

The Club Class Flyer



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

Gawler, Airfield

Sunday 21 January, 2001

Edition No. 12

Special points of interest:

- I Remember...
- History of Gawler Airfield-Pt. 2
- Snapshots!
- Profile of the Volunteer Coordinator
- All the Results
- *And much more...*



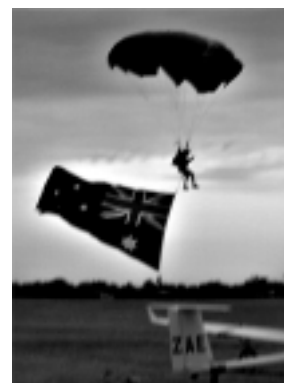
ON THE MAIN STREET OF GAWLER: The Tour Down Under gets underway.

From Gliding to Riding We Have it all in Gawler!

***PLENTY OF ACTION IN THE AIR AND ON THE GROUND
AROUND GAWLER DURING FLYING DAY FOUR***



GREASING IT IN!: GW makes a stylish finish on Saturday.



JUST DROPPING BY: Parachutists Keith Perrott lands right on the mark.

THE flying competition was not the only action in Gawler yesterday. The morning began with the start of the Tour Down Under bicycle race, after an impressive fly-past by three Adelaide Soaring Club gliders from the Gawler airfield, which was then followed by an equally impressive display by a Airforce PC-3 Orion down the main street of Gawler.

Back at the Gawler Airfield the gliding competition then took-off into excellent soaring conditions. While the competition pilots were on task, charity sponsor the Paraplegic and Quadriplegic Association brought seven of it's people to the airfield for introductory flights.

Later, all but two gliders returned to the field and those who stayed for dinner were treated to a spectacular parachute drop from a circling glider, topping off an eventful competition-day-four at the World

Gliding Championships 2001.



Today's Weather Forecast: Warm, 34 Full Weather Report Page 14

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THE CLUB CLASS FLYER
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As it Happened!

A PILOTS-EYE-VIEW OF THE COMPETITION

GRAND PRIX CLASS
MARK SIMPSON
(AUSTRALIA)

IN his first international Competition Mark Simpson from the Geelong gliding in Victoria won the day in the Grand Prix competition.

Mark was home first yesterday in the Grand Prix class with a task time of 2hrs 24 min for a distance of 192 kilometres.

After two out landings in two days, Mark slowed down on day three of the competition to make sure he didn't do another. He had not out landed during the previous 3 1/2 years.

During the overall task he covered 384km and used 173 thermals but did not rush the course.

"Today I got into high gear but not quite over drive", Mark said shortly after landing.

"A fantastic day but [the task was] under set", he added.

Starting at 7000 feet from the remote start he had a strong tail wind of 22 knots that took him to Robertstown. Although it was strong enough to stop, he did and climbed up to 7500 feet. After rounding Robertstown he continued on track to the Gums and got down to 5000 feet at the Murray valley escarpment where he found a 14 knot lift street, which continued for more 8 km. This took him to 8300 feet and he was climbing at 8.5kts. The climb finished with a 3km run to the Gums.

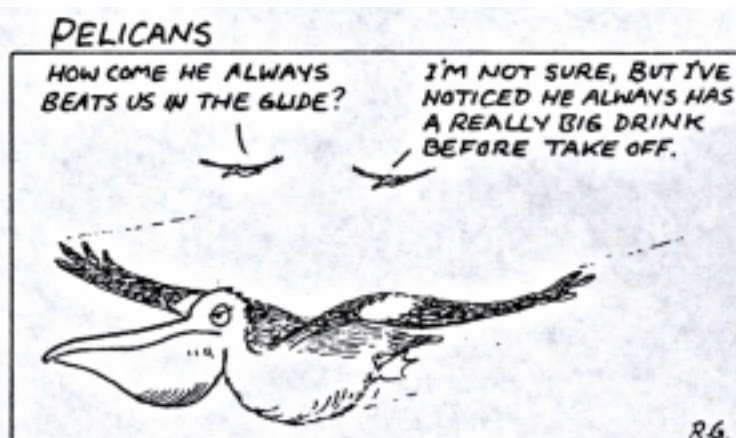
After rounding the gums he headed for home and because of the wind direction and strength he had a 20 degree variation to track on the way home.

With only 92 km to run to the airfield and home and the conditions were excellent.

