Contact
MARCH			
01-Mar-24	01-Apr-24	Women in Gliding Development Weekend at Narrogin	Colbi Ryan 0413 380 321
11-Mar-24	15-Mar-24	XC Week at Beverley	Ross Richardson 0427 112 205
23-Mar-24		NGC at Cranbrook Show	David Harries 0418 912 359
29-Mar-24	01-Apr-24	BSS Easter Regatta	Geoff Overheu 0407 575 216
29-Mar-24	05-Apr-24	Ab-Initio Course at Narrogin	David Harries 0418 912 359
APRIL			
06-Apr-24	07-Apr-24	GCWA 80th Fly-In and Open Day	Stuart Usher 0499900044
16-Apr-24		WAGA Meeting 3	Roy McInnes 0407 248 788
MAY			
JUNE			
11-Jun-24	TBC	BSS AGM at Republic of Fremantle	Paul Croft 0417 185 855
JULY			
23-Jul-24		WAGA Meeting 4	Roy McInnes 0407 248 788
???		Airworthiness Lectures and Refresher at TBA	Rob Hanbury 0429 082 520
AUGUST			
01-Aug-24	08-Aug-24	Combined GCWA/BSS Wave Camp	
???	???	Airworthiness Practical Course at Cunderdin	Rob Hanbury 0429 082 520
20-Aug-24	TBC	WAGA AGM at Republic of Fremantle	Roy McInnes 0407 248 788
???		NGC Annual Dinner and Awards Night	alanarthur318@gmail.com
September			
???	???	NGC Wave Camp	jandmkenny@iinet.net.au
???		NGC AGM at Clubrooms	alley1@iinet.net.au
28-Sep-24		GCWA 80th Anniversary WASO Bush Band	Stuart Usher 0499900044
OCTOBER			
???	???	Ab-Initio Course at Narrogin	brad@avalonsurveys.com.au
01-Oct-24		WAGA Meeting 1	Roy McInnes 0407 248 788
???	???	GF2 (Girls Fly Too) at GCWA	Sally CrawCour 0449 158 656
14-Oct-24	18-Oct-24	XC Week at Beverley	Ross Richardson 0427 112 205
???	???	Fly Faster Course at GCWA (dates to be advised)	Stuart Usher 0499900044
NOVEMBER			
13-Nov-23	16-Nov-23	XC week at Beverley	Ross Richardson 0427 112 205
17-Nov-24	23-Nov-24	Carter Cup GCWA at Cunderdin	Rob Hanbury 0429 082 520
DECEMBER			
1-Dec-24	07-Dec-24	WAGA State Gliding Championships at Cunderdin	Stuart Usher 0499900044
15-Dec-24	22-Dec-24	XC week at Beverley	Ross Richardson 0427 112 205
???	???	Competition Enterprise GCWA	



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From the Editor

It has been an extremely eventful season for the club as evidenced by the articles in this issue. I would like to take this opportunity to thank those who have made the time to contribute to this issue, some of whom are amongst the busiest and involved on many fronts. All contributions are greatly appreciated.

Any material that is to be published in Sordid newsletter must be received on or before the 1st of each month. Every care will be taken with the material published. However, no liability will be accepted for any errors or misinformation. Responsibility for delivery of copy for publication rests with the sender. Material will not be receipted unless requested.



President's Ponderings

Paul Croft



Thanks to Phil Levins and his team for another enjoyable edition of Soardid magazine.

Quite a lot has happened since the last Soardid was published in November.

The highlight of the last few months has been the function in honour of Greg Beecroft who, remarkably, came second in the 37th FAI World Championship competition held at Narromine in December 2023. Greg and his crew gave a fascinating presentation, at the function, on the events leading up to his achievement at the World Championship. A number of members led by our CFI, Steve Pearson, supported Greg at the event. One of our tow pilots, Peter Busher, joined the World's towing team consisting of ten tugs and he towed for the duration of the competition. The club has put up framed photographs and a plaque in the club house in honour of Greg Beecroft's achievement.

The WAGA State Championship at Narrogin was completed with a very close finish for first place between Ashley Boyle of Narrogin and Norm Bloch. Ashley won the competition for the first time in his gliding career with a final score of 5141 points. Norm Bloch came second with 5100 points. There were 11 entrants from Beverley with 6 being placed in the top ten of 21 entrants. Trophies were awarded to Norm Bloch, Geoff Overheu, Paul Croft and Tim Kullack. Beverley also won the Winning Team Trophy.

The club went on its annual expedition to Hyden in December. This expedition was once again well run by the WAGA President, Roy McInnes, with safety as a priority. There were no accidents or incidents and although the flying conditions were less than desired, the event was an enjoyable one. Narrogin Gliding Club members, Alan Arthur and Dave Harrington, kindly offered the services of their Bearcat to assist with the towing.

We recently had a Cross Country Regatta organised by Geoff Overheu which was very enjoyable as always. The Regatta was won by Chris Runeckles with Ross McLernon in second place.

The Regatta was combined with a ten-day Advanced Cross Country coaching event led by Peter Temple and his team being Greg Beecroft and Norm Bloch. All three had just returned from the Australian Nationals which Peter had won with Greg and Norm placed third and fourth respectively. This was a very well run event and was of great benefit to those, including myself, who took the opportunity to be coached by these exceptional glider pilots. We had members from GCWA and Narrogin attend with GCWA kindly offering their DG for the duration of this event.

It's good to see that the club continues to have a strong cross country culture and is currently in first place in the World wide OLC contest.

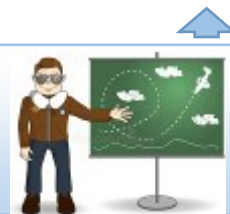
Enjoy the soaring season and please fly safely.

Paul Croft



CFI's Cogitations

Steve Pearson



As we know the club has done well over the last couple of years in helping our new members accelerate through the GPC syllabus. This rate of progress of course has been driven by the motivation of the new member aided by the instructors and duty crews.

We now look like setting a new record from commencement of training to GPC with Tim Hutcherson now very near that goal having started just 3 months ago. A great achievement.

We are always looking to make the days run smoother so recently we have placed markers on the side of both runways to aid line ups for those bigger cross- country days. These markers are white with the markings showing the number 1, 5, 10, 15 and 20 positions.

This system has been basically been applied for two reasons. The first to minimise gliders having to be pushed up once towing has commenced and the other to provide the tugs sufficient distance to land and stop without having to backtrack which saves time and wear. The procedure is working and will be tweaked as required.

Unfortunately, we have had a few rope breaks recently which has had the team focused on finding a new type with a higher breaking strain. They are in service now and will be monitored for wear.

We have been very fortunate to have had the Beverley Regatta run by Geoff coincide with the advanced coaching with Pete Temple, Greg Beecroft and Norm Bloch. The weather was not fully cooperative however quite a few flights were achieved which was of a great benefit to all involved.

Since the last update gliders have been finding new owners with Args now in a Discus with Alex Kruger taking on Args's Jantar. Tim Kullack has taken over Peter Lovegrove's Discus and Jason Townes is now the co-owner of Owen's LS8. Elif Herdsman towed her ASW20 back from the "World Comps" with Greg Beecroft also bringing back his ASW29. Roy and myself are now the lucky owners of Greg's LS8 with the mighty LS4 Neo going to its new owner Steve Hoey. After all these changes we have gained two additional gliders bringing the total of privately owned total to 47.

While are in a good position in regard to L1 and L2 instructor numbers we are short of AEI's so we will commence training shortly to fill these positions.

We can always learn from reporting incidents, however minor, so please keep them coming.





AAO's View

Peter Howlett with Chris Runeckles (Assistant AAO)

aao@beverley-soaring.org.au

Avoiding Ground Handling Damage

Did you know that ground handling accidents cause more aircraft damage than when they are in the air? Here are some things that have resulted in major ground handling damage:

1. Faulty towing gear
2. Towing gear incorrectly attached to the aircraft
3. Cars backing into glider's rudder or tailplane
4. Towing with the glider's wheel brake on - caused a fire!
5. Towing an aircraft still tied down
6. Towing too fast and overloading the towing gear
7. Misjudging space around obstacles.



Before you tow an aircraft...

It is the responsibility of the person towing the glider to check that the towing gear is in good condition and correctly attached to the glider.



Ask Yourself:

1. Is this the right gear for this aircraft? Check the labels on the gear. The wing walkers have been set up for each aircraft.
2. Is anything bent, broken, loose or missing any safety clips?
3. Are all three clips on the tail dolly secure?
4. Is the towing arm securely attached to the tail dolly? The Cobra kits used on the DG1000s should not be able to slide off the tail dolly pin when the towing arm is horizontal. Other systems have a locking pin.
5. Is the wing walker in the correct location on the wing and correctly aligned?
6. Are the glider's wheel brakes unlocked?

Backing up to a glider...

While reversing the camera provides a great view of most cars, you should still stop the car 1-2m before the end of the towing hitch. Then, using the tow hitch, pull the glider up and attach it to the car. This will test that the glider moves without restrictions and that everything is attached.

Towing the glider...

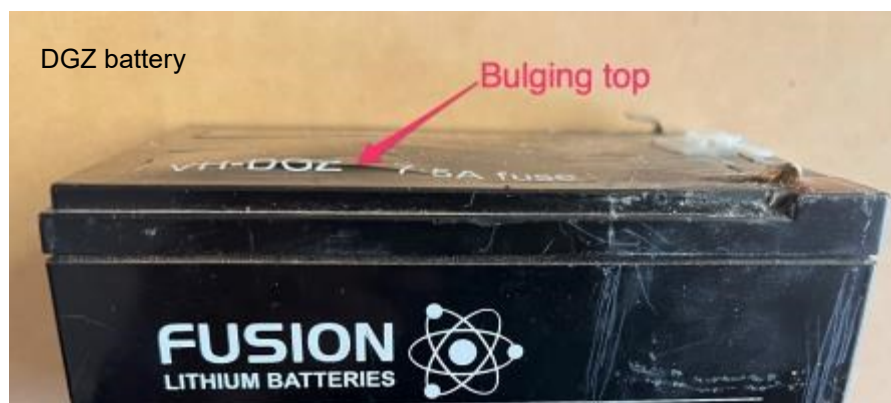
Is the runway clear? Use a radio, if you can, to announce entry onto any runway and to monitor any incoming traffic.



1. Check that you can easily see the wing walker in the side view mirror
2. Keeps speeds low – fast walking pace maximum.
3. If something comes loose, don't stop the car until you are well clear of the glider. Many a jack-knifing glider's tailplane or rudder has hit the towing vehicle this way.
4. If you are unsure whether a wingtip will clear an obstacle, stop, get out and have a look before proceeding or ask someone outside the car to watch.
5. Don't ever reverse with a glider attached to your car.

