

The Club Class Flyer



For all the latest News and Events at the World Gliding Championships 2001

Gawler, Airfield

Friday January 19, 2001

Edition No. 10

Special points of interest:

- Recounting Omarama
- Grand Prix Class Explained
- Team Profiles
- The Daily Results for the past two days
- *And much more...*



SNEAK PEAK! Gabby Hayes climbs into the cockpit to give everyone at the airfield a preview of Saturday's Flypast.

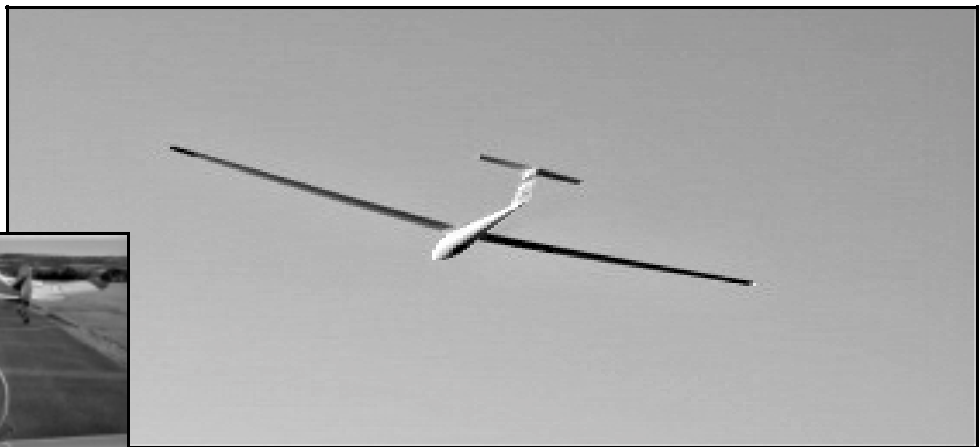
Report from the Grid **Day Two of Competition**

TODAY on the grid the competition director was standing there with his hands on his hips jiggling his knees and looking skyward wondering what this day would bring.

"Send a sniffer," he ordered. So one of the grand prix pilots got into the glider quickly and took off. After a

Cont page 6...

Made It! **Competition Day Two Success**



MADE IT! A competitor crosses the finish line on day two of competition.

Day two of the competition was described by some pilots as being under-tasked, thanks to late developing thermal activity. With only eleven reported out-landings, four at the remote finish, most pilots found the day to be good overall. After the final competitor landed, the Gawler Airfield and surrounding suburbs were treated to a sneak peak into Saturday's Tour Down Under Air display—A formation of three sailplanes flying low-level dumping water-ballast.

Southern Cross Flights

CANCELLED

Due to technical problems the Southern Cross Air Adventures will NOT operate this Saturday 20th and Sunday 21st of January. However, efforts are being made to bring it to the airfield by the end of next week.

Watch the Club Class Flyer for further information!



Today's Weather Forecast: Hot, 39

Full Weather Report Page 10

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**THE CLUB CLASS FLYER
EDITORIAL DETAILS:**

Contact 041 620 5005 regarding submissions, errors and omissions contained within this publication

EDITOR: Jeremy Zakis
 REPORTER: Tegan Cubley
 REPORTER: Rob Moore
 PHOTOGRAPHER: Lynddon Poore
 PUBLISHER: Colleen Moore

Birds-Eye View Report!

ROB MOORE Interviews Pilots After Day Two of Competition

BOB LOOISEN (Netherlands) started at point Y4, which was most southerly it was not the best option as he left at 2500'. Thermals became more organized and stronger after 3000.

His track took him to the track Foords – Kapunda where good lift of, 8kts, helped him catch up to WVA and ZBC at Eudunda. He had no lift from Kapunda to Eudunda. He then headed to Robertstown where followed the eastern ridge in disturbed lift of 8kts to 5000'.

After Robertstown Rob, then turned back to Kapunda looking for the same thermal but descended to 1200' ASL before finding good lift up to 5kts that took him over the remote-finish where he found lift then headed home. The flight took exactly 2 hours for 160 kilometres.

HERBERT ZIEGERHOFER (Austria) flying GON started at Y1 and flew alone, but from Freeling to Saddleworth saw other gliders below him. He only thermalled once on this 35 km leg.