He crossed the line first for his first international win. Mark said that he flew in "stealth mode" not talking to any one else only listening to others on the radio.

Commentary...

- Club Class Report Page 6



PILOTS BRIEFING



BRIEFING DAY 9, COMPETITION DAY 7, Sat 20 Jan:

With good weather expected the pilots were eager to get airborne on day seven of the competition. Thermals were predicted to rise to about 6,000 feet ahead of a cool change and the temperature was expected to reach a maximum of 37 degree's Celsius.

The task for the Club Class

was 344 kilometres long with the turn points of Burra and Wakerie, both with a radius of 50 kilometres. The minimum time was 3.5 hours.

For the Grand Prix class the start point was at X2 and the turn points were Robertstown and The Gums, totaling a distance of 192 kilometres.

Airspace for the day was "Yellow" and "Blue" up to 10,000 feet.

According to the Bureau of Meteorology the winds were predicted to be blowing at 15 knots from the north during the morning and early afternoon, then swinging around to the south blowing again at a steady 15 knots.

I Remember...

Recounting Past Gliding Competitions— By John Roake

MY club was no different to yours. We were always short of funds and the growing membership dictated that we needed an additional sailplane. So it was an ongoing battle to find money. During the club's formative years (1958-64) I was always elected to be the official responsible for finding the cash. I found it increasingly difficult

to come up with original ideas that would provide the club with the extra \$10,000 we seemed to need every year.

In 1962, I hit on something entirely new. So my story goes something like this...

The local fishery firm had a huge ice making plant and I managed to get them to donate a truckload of ice. With permission from the City Council we were permitted to dump the ice in the city square. I used the local pipe band to "pipe" the truck into town to get us some publicity.

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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

FEATURE STORY



History of Gawler Airfield—Part 2

In September 1943, No. 24 Squadron was re-established at Gawler, equipped with Vultee Vengeance dive bombers. The squadron had been formed at Laverton in April, 1936. At the outbreak of the Japanese war the squadron was based at Sungai Pattani and had recently been re-equipped with Brewster Buffalo Mark 1 aircraft.

It was the only fighter squadron in Malaya at that time and took the full onslaught of the Japanese attack before being evacuated to Australia, after suffering heavy aircraft losses.

Two months later the squadron moved to New Guinea, where it remained until March 1944. Despite operational successes, it was ordered to return to Australia by the American Air Command. The problem with the vengeance was

that was a large aircraft which had to have fighter escort on its missions. This was a liability because of the crowding that occurred at the available and limited airstrips. It was found that Kittyhawk fighter-bombers could carry out the tasks equally well, without the need for a fighter escort. The squadron returned to Leybourne in Queensland where it converted to Liberator bombers which it flew on operations until hostilities ceased. Today the squadron still exists as a RAAF reserve support component to the permanent Airforce in the Melbourne area.

The receding Japanese threat obviated the need for Gawler aerodrome to continue as a RAAF training base, although it continued to be used as an out-landing training area by the Ansons and Fairy Battles from

Port Pirie for the war's duration.

Control of the aerodrome reverted to the Department of the Interior after the war. Until the establishment of Adelaide Airport, it was a wet weather alternative to Parafield. Landing lights along the strips were installed and had to be removed after each day's operation, then replaced before the next.

During the war, Gawler airfield was relatively unknown to most people in Adelaide due to censorship and operational security. The airfield was discovered by Ray Killmier who was one of the main forces behind turning it into a gliding operation.

*Reprinted from "Cloudbase"
Vol.47 No. 6 Nov-Dec 1995
Author: Ray Killmier*

GENERAL NOTICES

SHARE IN \$30 MILLION

Power Ball Syndicate

For Thursday 25th of January

\$5.00 For a share of "Gliding Special Syndicate"

The More the Merrier!



WHAT'S ON TODAY



KARAOKE NIGHT TONIGHT!

Starting 6:30pm

In the Main Hangar

Time to Rock Your Socks Off!

I Remember...

From page 2

WE had previously made a four-legged stand with platform, big enough to go over the top of the pile of ice. On top of the stand we displayed a television set for whoever bought a ticket with the exact melting time of the ice.

Well have you seen how big a mountain of ice comes in an eight-ton truck? Quite large, I can assure you.

With no previous experience on how long it would take to melt, we printed 8,600 tickets (15 second intervals), enough for three days. Our town has never seen snow or ice, so we were very surprised that the ice, (previously flaked) was

now after three days a solid block, and going down at not more than five percent per day.