Battery damage is a big danger

The LiFePO₄ batteries that we now exclusively use in our club gliders are great – they are light-weight and last all day. However, they can become a real threat if accidentally damaged or have faulty wiring. An external or internal short can start a fire that is impossible to extinguish.



Check Daily...

If you are the person installing the batteries in a glider in the morning, you need to check:

1. The cables and connectors on the battery are in good condition.
2. There is no sign of any drop damage e.g. dented edges.
3. There is no sign of swelling on any of the battery faces.

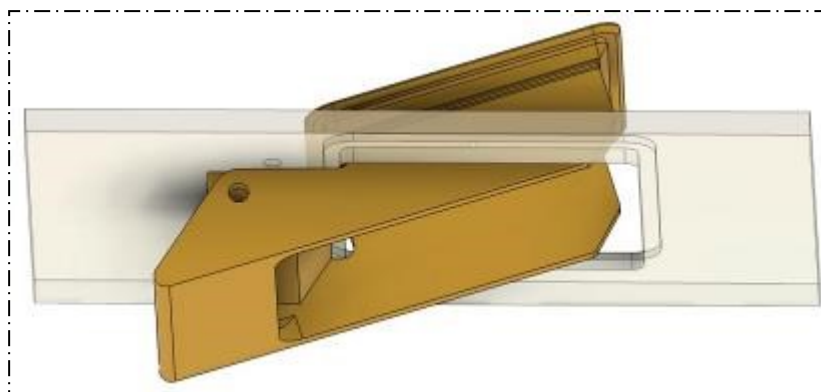
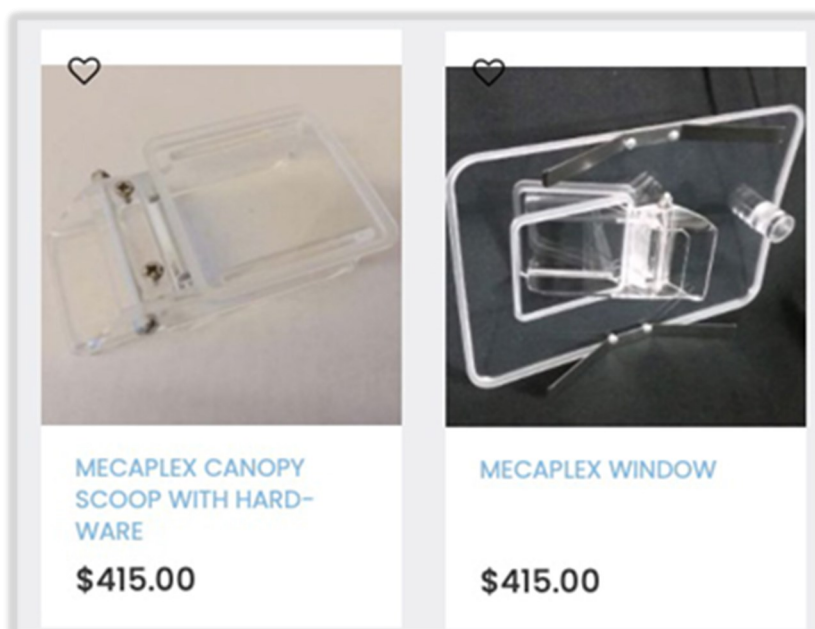
Note: The club policy is, if a battery is dropped, it should be immediately marked U/S and replaced. (We carry a spare of each size in the AAO's office cupboard.)

Also, a number of spare battery cable kits have been assembled by Kevin Wilson. These can be found in the *General Aircraft Parts* filing drawer in the AAO office. This makes it a quick and easy job to replace any damaged cables.

Clearview Air Scoops – disappearing fast

Over the last few months, we have had a few of these fail in one way or another. Apart from BSS and GAP, GLV had the screws come loose during flight, and the entire scoop disappeared into the countryside.

Easy fix, we thought, just buy some new ones and replace them. However, the scoops cost US\$412, and the entire Clearview window with the scoop included is the same price! This works out to be over AUD\$700 each with freight and GST, but it is still much cheaper than the quote from DG, which was AUD\$1500 each.



After some research, we found that someone (likely a glider pilot) had created a 3D design of the exact same scoop and made it freely downloadable. We even made a few design changes to improve the handle's strength and crack resistance.

We have 3D printed a couple of these scoops using clear ABS , which costs around \$1.70 each. Chris will fit these as a trial to see how they perform.

If they do hold up, the only downside is that they are translucent rather than transparent. However, since the clear view window can be opened if you need to see in that direction, we don't expect this to be a problem.

When NOT to use any Scoop...

The Clearview scoop should only be open at slow speeds or when thermalling and closed when cruising because:

- The scoop creates drag which is not good for performance. It should be part of your routine when transitioning from climb to cruise to close the scoop before going to cruise speed.
- If the scoop is left open at cruise speed, it places stress on the whole canopy including the clear view and vent and might result in the little window breaking from its frame.



Power Upgrade - Almost here!

Peter Howlett



Background

The club's original mains power supply was installed nearly 50 years ago. Grid power comes from a high-voltage SWER line that runs from Bremner Road through the paddock to the west side of the main runway to a pole located behind the twin hanger. A 25KVA transformer, mounted on the pole, converts the 12.7KV high voltage line to 240V providing the club with a single phase 80A supply. Also feeding off this same HV line are the rifle club, the water treatment plant, the recycling centre (the tip!) and the motocross club.

As the club has grown, it has added more facilities, more members, more powered hangers (on the north side) and more caravans with air conditioners! As a result, busy periods in summer have tested our original limited supply.

About 15 years ago, the club installed a 5KW solar system to take advantage of the generous feed-in tariffs offered by Synergy. A few years later, another 5KW of solar power was installed with a catch. Due to the requirement of not being allowed to export more than 5KW back to the grid, a complicated setup using an SPMC Pro Go was needed to limit the total solar production to 5KW, ensuring the limit was in place.



In the interim period, Synergy has progressively reduced the feed-in tariff from 47c/KWhr down to 7.1c/KWhr, so while the club originally earned good money from excess weekday solar generation, it is now down to just \$20/month at best!

This bill

Renewable Energy Buyback Scheme
Bill period: 27 Nov 2023 - 29 Jan 2024

	Units	Unit of measure	Unit price (cents)	Amount
Anytime credit	573.0000	kWh	7.1350	\$40.88cr
Plus GST @ 10.00%				\$4.09cr
Total				\$44.97cr

The Way Forward

In 2022, the committee decided the club should investigate upgrading the grid supply capacity to support current and future members. This was also prompted by the appearance of a number of members with EVs who were looking to top up their batteries at the club using the club's (limited) "excess solar energy"!

However, before any power supply upgrades could be done, the existing club electrical infrastructure needed to be brought up to current standards.



Little did Nick [Olszewski](#), a contract electrician, know when he joined the club in early 2023 that he would be asked to help with this project, or indeed the magnitude of the job!

Over the course of the last 6 months, Nick and his father, Richard, also a contract electrician, have been progressively working on this task. They first installed a new main switchboard in the back of the twin hanger then progressively tested, upgraded and routed each circuit to the new switchboard while allowing the club to keep operating as usual on the weekends.

Nick and Richard have been very generous with their time and endeavoured to keep costs to the club as low as possible.

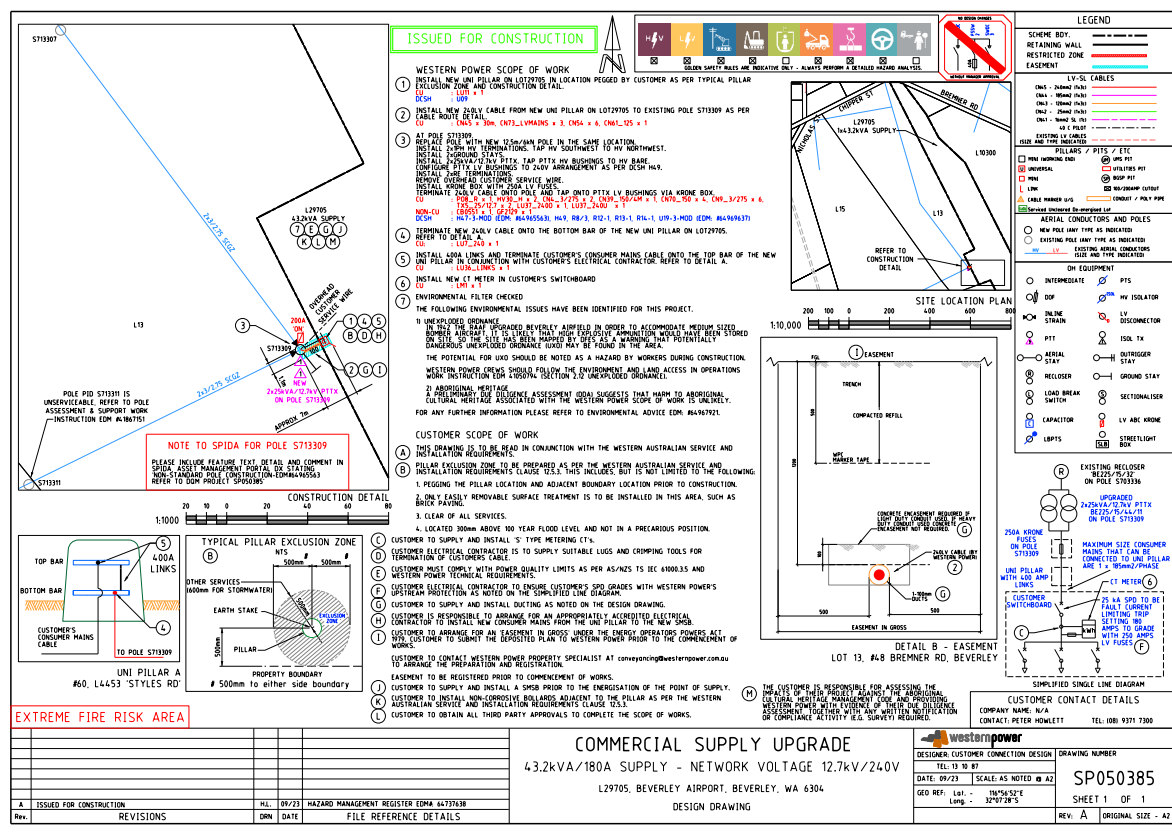
As a cost-saving measure, they have probably spent more time living in the old clubhouse than anyone else in the club's history! The club is very grateful for their help.

Western Power

Before the local work started, we contacted Western Power to get some estimated costs for increasing the grid supply. We first made contact in May 2022 and requested a consultation meeting to discuss our requirements and options. Shortly after, Western Power withdrew the consultation option and required us to submit an application and pay \$495.

After many months of waiting, Western Power offered to progress our initial application to the next "engineering design" stage and sent us a design fee quote for \$3,300!