Herbert's best lift was 6-7 kts for two or three turns but the average was more like 3-4 kts.



THE SNIFFERS UP-LET'S SEE WHAT HE SAYS!: Waiting for the "sniffer" report on day two.

At 10km out of Stockwell where he and some others were below 2000'AMSL they turned toward Kapunda and home via the remote finish. He was able to find lift and did not thermal.

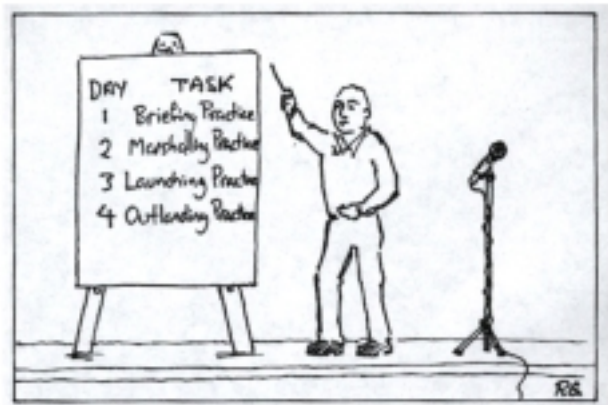
Herbert would have preferred more height on the task and tomorrow asked for clouds with high bases!

A-Team Tours
 Telephone Andrew Glenn
 on
 0408 089 366

Commentary at the Comps...



WHAT A MASCOT! Jim Carpenter's Hoola Hoop girl keeps him company on those long flights in FN.



PILOTS BRIEFING



BRIEFING DAY 7, COMPETITION DAY 5, Thurs 18 Jan:

Despite the weather conditions being forecast as only average, the teams were eager to go flying on flying day two of the competition.

The task set for the Club Class was one of no selected turn points and a minimum time of 2.5 hours. A 'B' task was also set at 100 kilometers for two hours but was not required.

Grand prix class was tasked to start at X2 with the turn points of Saddleworth, Robertstown and Gawler, a distance of 147



HOW'S THE WEATHER? The Meteorologists give the forecast.

kilometres. A task 'B' for the Grand Prix Class was not set.

Thermal activity for the day was relatively average with lift climbing to 2800 feet initially and 4300 by about 4pm. The Bureau of Meteorology described the thermals as "Very Weak."

Winds were initially from the east but swung around to the south west by the afternoon.

I Remember...

Recounting Past Gliding Competitions— By John Roake

I remember

I should really start this story with "I confess"

The scene is Omarama, 1995. I was the Championship Director and co-chairman of the organising trust. Bill Walker was the other co-chairman. Bob Henderson was O.C. flying. Our small committee of five, were all self elected, a very undemocratic way of putting an organising association into existence, but we had decided we were the best people for the job and so got on with it.

Bill organised a 50% share in the land. It was my job to find the money.

I always thought I was a reasonably good "Mr Ideas" man,

but I wasn't a patch on Bill. We all came up with some crazy ideas, which actually worked and as a result the championships were definitely different!

Bill wanted something entirely new for the opening act of the air Display on opening day and dreamt up the idea of the Championship Director jumping out of a helicopter, his feet tied to a bungee cord. An aerial bungee jump so to speak. It took me some considerable time to come to terms with this idea as it had little appeal. Finally Bill conceded (much to my relief) that he would do the jump pretending it was I. "You're much too old, old man to do some something like that," he said.

And so the scheme was

hatched.

Bill, kitted-out for the jump, duly took off in the helicopter whilst the announcer made a great play to the crowd that the Championship Director was about to launch into space. On cue, Bill jumped from 1200 feet with the bungee rope tied to his feet. Allowing for the stretch in the bungee cord, Bill finished about 100 feet from the ground. On hitting the deck (so to speak) Bill was lowered onto the back seat of an ancient Oldsmobile convertible where I was hiding under a blanket with duplicate jumping gear. We quickly changed places - just in time, as Brian Spreckley raced across the aerodrome, camera in hand, to take a picture of me taking off the jumping gear.

LATEST NEWS



Other End of the Launch Grid *The Grand Prix Class Explained*

So what is the Grand Prix class? Other than just a different group at the other end of the launch grid?

The Grand Prix is a new type of glider racing, designed to provide a lot of fun for participants and also to be of greater interest to the public.

The principle is very simple. The competitors start at the same time as each other with a 'racehorse' start. Their start is a 2-km radius circle around start point X2 and they must cross out of the circle after the gate is opened. Their start time however is the gate opening time, whether they start immediately or wait for conditions to improve. This is why there is a countdown to the opening of the Grand Prix start, so that competitors are able to get into position and are prepared to start straight away.

With this common start time, whoever is first home is the winner for the day. If someone is ahead of you out on track then they are beating you.

The scoring is simple also, and is designed to encourage pilots to make tactical decisions in order to be first home. It is a place scoring system. You get one point for exceeding 60km, one point for everyone you beat or draw with, one bonus point for coming second and three bonus points for coming first. With the group of 6 pilots competing at Gawler, this means that first place = 9 points, second = 6 points, third = 4 points, fourth through to sixth place = 3,2,1 points.

With this scoring system there is a real benefit for coming home first. There is no value in sitting with the gaggle and coming home with the crowd, getting first or

second place gives you the main points that you need.

It also means that you can make up for a bad day, just by having a good result on one of the following days.

For example: A last place and a first place will give you $1 + 9 = 10$ points. This is the same as someone else who places second and then third (which gives you $6 + 4 = 10$ points). Easy to make up for a poor result.

Competitors have commented that they really enjoy the one-on-one racing, and the challenge of making the best tactical decisions. And they really like to win.

Keep your eye on the exciting competition at the other end of the launch grid.

- By Terry Cubley

VARIOUS NATIONS "TEAM NIGHT" A SUCCESS!

The Various Nations "Team Night" was an outstanding success last night with more than a hundred people attending the festivities. On offer was free food and beverage, much of which was kindly donated by local Australian company "Villi's". Other team night are planned during the competition, including the German, Switzerland and Austrian one tonight starting at 6:30pm. Everybody is invited and members of the public are welcome.



WHAT'S ON TODAY



Teams Night!

Germany, Switzerland and Austria Starting 8pm

And Featuring...

"Six Piece Alpine Band"



GENERAL NOTICES

NEED ELECTRICAL EQUIPMENT?

Radio Rentals sells all kinds of electrical equipment including T.V.'s, stereo's and portable air-conditioners.

Their nearest store is at 29 Elizabeth Way, Elizabeth, South Australia. Telephone (08) 8255 6222.

Radio Rentals

Supporters of the World Gliding Championships 2001

EDITORIAL CORRECTION!

VIDEO TO SAVE DECLINING NUMBERS OF GLIDER PILOTS

As printed in yesterday's edition of "The Club Class Flyer", orders of more than 100 "Soaring—Your sport for the new Millennium" would be available at discount rate. The rate is **NOT US\$2.90** off the original price, but a **TOTAL OF US\$2.90 PER COPY**.

We apologise for any inconvenience.

Pilot Profiles



The Team from Italy

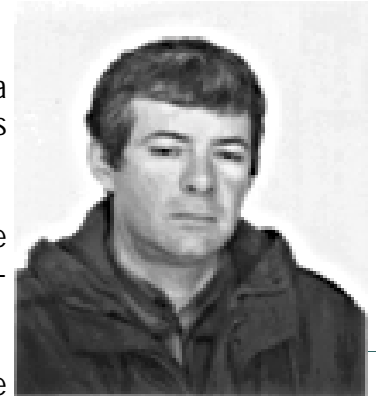
DIEGO VOLPI

DIEGO resides in Rome and was born in Erba in the north of Italy. Diego is forty years old and is quite a late starter to gliding, having only taken it up at the age of 29.

He had a private pilot 's licence for 2 or 3 years previous to that time. Since then Diego has accumulated 1200 hours in sailplanes. As a youth his dream was to glide however he didn't have enough money.

This is Diego's first International competition in Australia, but he flew in a regatta in Queensland, 3 years ago. Diego has flown in the Italian Nationals and the Mediterranean Cup. He also flew the PW5 class in Spain.