After more than 6 months since first contacting them, we had



not received any information on whether the incoming HV line could sustain the additional capacity requested or any budget costs for the project. Feeling that asking us to pay more without this critical information was unreasonable, we lodged an official complaint through their complaints department.



This worked wonders, and in November 2022, I could finally discuss our situation with a Western Power engineer on the phone. He confirmed that the incoming HV line could support the upgrade and provided a budget cost estimate of between \$35-40K (subject to the final design). He also pointed out that, since the pole is located on the neighbour's property and the new connection would need to be run via an underground cable from the pole, we would need the neighbour's permission for a 1.1m wide "title easement" through their land to our leasehold land.

In December 2022, the committee decided to proceed with the next stage and paid the design fee. Western Power then subcontracted the work to GHD, a Perth-based engineering company.

Finally, in October 2023, Western Power gave us the final design and a fixed price quote. The design involved replacing the existing power pole behind the twin hanger with a new one on which two "matched" 25KVA transformers wired in parallel were to be mounted. This would increase our maximum supply current to 180A – more than double what it is now.

The quoted price came to \$43,800; however, to our delight, it was reduced by the design fee we had already paid, a generous "Future Revenue Offset" of \$24,000 and some tax adjustments, bringing the cost down to \$19,616 ex GST.

We had 60 days to accept this quotation which the committee approved and paid.

Not there yet!

In Western Powers design specification, there were some expected and unexpected requirements:

1. The title easement (expected with some unexpected implications).
2. A special heavy-duty incoming power box to support the very large power cables, isolator switches and a Western Power CT meter (very unexpected).
3. An Aboriginal Heritage report (unexpected).
4. A 100-year flood level report (unexpected).

An easement is usually fairly straightforward - just pay a Quantity Surveyor to produce the required change on the existing title drawings. However, we previously suspected an error in the digital maps of the airstrip area because the online boundaries did not align with the local fences and were shown to cut through the back of the tug hanger, the singles hanger and the laundry!

So, the survey company first had to find the original pegged boundary marker locations around the airstrip and then realign everything according to the original maps. A very slight angular error at the lot's reference point (near the main gate) had resulted in

a 3m easterly error at the main hangers and twice this error at the southern end of the airstrip.



Fortunately, the Beverley Shire agreed to fund half of the surveying costs which was much appreciated. Thanks also to Kevin Shackleton, who provided expertise to help us navigate these surveying issues.

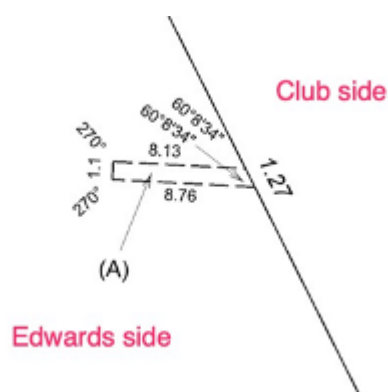
Ian and Lois Edwards kindly consented to the easement on their land, and all the paperwork was completed and submitted to Landgate.

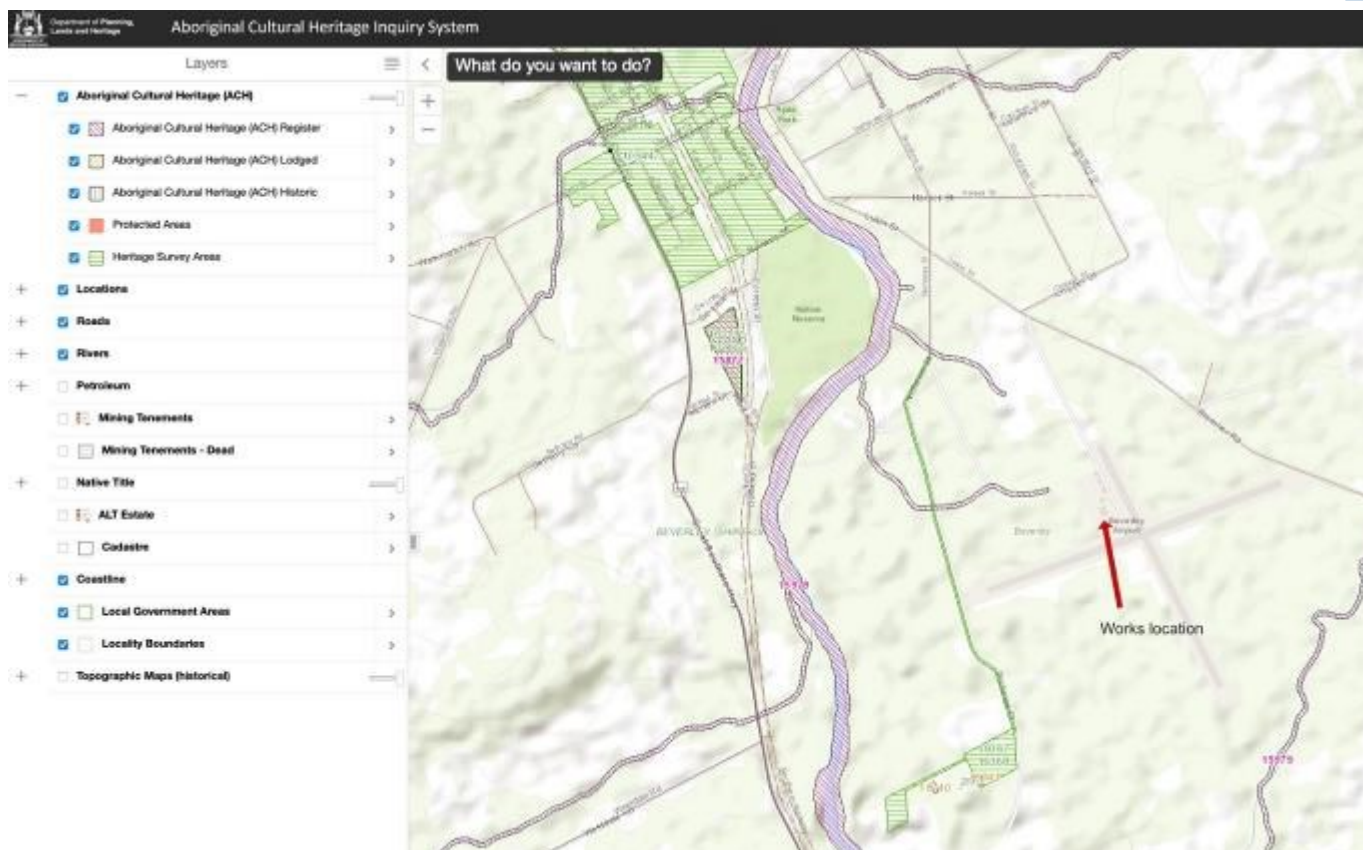
The next hurdle was the required custom-built meter box (which has now arrived and is currently sitting in the new workshop).

Richard Olszewski found the best quotation came from Albany-based company Castlehow, who would build one at half the price of Perth-based suppliers.

Castlehow also generously provided the club with a discount of \$1,500 in exchange for a couple of TIF flights.

Finally, Owen located the online Aboriginal Heritage Historical maps of the area so we could confirm that there were no issues with this. Kevin Shackleton assisted with the 100-year flood level mapping.





The Finale – Coming Soon!

Western Power has confirmed an installation date of **March 21**. Likely one of their subcontractors will swap the pole over before that date.

Mark Pule has generously offered to dig the required trench from the back of the switchboard to where a new green dome will be installed - just inside the boundary line behind the main hanger.

Nick and Richard will install the new Castlehow meter box alongside the new switchboard and run out the conduit and cabling to the dome location. When the changeover occurs, they will change over to the new incoming power by connecting it to the new switchboard.

Generous donations

This project would not have been possible without the generous top-up donations from club members via the [Australian Sports Foundation](#) (totalling approx. \$15,000) and a huge amount of effort by club members including those mentioned above. Thanks to one and all.

Why not Batteries?

Many people have asked this question. The device controlling the Solar inverters (the Pro Go) is battery-capable. We are looking at ways to increase the yield on our current solar system to take advantage of the full 10KW of panels and not exceed our export limitation. After that, adding batteries would allow the solar to support most of the midweek base load. However, consumption on Friday-Sunday would drain a medium-sized battery quite quickly. For example, a 10KWHr battery would cost around \$10,000 and, with just a medium weekend load (after the sun goes down) of around 50A, would be fully discharged in just over an hour!

Reducing our Power Footprint and Costs

Electricity costs continue to be a big expense for the club, so we all need to be mindful of reducing our usage as much as possible. Air conditioners are the main high-consumption items, especially the older single-box wall/window units used in many caravans. Only using these when you are physically in your caravan will make a big difference. Making sure the ACs and lights are off in the old and new club-house when no one is there is also essential.



Shortening the Tow Rope cycle

In recent years we have been cutting a 220 m coil of rope into three 73m long towropes A, B and C and then rotating them over a six month period, so that each rope has four months in service.

	October	November	December	Jan-24	February	March	31-Mar
VH-TOJ	A	A	C	C	B	B	Replace rope
VH-ALA	B	B	A	A	C	C	Replace rope
Spare	C	C	B	B	A	A	Replace rope

This system has worked well but there have been some problems:

External tests by Bullivants showed that the ropes were actually very weak towards the end of the fourth month.

In practice the three ropes have not worn equally over the four months and the final rotation has proved to be somewhat problematical.

The rotation every two months has proved to be tiresome and often overlooked

So we are going to change our Strategy and run the towropes for only THREE months instead of four months from April 2024 on.

At the end of the three months we will simply retire the ropes and introduce a new pair.

	April	May	June	July	August	September
VH-TOJ	A	A	A	C	C	C
VH-ALA	B	B	B	D	D	D

So the advantages of this new system are simply:

A three month cycle instead of a dubious fourth month

No tiresome rotation to be forgotten every two months

No risk of uneven wear over the period

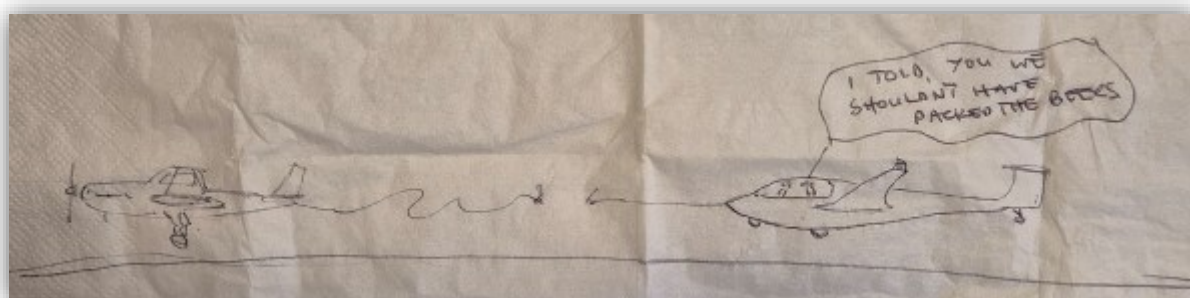
The disadvantages:

Will use 2 and 2/3 x 220 m coils of rope instead of 2 coils each year but this is probably less than \$ 100, so a small price to pay for a safer towrope cycle

There will be a small amount of additional rope splicing and preparation

The ropes that we retire during the winter months might still be in pretty good condition

Owen Jones BSS Rope Master 2013 to 2024



WGC 2023 – One Novices View From the Ground

Alex Kruger



I am very much a novice in the world of gliding, so when the World Gliding Championships made a call for volunteers in March 2023 I thought it was a once-in-a-lifetime opportunity to see how a top-level competition is run, maybe do a bit to help out and also get to see and cheer on Greg Beecroft and Team Australia.

I was not wrong.!

Mark, Elif and I were allocated to the Launching & Marshalling Team, under Kerrie Claffey. Our little team of 10's job during the competition was to ensure the competitors all ended up in their assigned places on the starting grid, connect them to the tugs, and then make sure neither they, their ground crews or ourselves got run over while retrieving their aircraft off the runway threshold at the end of the day.

For the practice week of 26 November to 2 December, operations at Narromine resembled typical club launches and recoveries. Albeit on a larger scale. But things became much more formalised and time-compressed from 4 December onwards.

Gridding typically took 2 hours, and was a very well-oiled machine by the end of the competition. This started around 8am, and had to be completed by Morning Briefing at 10am. Competitors would typically start to set themselves up on the grid from 10.30am onwards, with pushback occurring about 30 minutes prior to launch between 11am and 12pm.

Half of the Narromine Grid from the air



Narromine Grid on the ground!



The rest of the work day for the Marshalling & Launch Crew can be best summarised as *tiring*. Launching the field involved a lot of running between aircraft in dust, heat ranging from the high 30s to low 40s and increasing humidity. And even more necessary recovery time in caravan park swimming pools and air conditioning while the field was



out on task. Our launch record was 63 minutes for 78 aircraft, using 10 tugs.

Recovering the field typically took about 2 hours, from the first glider reaching its final turn point to the last glider being towed away from the runway threshold. This period of time can be best described as *frantic*. Directing landed pilots to divert left or right off the threshold where space to stop was available (and shoving them off ourselves too, as was often necessary), while watching yet more gliders drop in one after the other and come charging up to us and the various ground crews fussing over their own aircraft is an experience I will never forget.

The weather itself saw fast and high flying throughout the competition period, due to the persistent trough over South Australia and the looming Tropical Cyclone Jasper off the coast of Queensland. We regularly saw the field return home within 3.5 to 4 hours, and cross-country speeds some days exceeded 140kph for the 15 Metre class. December 9th even saw the first 4 finishers in 15 Metre exceed 150kph. Uys Jonker quipped to Kerrie that the weather was no good at all- It was in fact even better than what they had been experiencing in South Africa that summer.

We only lost 3 days' flying time over the entire competition period. On December 7 and 10, the days were cancelled in anticipation of very high temperatures and possible thunderstorm activity. Those of us on the ground did not complain about not having to launch 80-odd gliders in 42-plus degree heat. One of the ground crew for the UK's Club Class entrants quipped to me at 10 PM one night, as we sweltered in 30 degree heat, that his hometown of York was under snow. *And he was looking forward to it!*

On December 12 a dense smoke cloud descended on us from the north, courtesy of a series of bushfires in the Pilliga region and south-western Queensland. We watched the overcast slowly eat up the grid over the space of 2 hours, before the decision was made to cancel the day.



Team Beverley and the various WGC volunteer groups it supported pulled together and kept its cheer up in very trying conditions. And its efforts were rewarded with a well-run competition and much satisfaction from the local and visiting competitors alike. And the even greater satisfaction of seeing Australians win or take podium places in two of the three competition classes at a home event.

Well done to Greg Beecroft on a well-deserved Second Place in the World. And to Steve Pearson, Elif Herdsman, Mark Pule and tug pilot extraordinaire Peter Busher for helping make sure he could get up there to achieve it.

Though I think I will never understand the Europeans furiously dusting their gliders off on the grid, only to immediately get covered in even more when the tug pilot advanced his throttle...



The Beverley Crew at Narromine

From Left, Alex Kruger, Peter Busher, Steve Pearson, Andrea Tondini, Mark Pule, Greg Beecroft (Vice World Champ) and Elif Herdsman



Above: Greg on the podium to accept the Silver Medal for Standard Class

Right: Steve and Greg on the Grid

Left: Mark keeping an eye on proceedings

Below: Launching Greg in VH-HCB



Team Beverley Celebrating



The author taking a well earned rest

Snapshots from the Worlds



An Aero 145 at Narromine its owner was retracing its delivery path from Czechoslovakia to Australia, and it has very recently arrived back in its birthplace.



A very immaculate Vans RV-7, which Alex believes belongs to the current head of the GFA.



How gliders from overseas get got to Australia



Elif at sunset in the glider tie-down area



On the 6th of January, BSS hosted a BBQ to celebrate Greg's achievement welcome Greg and the WA team back. There was a great turn out with over fifty members attending. Above, Greg tells us how he did it.

Another enjoyable time at Hyden Wave Rock (HWR) from the 4th to the 14th of December 2023, with twenty-six members with fourteen private gliders and two club aircraft [HDL and DGZ]

We took ALA with Mike Eales the dedicated tow pilot.

Alan Arthur and Doug Harrington bought there Bearhawk over as the second tow plane. The Bearhawk handled the empty gliders OK but struggled with gliders fully ballasted.



The Beverley Fleet of 16 gliders at Hyden

We flew eight days out of the nine, with some days only half the fleet flew. There were a few retrieves.

There were seven TIF's which helped reduce the levy. Most importantly there were no incidents.

The accommodation was excellent with the community welcoming us with open arms.

With no cross strip there were some challenging cross wind landings when the Albany doctor came in twice. The airport owners plan to put in a cross strip.

We all had a fantastic gliding holiday with a great social time each night.

To sum up:

HWR is a good place to have a gliding holiday, but the weather is a bit hit and miss being that much further south for favourable gliding conditions.

The general contentious is to have a twelve-day gliding camp 13-24th January 2024 at the club next year. This will allow more members to participate and utilize our excellent facilities.

If there is enough interest, we can look at another away expedition in the future.

Thanks to all those who helped make this event happen, it's a real team effort.

Sadly, this looks like the end of an era with the very first expedition out to Southern Cross in 2007, Morawa, then to HWR. Many great memories of outlanding retrieves, record flights, badge flights and good times.

Retired for now Expedition Leader 2018 – 2023.

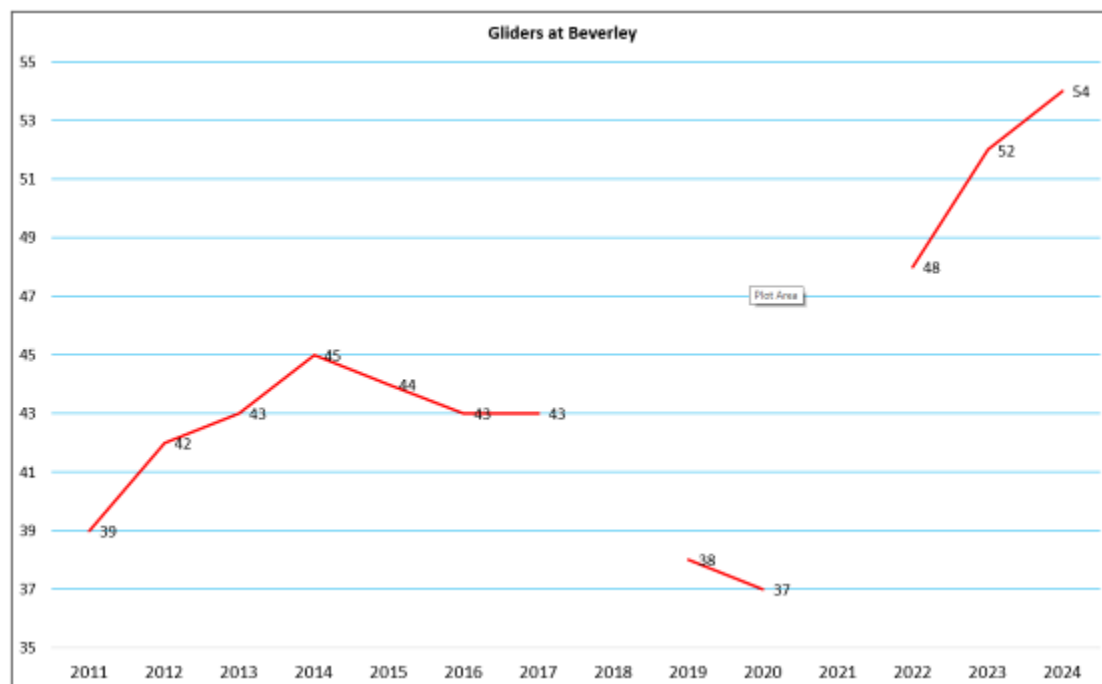
Roy McInnes



Our Gliders at Beverley

Owen Jones reminisces.

When I started compiling my list of Gliders at Beverley way back in 2011 there were just 39 gliders on the list. Now there are a staggering number of 54.



So, has there been a steady and relentless growth over the 13 years? Certainly not far from it.

But did we really “lose” eight gliders in 2019? We certainly did:

GAN	Std Cirrus		Howe, Jim
GEM	ASW 24		Overheu
GGM	Super Arrow		Jones
GOQ	Std Cirrus		Mackay
GVE	Std Cirrus		Beverley Soaring Society
NUF	Taurus 503	Motor	Jones/Rookes/McInnes
ULZ	Ventus 2c		Croft
XQD	Puchacz		Beverley Soaring Society

On the other hand did we really “gain” over a dozen gliders in 2022 ? We certainly did:

1	GFH	Lak 12		King, Andrew
2	GHC	Stemme S10-VT	Motor	Rookes, Grant
3	GKZ	JS3	Jet	Taylor, Kim
4	GSQ	Std Libelle		Fisher, Paul
5	GXZ	Discus 2B		Sander, Craig
6	GVE	Std Cirrus		Stevenson, James
7	ILL	JS1c	Jet	Runeckles, Chris
8	NLP	JS3		Bojesen, Karsten
9	UCR	Ventus 2C		Challen, Craig
10	ULZ	Ventus 2C		Terrell/Kenny
11	XJW	Discus B		Bojesen, Karsten
12	YPC	Lak 17B	FES	Croft, Paul
13	XOQ	Jantar 2B		Phil Levins



So with the latest influx of gliders and a flurry of ownership changes, how many gliders are there now and who in the hell owns what ?