Diego likes the idea of everyone flying the same gliders but asks "why the PW5" which he describes as a "little shitty glider". He has only won a promotional competition in Italy *but he has high hopes for this competition.*



At home, Diego has a boating business, which his wife is looking after while he is here. Eight years ago, Diego, his wife, Angela and 4 month old daughter, Alice, sailed to Australia in his boat. They spent 5 years sailing around the world, ending in Australia, where they sold their boat.

The family then spent 6 months here and in New Zealand, where Diego joined a club in North Island, which had been in existence for 25 years. He was their 9th club member.

From page 3...

I Remember...

Many to this day still believe it was me that made the jump, although one of our volunteer workers had overheard us discussing the idea and could not retain his enthusiasm to tell all and sundry the true story.

The loudmouth!

P.S. Our championship made a reasonable profit!

P.P.S. Omarama Soaring Centre now owns the airfield 100 per cent and has a permanent

fleet of 38 sailplanes.

P.P.P.S. Bill lost his expensive gold watch from his arm in the jump. I picked it up three days later some 500 metres from where he left the helicopter.

- By John Roake

From page 1...

Report from the Grid

while the pilots watched in disappointment as the Discus started to dump ballast very low and worked a weak climb.

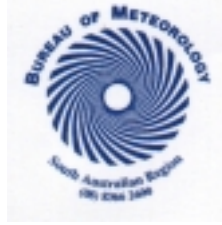
After a ripper thermal went through and turned everyone's umbrellas inside out, we strolled back to the shady area under the wings. One pilot said to me "I bet we are given task B" and sure enough ten seconds later we were all told that task A was now cancelled and we were to be flying task B.

After three quarters of an hour they were all up in the sky and we on the ground drove back to sit and listen to their start.

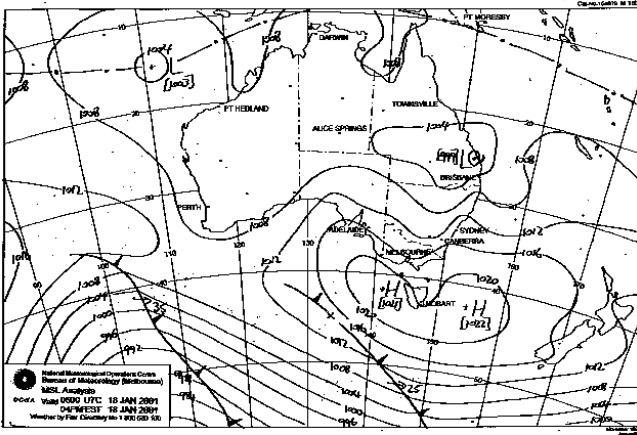
- By Tegan Cubley

WEATHER DETAILS

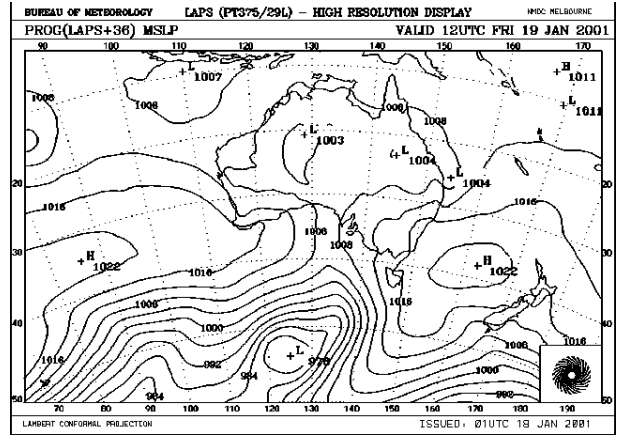
Friday January 19, 2001



Yesterday's Weather



Today's Weather



BUREAU OF METEOROLOGY
SOUTH AUSTRALIAN REGIONAL OFFICE

FORECAST FOR SOUTH AUSTRALIA
Issued at 4:05 pm on Thursday, 18 January 2001
For tonight and Friday.

SOUTH AUSTRALIA:

Dry throughout and mostly sunny. Warm over southern coasts, hot to very hot elsewhere. Moderate to fresh south to southeast winds this evening, then light to moderate east to northeast winds and afternoon seabees on Friday. A milder, fresh southerly wind change on the Far West coast Friday evening.

The Four Day Forecast