1	BSS	ASK 21		Beverley Soaring Society
2	CQW	DG200/17		Strickland, Mark
3	DGZ	DG 1000 S		Beverley Soaring Society
4	GAP	DG1001S		Beverley Soaring Society
5	GCO	Std Libelle		Hayes, Keith
6	GDA	Astir CS		McLean/Marko
7	GDC	Astir CS		McKenna, Richard
8	GDT	Astir CS		Beverley Soaring Society
9	GFH	Lak 12		King, Andrew
10	GHC	Stemme S10-VT	Motor	Rookes, Grant
11	GHF	Astir CS		Taylor, Peter
12	GIB	ASW 20C		Mackay, Daryl
13	GIG	LS8-18		Richardson/Suthers
14	GKZ	JS3	Jet	Taylor, Kim
15	GLA	LS8-18		Hutcherson, John
16	GLR	Ventus 2CM	Motor	Shead, Roger
17	GLV	LS8-18		Jones/Townes
18	GMV	Hornet		Welsh, John
19	GNC	Nimbus 2B		Rubiano, Armando
20	GOG	Nimbus 2		Hawser, Glenn
21	GRO	Cirrus 75B		Hyland, Quentin
22	GSQ	Std Libelle		Fisher, Paul
23	GUF	Discus A		Gartland, Allan
24	GXW	ASW 15		Howell, Adam
25	GXZ	Discus 2B		Sander, Craig
26	GVE	Std Cirrus		Stevenson, James
27	GWL	ASW 19		Herdsmen, Elif
28	GYL	JS1 B	Jet	Packer, Willy
29	GZU	Std Cirrus		Fosdick, David
30	HCB	LS8-18		McInnes/Pearson
31	HDI	LS4		Hoey, Steve
32	HDL	LS4a		Beverley Soaring Society
33	IKB	JS3		Bojesen, Karsten
34	IIL	JS1c	Jet	Runeckles, Chris
35	IUA	Speed Astir		Eales/Chatfield
36	IUQ	Discus bT	Motor	Overheu, Geoff
37	IZG	ASW 17		Busher, Peter
38	JPT	ASG 29		Beecroft, Greg
39	UCR	Ventus 2C		Challen, Craig
40	UKO	Jantar Std 2		McLernon, Ross
41	UKT	Jantar Std 2		Kruger, Alex
42	ULZ	Ventus 2C		Terrell/Kenny
43	VRZ	Ventus 2bx		Wellington/Dewey
44	WCW	Grob 109B	Motor	Whitehand/Eales
45	WPT	ASH-26E	Motor	Howlett/Holt
46	WUM	Astir CS		McVey, Stewart
47	WUO	Astir CS		Beverley Soaring Society
48	XJW	Discus B		Kullack, Tim
49	XNB	JS3	Jet	Bloch, Norm
50	XOQ	Jantar 2B		Levins, Phil
51	YPC	Lak 17B	FES	Croft, Paul
52	ZBL	Discus CS		Beverley Soaring Society
53	ZKE	ASG 29		Duffy, Rob
54	BZV	JS3 RES	Electric	Bely, JJ

7	Club Gliders
47	Private Gliders
1	Not flown at Beverley in last 12 months
7	New on List, since June 2022



My Beverley Regatta

BatRoss



This is my regatta, mainly the flying, from my point of view. Others can write about the briefings, lectures, debriefings, coaching and the social side.

Saturday - Beverley Regatta - Practice Day:

After a sweltering 44 degree duty day on Friday, Saturday dawned with much promise. At briefing a 2 hour task to the north was set. I thought nuh uh, I'm not wasting a good day on a 2hour AAT task. So into the Batcave to study the maps, and decided on a southerly attempt to Frankland River. 248km south I should be able to view the oceans on 2 coasts. Airborne a little later than hoped for and a lowish start saw me a little behind the schedule. The height picked up and soon I was getting the promised 10,000 and more. It was a blue sky, but progress was good. Eventually I had the Stirling Ranges off my left wing and the Indian ocean, to my right, was behind the wing. South was hazy and with the sun angle I couldn't see the ocean. I thought I caught a glimpse of Albany glinting in the distance, but maybe not. The air went a little soft and I went from 12,500 down to 9000 and decided to turn for home and a safe return. I was 25km short of Frankland River when I turned. Easy trip home and an awesome finish over the trees for a total of 436km.



Sunday - Beverley Regatta - Day 1

The set task was a 3hour AAT to Dowerin and Burracoppin, with a 130km wedge on Burracoppin. Strong conditions were forecast. Another 44 degree day and the ground crews were terrific. I was 4th to launch and soon had a climb to 7000 and was off. Trying to keep the speed up I cruised between 70 and 80kts. Turned Dowerin and it went quiet for a short time, but then I got a good one to 9000 with Sid not far behind. Then another to 10,000 and I was in the wedge and cruising at 80 plus. I had a 20 minute buffer programmed and turned at the recommended point, 45km short of Burracoppin. A couple of thermals and then one to 12,500 which almost gave me final glide. One top up and I was on my way home. Fast finish into downwind for 34. Sid was somewhere above me so I expedited onto base, not realising there was an ASK on final, off a left circuit, who hadn't radioed. I spotted him and said I would land past him and reduced to 70kts. Turning in behind him he went forever, touching down (several times) the other side of the launch point before sliding sideways to a stop. All very entertaining as I went around him on his right, dodged the windsocks and landed down near Chris' and Kim's hangars. I had a speed of 107 and a bit for the task and came in second to Chris in the JS. So, Jantars one two for the day (He and Kim knew I was going to say that)

Monday - Beverley Regatta - Day 2

UGH! Not a lot of height predicted, but that would be made up for with the wind. A lot of wind. Much wind. And the thermals would be STIPPLED! And it would be windy, did I mention that. Also did I mention my ride is a dry Jantar. Task was Grass Valley to some point NE of Cunderdin with a 110km wedge. I figured I would touch the wedge and then spend the rest of the afternoon trying to get home against the southerly. 3rd to launch I went down to 1300agl before getting a less than great climb to 4500. And I was off with a 20kt tail wind. Trying to stay above 3500 proved impossible. A couple of reasonable climbs in broken, oblong, narrow, rough, mongrel thermals and then I got to inspect a couple of paddocks about 15km south of Grass Valley. With the Dunlop dangling I went around and around and around, covering a phenomenal amount of ground trying to find the part of the lift that was all going up. I think I found the thermal (I use the term loosely) early as it was developing. But I hung in, waved at the farmer, remembered Captain Strick's comment when I once had a very low save with him "those ants down there look like people" and eventually it came good and I got a slow climb back to 3800. Retracted the rubber, resumed breathing and I was off again. I turned Grass Valley and the magic machine said I had to go another 70km before turning for



home. I nearly cried. Scraping along between 2500 and 4000 getting blown further north in every thermal I eventually got near Cunderdin where a RAAF PC21 entertained us with some interesting flying and radio chatter. Just north of Cunderdin I turned for home. I said stuff the machine as it said I would get home a little early, albeit the 64km was going to take me an hour and quarter. I shed a tear and whimpered a little. 20kts of headwind and I was getting about 5km per thermal, which I'm pretty sure does not measure up to the Australian Standard for gliders. Or thermals. Maybe the Polish Standard is lower? They were rough, narrow, hard to locate, and very frustrating. As I slowly progressed towards Beverley I got overtaken by Juan and Peter T. in the DG. I sobbed a little more, but at last magic machine said I might get home. Typically, I picked up a street on the way in and was able to blast over at speed at 500agl and onto a right downwind for 16. Average was a miserable 64kph and I was beaten by two DG coaching flights. Also I think Rob did me, but he was late putting his trace in and as of writing this his flight hasn't been scored yet. Welshy did a sterling job to get home too, having used the phrase "Getting low" (read that with a Scottish accent) several times. Steve P. went into a paddock south of Cunderdin. He got the terminology right, 'Getting low Landed safely' being one transmission. Geoff and Peter H cranked their engines and Chris 'Jetboy' Runeckles (AKA Wrong way Runeckles) pressed the magic button and came home with a screeching trail of fire behind him. So at the moment I'm 3rd for the day behind the 2 DGs and head of the Leader Board for the comp.

Tuesday - Beverley Regatta - Day 3

Cancelled due weather being forecast to be worse than yesterday. Thank goodness for that! I spent 2 hours breaking rocks in the hot sun (moving some gravel around the base of my hangar), helped Greg and Peter put the ASG together and then helped Sid and Mark fill the 3 water bombers that came in for refills multiple times.

Wednesday - Beverley Regatta - Day 4

Rob's flight for Day 2 has been scored and I got bumped to 4th for the day. Well done Rob. Forecast for today was not dissimilar to Monday, but without the severe wind. Task set was Grass Valley (again) to Bruce Rock with a 110km wedge. After some conflagration on the grid I finished up at the head of the queue. No one wanted to go first. I got a gentle climb after release and sampled a few thermals before getting to 4500. I watched Stewie in the Astir outclimb me about 3 times before the start. Off I went ahead of the pack and the first leg was quite reasonable, albeit low. 4500 was the best I was getting, but I was managing to stay above 3500. Shared a couple of thermals with Geoff and then lost touch with him as he disappeared ahead. I was slow and deliberately high around the turn point as we turned into the wind. It was only 10kts or less, but does make a difference when you aren't getting that high. It was a bit quiet for a while then I got a climb to 6500 and thought I had it made. That was the last decent thermal I saw for the whole flight. I got lower with each glide and had trouble finding the thermal centres. Down to 1400agl a few times, with really crummy, broken, weak thermals, and then eventually I got to Mount Caroline (don't read that the wrong way) and was scratching around over the rocks for something at 900agl when I spotted Chris circling above, thanks Chris, and then Stewie. I climbed slowly under them and then turned for home. Stewie had done an outstanding job of running me down while I grovelled in the dirt. I knew I had lost the day well and truly with all the grovelling, but getting home was now my priority. A few more weak, broken thermals along the way and I had final glide with a meagre margin. With the tail wind it didn't look right but I set off. I called 10 miles a little after Sid, and Daryl gave me the wind and runway. I ran into a stretch of 800fpm down and watched my meagre margin disappear. At 4 miles I called that I was tracking for left base 16 and may not make it. Sid said he was high and would hold while I got in. Out of the sinking air and into some lift and I was home, with 400ft to spare. It was a high pucker factor and I wasn't that comfortable with it. If I hadn't got the lift inside 3 miles I might have been in 'angry farmers' paddock. Chris won the day with an outstanding 107kph, well done. Stewie and Welshy put in excellent flights to come 3rd and 4th for the day. I was down at 7th with 72kph. John H. put in a solid performance for 2nd, and Args and Sid were ahead of me too. 7th was probably better than I deserved. Still on top of the leader board, but only by 8 points from Chris.



Thursday – Beverley Regatta – Day 5

Forecast said 14,000ft under Cu, lighter winds and an easy run. YEAH RIGHT! The task was Watercarrin – Beverley Far East (Which is near Hyden) with a 180km wedge. The Hutcherson brothers went and tested the air in the DG. They said it was going through 3300. The ground temp had reached the required 38 on it's way to 42 and I was first off. Off tow I climbed to 3000 and stopped there. More were launched and a gaggle formed while some rope breaks slowed proceedings below. Eventually I got to 6000 and set off. Long cruise with little loss of height but little in the way of lift either. I picked up a broken climb abeam Whitegum back to 6000 and looked north at the broken mid level rubbishy clouds and wondered where our Cu's were. Was also wondering where our 14,000ft thermals were. Struggled around Watercarrin and set course for Hyden. Up ahead Sid was telling jokes, like 7knots at 8000 and the like. I got one climb to 7700 and then it was mud. Down I went to 2000agl and struggled along. I came across Chris circling and joined him. After a couple of turns I noticed my altimeter stuck at the same height (not very much) and enquired of Chris as to whether we were actually climbing. He said no and peeled off. I moved around a little in the crappy lift that was there and got another 500ft, but then set off at about 4000. The thermals, were getting worse. Almost impossible to centre, turbulent as heck, and not very strong. Sid reported 8knots at 165 to run, I found 3 broken knots there to a lousy 6000. On I went trying to dodge the shadows from the mid level clouds. Still no Cu, still no 14,000. This was not what I signed up for. I kept going down to around 2000agl and scraping back up to 5000 in the most confused air I have ever flown in. It was miserable. Didn't matter what you did it was wrong. About now Sid who had been talking everything up said "I'm sick of this crap, I'm heading for home". My sense of humour lay shrivelled on the ground about 100km back. I thought back to the psychology lecture Peter Temple had given us that morning and modified my thinking to 'If I sold the Jantar for 18 grand it would make a good deposit on a yacht'. 7km short of the recommended turn I headed for home. Actually it felt more like limping for home. Between 2500 and 5000 I slowly worked my way back. My wife, Jill, was home watching me on Skylines and had a bag packed ready to come get me. She said she thought she'd be coming to Quairading, where I had a bit of a look at the air-field. Eventually I got a margin on the glide and headed in. Worked out well and I hammered in the last few km at 140kts for a low finish and left base onto 34, parking in front of my hangar. Thoroughly frustrated I considered it to be the most miserable flight of my career. I wasn't the only one. Most were talking about having the same frustrating experience. After putting Thunderbird 6 to bed I headed to the caravan to cancel my Skyshite subscription! Chris had done well and thoroughly beaten me into second place on the leader board, making an 8 point deficit into a 152 point winning margin. We think tomorrow will be cancelled as far as the regatta goes, but neither of us intends flying. In fact I haven't found anyone who intends to fly. We are wrecked! 3 very hard flights in a row takes it out of you.

Friday – Beverley Regatta – Day 6

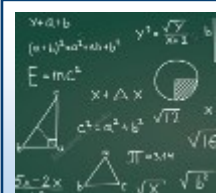
Cancelled due weather. 3000 and windy would not be conducive to anything gliding.

So a big well done to Chris Runeckles for an outstanding effort and First Place. He survived my last minute attempts at subversion (a recording of Obi Wan Kenobi saying "Use the jet Chris, use the jet" – worked last year when I plagued Kim with it). Chris flew consistently well through the torrid and ugly conditions. I scraped in 2nd, 152 points behind Chris, and Sid '8knots at 8,000' Dewey came in a creditable 3rd.

Big thanks to Geoff for organising it and all those that suffered through the heat to let us go gliding and suffer through the heat Thanks to all for the camaraderie and jokes. The flying was hard but the company was great.

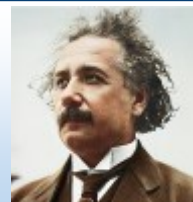
Cheers

BatRoss

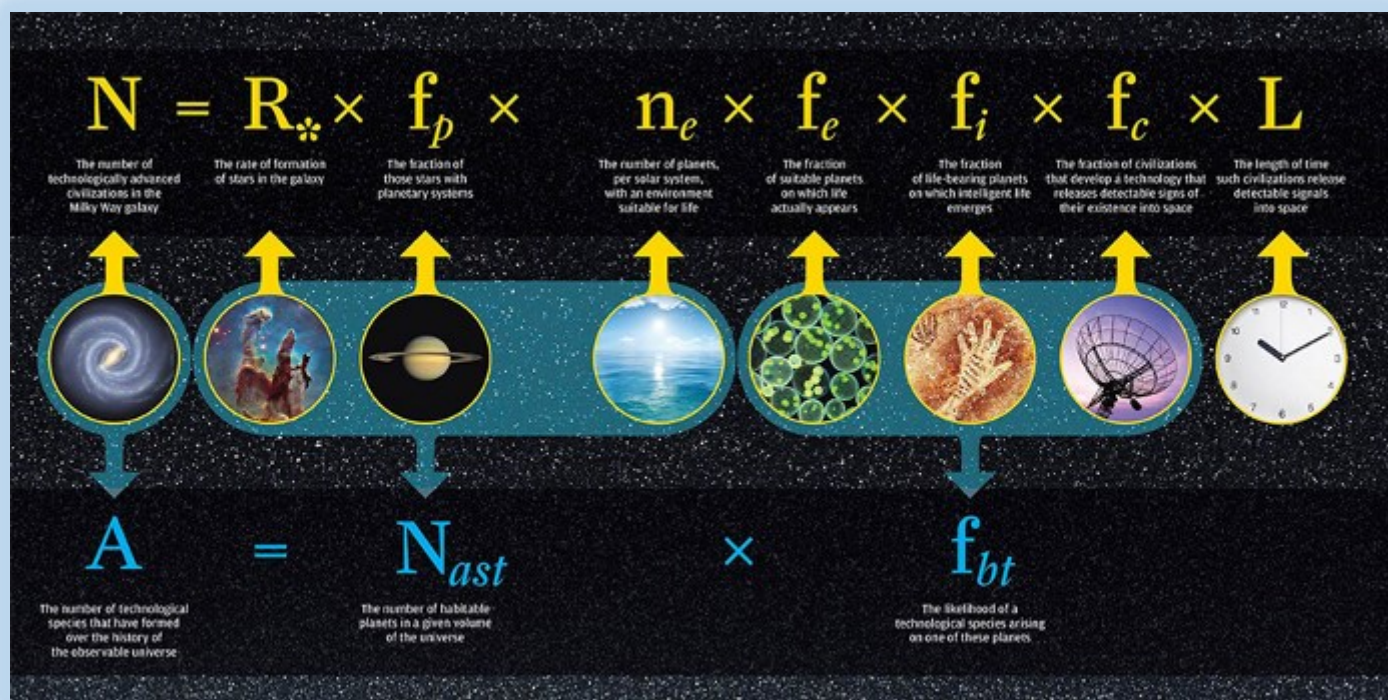


Holt's Equation of Gliding

Tom Holt



Scientists use *Drake's Equation* to calculate the possibility of life in the universe and here it is:



Drake's Equation

Saving you all the grief when you count all your fingers and toes and put them into the equation the number **N** is:

N: The number of technologically advance civilisations in the Milky Way Galaxy is
 $10 (R^*) \times (f_p) 100\% \times (N_3) 25\% \times (F_L) 100\% \times (F_I) 1\% \times (F_C) 50\% \times (L) 1,000,000$
= 12,500 intelligent alien civilizations which may currently exist in the Milky Way.

An exceedingly small number indeed when you consider the billions of stars involved.

Well, that is all remarkably interesting you may ask but what has that got to do with me?

Luckily, there is another lesser-known equation called the **Holt's Equation of Gliding** which is very applicable to all your glider pilots out there, and it goes something like this: -



Holt's Equation for gliding.

GCCD = Good Cross Country Days per annum using flyable days as the starting point.

Flyable days per year

Flyable days	No:	Days	Total
Weekends	52	3	156
Cross country weeks	4	4	16
-Expeditions	2	4	8
Christmas	1	-3	-3
New Year	1	-1	-1
Total flyable days			176

GCCD calculation

GCCD = FD (176 flyable days) x W (80 % weather) x S (42% seasonal) x A (50% Availability)
 x I (80% Instructing) x R (90% random) x PSD (50% Poor Soaring days)
 = 176 (FD) x 0.8 (W) x 0.42 (S) x 0.50 (A) x 0.80 (I) x 0.90 (R) x 0.5 (PSD)

GCCD = 11 - the maximum possible good cross-country days you have per annum.

So, if you are currently 45 years of age and intend to fly until you are the ripe old age of 85 the following table will enlighten you.

I have added a second GCCD column for a possible higher GCCD number of 20 for the upper end of probability.

The numbers may vary with the various percentages, but the trend is still precipitous and clear.

	GCCD = 11	GCCD = 20
Current Age	Flights remaining	Flights remaining
45	440	800
50	385	700
55	330	600
60	275	500
65	220	400
70	165	300
75	110	200
80	55	100
85	0	0

Conclusions drawn from the above.

- There are only an extremely limited number of flights remaining for you.
- Make every flight a winner.
- Fly every day that you possibly can.
- Do not waste a day, like the sky above you and a runway behind you, when they are gone, they are gone, and you do not get them back.
- Enjoy every flight like it is your last.

Tom Holt

Outlandings, Trailer Retrieves... all part of the fun

Stephen Johnston & Richard McLean

Outlandings are a part of cross country soaring, they do not happen all of the time sometimes there are one or two and sometimes when the weather turns, there are a lot; Sunday the 17/12/23, was one of those days with a total of four outlandings. Ben Terrell was towing that day and aero-tow retrieved Juan Minan from Quairading airfield and Jason Townes from a canola paddock near the Greenhills Tavern. However Allan Gartland (Args) and Richard McLean required trailer retrieves

The following is an account from Stephen Johnston who generously volunteered to retrieve Args.

Stephen...

I was just about to leave Beverley at about 6 PM, with the car all packed up and on my way towards the gate, when I heard there were at least three outlandings. Let's make sure everyone gets home safe I think, so stopped to see what I can do.

Richard was the most urgent as he was 114 km out, and a willing crew soon came together. I loaned a couple of flashlights as it was surely going to be a dark retrieve.

Ben was retrieving from Quairading and another planned 22 km north east when Args out-landed. Looking at the time and last light it was obvious that Args was going to need a trailer retrieve.

When we got a location from Args it looked tricky, no obvious roads nearby. I went in search of the trailer and made sure it was ready to go, and John, Glenn, and I headed off to towards Args. 35 minutes later we pulled into the closest farmhouse where a friendly farmer took one look at the pin on Glenn's phone and said "I know exactly where he is, follow me!"

So we did, through three dodgy farm gates, up hills, through dales, smashing through canola crops, down gullies, bouncing over rocks, and across sandy farm tracks. "Is it better to drive over the canola or this sandy road" I ask. "Nah, she'll be alright, take the sandy road they answer."

Through another farm gate and the farmer says "he should be around here" and we can't see Args anywhere, so we look around, eyes adjusting to the dark, and see a tiny pin prick of a flashing light back in the paddock we just came through. So back we go through the farm gate and head up to the hill, smashing through the canola stalks, to where Args is waving his tiny flashlight frantically.

We back the trailer up to the glider and start to unload and prepare to take the glider apart. "Where's the dolly Args asks?" Good question, 'cause it's not in the trailer. So we unhook the trailer from the car and prepare to head back to Beverley to get the trailer.

Then the farmer walks up and says "can you give me a drive back to the farmhouse, because I've just bogged my Ute to the diffs, it's not coming out and needs a bigger truck to pull it out". Note to self, let's not take the sandy road on the way back.

So we take a different track and the farmer keeps telling me to keep right otherwise we will end up in the dam. Also note to self, don't drive into the dam. The farmer tells us that there are lots of different types of wheat they grow, but only one type of canola (fun fact: Canola is a name trademarked and genetically modified crop made by the University of Winnipeg, Canada, and Canola its an acronym for CANadian Oil Low Acid). The farmers dad or uncle use to glide out of Cunderdin, so the farmer wasn't unfamiliar with fetching gliders out of fields.

About 3 km later we get back to the road and drop the farmer off and race back to Beverley. Now it's a race to see who retrieves first - Richard, 114km out, or Args, 22 km out.

Back at Beverley we refuel with nut bars, ice creams, drinks, and the newly re-found dolly (it was in the workshop, who would have thunk?) and off we go again, this time adding Simon to the crew as the wind



has picked up.

Retrace the same route back to the field, and this time it's somewhat easier as we can follow the smashed canola. But we still get lost in the field and have to do big circles to find the glider (remembering to avoid the sandy spots!).

Glider found, and we position the glider and the trailer just right, get the dolly into position (so much easier with the dolly...), get the wings off, and get it all stowed away. But we can't figure out the belts that secure the wings so jury rig a solution that looks like it will do the trick.

One last look around and it seems like we have everything. We have certainly flattened a massive crop circle. It will be famous on Google Earth soon I am sure. Aliens certainly landed in that field.

We crash our way through the canola again, keeping right to avoid the dam (good!) but not leaving enough room for the hairpin turn to the left, so back up the trailer in the canola to negotiate the turn, then back on the track again.

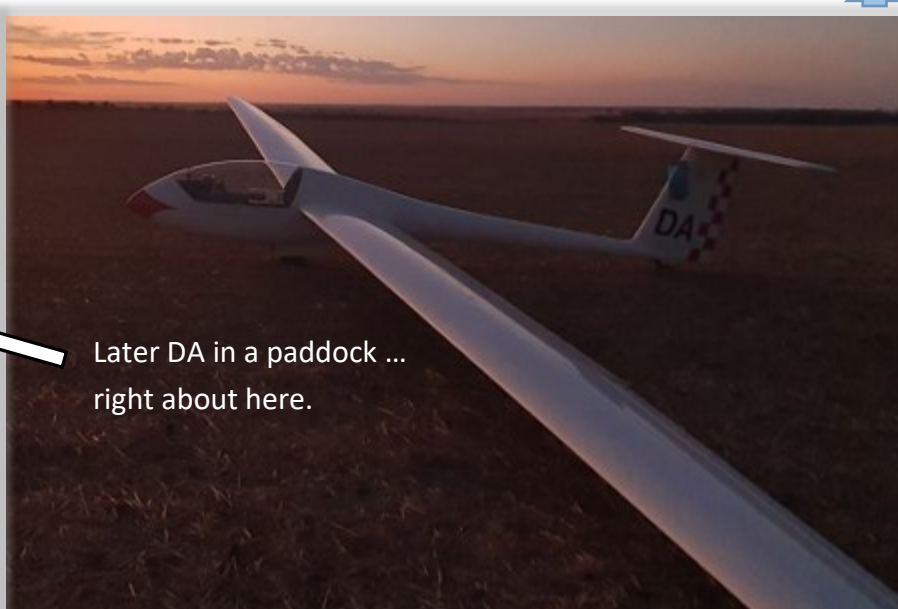
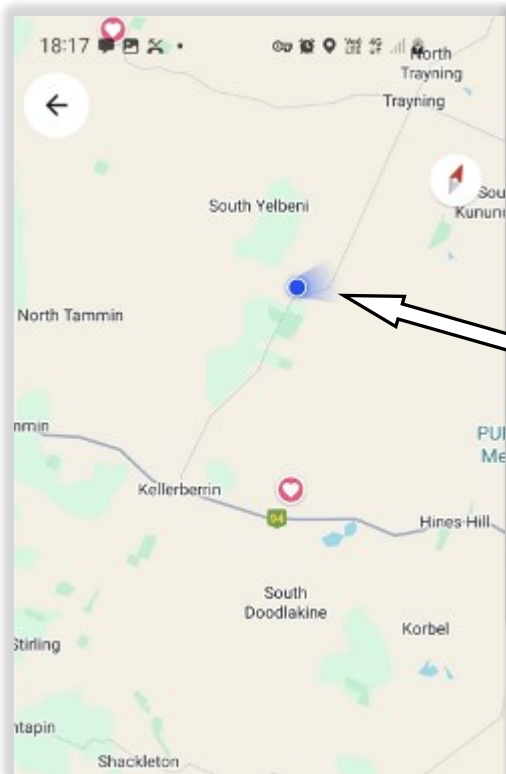
Note to all, it would be helpful to install spotlights on the side of your car at night to make it easier to see where you are going while negotiating strange farmers fields at night.

We put all the gates back up again, but honestly I have no idea how they locked in place originally as its a combination of twisted steel wires and bars and chains with no resemblance to anything that looks like a lock or fastener, so if they are still locked today its a lot of good intentions followed through by a great deal of luck.

In the end, we made it back to Beverly just short of 11:30 and discovered that Richard and his retrieve crew beat us back. They had the longer road, but I am sure we had more stories to tell. It was a much later night than anticipated, but overall a great day. -Stephen

The second trailer retrieve was Richard McLean Below is a photo from the cockpit of DA before the weather turned.





Later DA in a paddock ...
right about here.

Richard writes...

My trailer retrieve was a PB 114 km .. 140 km each way by road!
Many thanks to Ray, James & Denise who came to get me!

I landed at about 1715 after covering about 400 km in rapidly decaying conditions. Farmer Sharon saw me land & fed me coffee & cake while sharing many stories of station life (& some salty language!) while awaiting my much-appreciated ring-in retrieve crew who arrived at 2015 and got stuck straight in to the challenging task of de-rigging in a howling gale ... in the dark 😞

We eventually succeeded & arrived back at Beverley at 2315. One to remember .. but still not as good as "the Wongan Hills barmaid story of 2015"



Top Left:

Richard and Farmer Sharon

Left and above:

The view from Ben's cockpit on the late aerotow
retrieves.



Gliding for the First Time

By Emily McInnes



On the 19th of January 2024, I was able to go gliding for the first time with my grandad, Roy McInnes. My older siblings had been before, and it was finally my turn to have a go after turning 12. During the drive out there, I was feeling excited but nervous at the same time. Grandad went through a set of rules with me, but the most important rule was that should Grandad say he is taking over let go of the steering lever immediately!

When we arrived Grandad took me into a meeting room where all the group were discussing the weather, who was gliding that day, and who were special guests. That was me- Emily! We put on our sunscreen and Grandad showed me a few of the Gliders. He told

me about when they were built and which ones he had been in and how to control them. He showed me about all the checks that needed to be completed first and about the tow plane which was getting ready to take up the first Glider. I was feeling really excited as it looked like so much fun.

Grandad and I raced back to where the car was so we could watch the tow plane and Glider shoot up into the sky. Once the tow plane and Glider got really high into the sky you couldn't really see it. Grandad told me to make sure I drank plenty of water to keep hydrated and explained why you need to wear long pants so that you won't get sunburnt. We all went into the shade to watch the Gliders leaving and coming back. I said hello to everyone and got to have some lovely chats with some people. It was funny to me that Grandad got told off for parking in the wrong spot.

I asked Grandad if I could go have a look in the 'control tower' area to watch what they do. We had a big chat about gliding and how they record and plan/ coordinate leaving and landing. Grandad came to me and said, "All right Em it's now our turn!" As I was walking to the Glider, I felt like jumping for joy I was that excited. I can't remember but maybe I actually did. I got into the front seat got myself comfortable and buckled in. There was so many gauges and gadgets/ controls, but Grandad said I would only need to worry about the steering lever when it is my turn. The person that was checking that we were good to go was talking to me through a little tiny window.

The tow plane was hooked up and now for lift off! I was bursting with joy and happiness. Once we up were high in the sky little drops in height felt like being on a roller coaster, but that was OK because I love roller coasters. Once we were at the height we needed, Grandad spoke through his headset I guess to the control and tow plane and the tow rope was released. It seemed a little weird that there were no motor sounds like from engine planes instead all you could hear was the wind as we glided through the sky.

After we settled in a little bit Grandad said it was my turn to take control. He said I was doing a great job looking around checking out to the horizon. I may have controlled the Glider for about 10 minutes, but it felt like 3. It was just so cool and amazing. In total I had 41 minutes of flight time, but it feels like it goes very fast. The view up in the sky was just amazing. We came into to land and by now I was not nervous at all. I had so much adrenaline I wanted to go again! I was even given a certificate with my first lot of flight time.

I really want to say a very big thank you to my Grandad for the opportunity. I can't wait to do it again. All my friends are so jealous, what a bucket list opportunity to tick!

Authored Emily McInnes.



Journey to the End of the Earth (Alex's Farm)

BatRoss

You all know Alex Hyde, he's the Legendary tow pilot that drives 4 hours EACH WAY from his farm to drag our sorry asses into the sky. He is a farmer, an all round nice guy, and in his spare time drives a Dreamliner for the Flying Kangaroo (He still calls Australia home). Alex also has a Comanche that he sometimes flies to Beverley, and his farm sports two long runways. I spoke to Alex about the farm about a year ago and said I would try to fly up there just for something different. It's 254km in a straight line from Beverley, ie the north pole in a Jantar. I'm sure by now Alex thought I was all talk.

Why Alex's farm? Captain Strickland and I like doing things differently. He picked Candlelight Siding for an out and return just because he liked the sound of it. He set a 300 with 6 turnpoints all on hills just so he could call it "Beverley Hillbillies". I picked Lime Lake cos I wanted to see if it was green (don't ask, go find out for yourself). I went to Serpentine for a photo of my right wing pointing down the main drag at Perth Airport and the city just ahead of it. One of my declared goals is to fly with a pelican. You got the picture?

An aborted attempt the week before when the weather for Beverley had crashed overnight from what was forecast, had me itching to try again. Friday's forecast was excellent. Early start, Cu's most of the way, and 12,000+ feet. As Mr Meatloaf said "two outa three ain't bad". (Late start) The JS's (Jantar Substitutes) were planning 750's. I planned a 650 – Alex's Farm (via Pithara to avoid R156) to Mukinbudin. If things went very well extend to Bodallin for 750. If things went not so well then out and return to Alex's for 529km. If things went really really badly then a 5 hour wait followed by a 4 ½ hour ride home in the car with Strick telling me how well he was rescuing me. I put the full course into my magic box (XC Soar) and it said 'Yeah, right'

I was second to launch behind Welshy, at about 10:50. Off tow, and after a short search, I got a thermal to 4,500. Time to go. 1 km back to the start line for an honest attempt and I was off at 11:05. Worked between 3500 and 4200 up to Whitegum. Rule 1: Stay Airborne. Rule 2: Stay High. Rule 3: Don't go so fast that you can't do Rules 1 and 2. Approaching Whitegum, Welshy had caught me. Unfortunately, he had ignored rules 2 and 3 and called downwind for 09 at Whitegum, to trash rule 1. I watched him land as I scratched up from 2500, and relayed a message back to Beverley, via TOJ, that he would like a tow when available. I continued north and got lower on each glide. I was now working between 2500 and 3500 (ground is 900 up there). The magic box showed the warning message 'Arrival after last light – hahahah'. 1 swipe and 3 taps and Bodallin was removed. I luv XC Soar! North of the highway, past Grass Valley, I was down to 1300agl and reaching for the lever that would dangle the Dunlop when I flew into some burbles. Spent some time searching for the best lift, but had to settle for a positive climb. In a single cockpit no one can hear you scream, or swear, or whimper. About 20 minutes saw me back at 4200 and on my way.

A little short of Goomalling, at 12:40, I finally got a reasonable climb to 7500. Swiping right on my magic machine showed me I had averaged 54kph to here. Chuck Yeager would not be proud. Magical box said 'Arrival after last light – hahaha'. More swiping and tapping and Mukinbudin was gone. I was wondering if I was going to make the farm. Things got quicker as I cruised between 5000 and 7500, finally under some sparse Cu. Then abeam Dalwallinu with about 50km to go I turned straight into a screamer. The airplane absolutely surged upwards. After about 4 turns the AVERAGE said 14kts. I had never seen double figures without a decimal point in it before. I was slow with the camera and ONLY got a picture of 13kts.

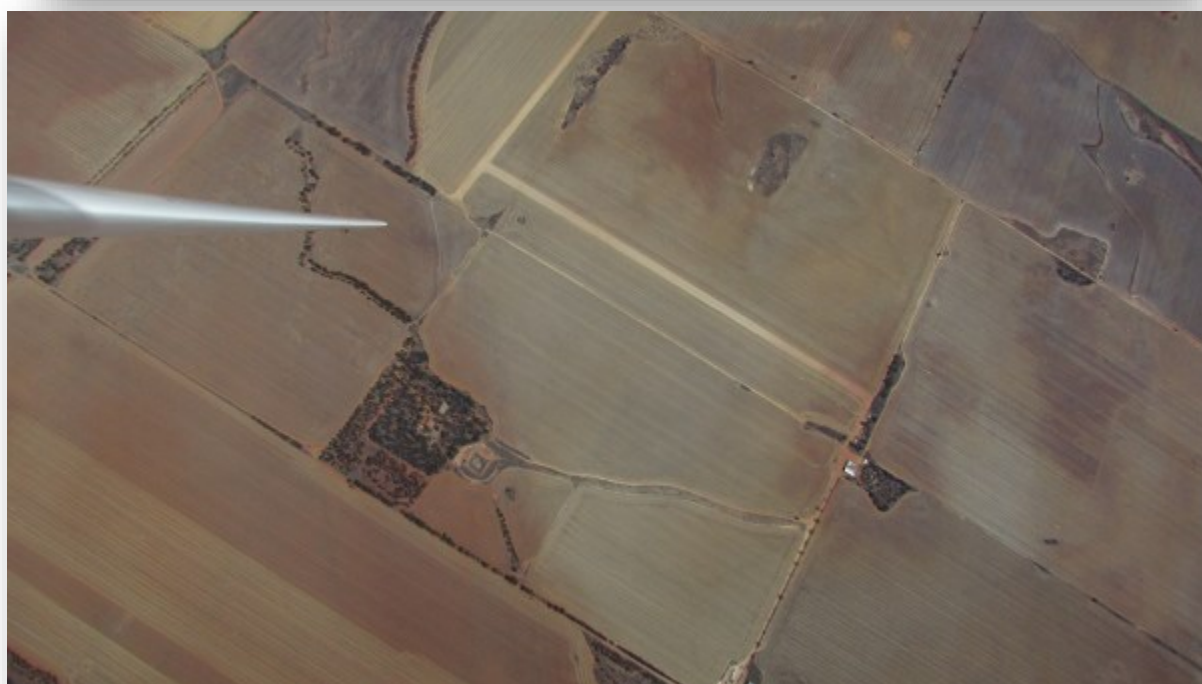
It took me to just short of 12,000ft in about 4 minutes and I did a little happy dance, well, tapped my feet a bit. The farm was in sight as I verified my position on the WAC.



I arrived overhead at 9,000 and took a turn point photo, and some more of the farm, to send to Alex later.



3pm and 254km to go. Hmmmmm. The clouds ahead looked sparse, although there was a line running into R156. Back in my ATC days, 3pm on a Friday was beer o'clock for the RAAFie chappies (and chappettes, Loretta), so I called Melbourne Centre and asked if R156 had been deactivated yet. He said "no, not until 5pm." I said "thanks I'll be going around it then". Hint hint. He didn't offer me a clearance. I headed to Pithara. Now working between 7,000 and 9500, occasionally higher. Magic box said I would be back about 5:20. It was doable. I cruised on, at one point laughing at myself for getting



anxious being down at 5700 (when for half the flight I couldn't get that high), but then 2 thermals took me to 11,500 and then 12,100. Eeahah, I was on my way home. 93km final glide that just got better and better. The last 20km were at around 140kts and a fast finish was filmed by Mark who was standing at the cross strips. Funniest thing I heard all day was Geoff O. telling me he was watching Mark as I went by thinking 'Stuff me, that's a big model plane' ...

So, primary objective achieved, 529km in the Jantar on a late starting day is not to be sneezed at. 6hours 29minutes. 254km is a long way from home, Santa says hi!

Well done to Norm for his 750, Kim for 724 (before starting the hairdryer), John H. for 500 and Stewie and Richard T. for their 300s. Rich got his Gold Distance – congrats.

BatRoss

Around the Club

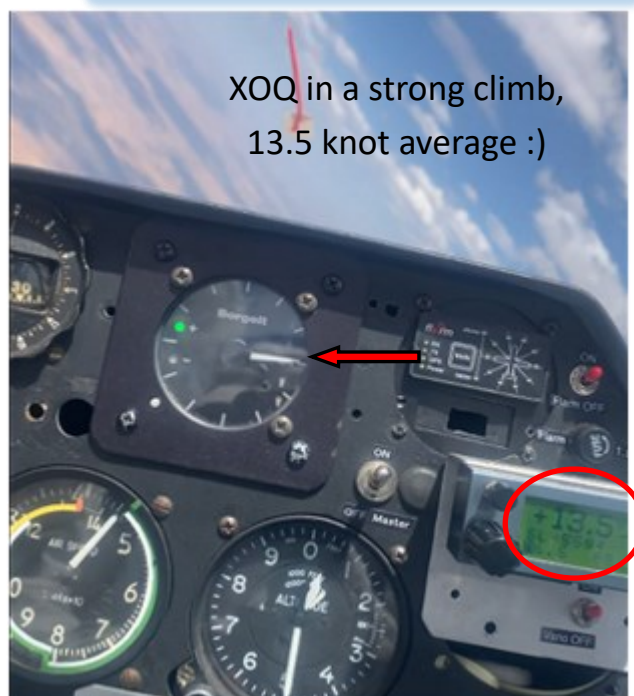


Above & Right:

On the 13/02/2024 Sid Dewey, Mark Pule and Ross McLernon along with local fire brigade and SES volunteers loaded three AT 802 water bombers, that were fighting a fire at Westdale, several times. Well done gents.

Below:

No its not a stowaway on the Tug, its Kevin Shackleton assisting Kevin Wilson update the Flarm firmware.





Above: Grant and Mark working on stage 1 of the Northern Launch Point shelter & upgrading/repairing waterpipes.

Below: Flash back, storm wreckage late last year. Fortunately there was no damage to the club facilities





Below: Norm and Kim seem a little suspicious Willy's special sausage!



Above: Celebrating everyone getting home after a tough day at the Regatta.



An outlanding at Beverley



Peter "Forrest" Busher manicuring the clubhouse lawn.



Tim Hutcherson celebrating after his first solo in GAP.



Strange weather Hard to believe it was 46°C a few days before!



Notice Board



Duty Teams & Duty Roster

Past editions of Soardid, have included Duty Teams and Duty Roster lists. However due to frequent changes in membership and members' availability, it is often necessary for the lists to be altered between editions of Soardid rendering the published lists out of date.

The Log Keeper now maintains a "live documents" on the BSS website which are updated as required. Therefore, going forward, Duty Teams and Duty Roster lists will no longer be included in Soardid, instead, the live documents can be accessed by going to.

<https://docs.beverley-soaring.org.au>

Access the intentions page by "logging in" and clicking on the Link to Intentions in the Main Menu; to find the Duty Teams and Duty Roster lists scroll down.

Login Form

Username

Password

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Log in

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Main Menu

- [Home](#)
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- [Condor Soaring Simulator](#)

Attention all Duty Teams

It is regularly being reported at morning briefing that aircraft have been found not to have been put away properly.

At the end of the day could duty crews please ensure:

- When the Gliders are put back in the hangar, they are either tied down or have weights on the wing tips.
- Tail dollies are removed
- Airbrakes are left unlocked
- Covers on total energy and pitot (if not covered by canopy cover)
- Battery removed and placed on charge.
- Maintenance release updated with the days flying detail
- Ensure runway lights have been put back in place

Thank you in advance