Problems!

Undaunted by our inaccurate predictions, we simply printed more tickets after day six, at least half of the ice was still there. Almost every man, woman and child in our town of 20,000 people now had a ticket in the 'ice melt', but still further problems. As the ice got older the weather turned colder and at the end of eight days there was still a big block in the square that refused to melt. So we printed more tickets. It was like a license to print money.

The club executives were now

getting concerned that we might start to be labeled as producing a confidence trick, so some drastic action was required. On the 12th day, I borrowed a hose from the brigade, got up at 4 am and with members help, we hosed the remaining ice down the drain. I declared that the winner to be whoever held a ticket for 4.20.30 am on Day 13.

We waited for the winner to appear. No one claimed the television set, and the club was \$20,000 better off.

Q.E.D.

- By John Roake

GROUND PROFILE



Gabby Hayes—Volunteer Coordinator

If you want you want anything done anywhere around the airfield, see Gabby. This is the motto that governs the work done by the Volunteer Co-ordinator, *Gabby* Hayes.

Gabby's view is that a good event is often marred by poor organisation and so he is doing his part to ensure the smooth and successful running of the Club Class Competition.

His recipe for success is his aptitude for delegation and his knowledge of each individual's skills. Ten years as the Area Manager of the National Bank of Australia has provided him with the valuable skills needed for this job. Gabby is an experienced glider and tug pilot. He began his gliding career in

1961 in Renmark. After one flight he was "rapt".

His crowning achievement was winning the Australian Nationals in Standard Class in 1979. Gabby has had a huge amount of experience as a crew in International competitions.



He has crewed for the famous Ingo Renner on a couple of occasions, twice when Ingo won the World Championship. He

has also crewed for John Buchanan in 18 international competitions.

One of his more memorable experiences was flying in the back seat of a Nimbus 4D in St. Auban, France in 1988 in the 'World Masters'. Flying in the mountains, Gabby experienced the gamut of emotions from absolute fear to total elation. He owns a Mini Nimbus which he hangs at Gawler.

Gabby is ably assisted in his role as Co-coordinator by his wife Alison who is also a power and glider pilot.

By Colleen Moore

As it Happened

- From Page 2

CLUB CLASS
PETER MASSON
(GREAT BRITIAN)

Paul flew the task yesterday at 105.99 kph.

Peter flew from the start up to the Burra Ridges to the east of Hallet only stopping for seven and eight knot thermals, which were climbing to 8500 feet. Peter flew his own race, sharing few thermals with anyone.

Turning near Hallet he saw several dust devils but ignored them as they were off track. He eventually flew into a good line of energy with no sink, which lasted about ten minutes during which he was able to maintain 7500 feet.

He tracked over Morgan to 25 km South of Waikerie where he turned for Gawler, 120 km away. Shortly afterwards he encountered his best lift and climb for the day— 9 knots to 9500 feet. Two more climbs on

the way home to 2,500 feet above final glide, accounting for the expected strong head wind.

At 30 km from the Gawler airfield out he was able to increase his speed to 120 knots as the winds had turned light and variable.

Peter arrived back with 20 seconds to spare and a possible first place in a world Championship under his belt.

-By Rob Moore

AROUND THE AIRFIELD



WE HAVE MORE THAN JUST GLIDERS: Two of the other aircraft based at Gawler. Tours of the hangars located at the southern end of the airfield are available. Just ask at the registration office or media centre.

NOTICED! SNAPSHOTS FROM THE COMPS...



I'M EXCITED—LETS GO! Kelly from the Paraplegic and Quadriplegic Association enjoys her first time in a glider on Saturday.

DON'T MESS WITH THE BEAR: The Team Vice-Captain for Great Britain.
PHOTO: WAYNE JOHNSTON



CHECK OUT MY GLIDER! James Carpenter from the Canadian team poses with his sailplane.
PHOTO: WAYNE JOHNSTON

Service with a smile!

For the best food and service go to the

Club Class Café

*Located in the Main Hangar at the
Gawler Airfield*

Fully Licensed and Air-Conditioned!



MOUNTAIN BIKES FOR HIRE

The cleanest, most fitness-orientated way to get around the airfield!

During the World Gliding Championships 2001 mountain bikes will be for hire. Helmets included!

\$12.00 Per Day

Those who are interested should contact Alison Hayes at the volunteers office.



REFILLING OF OXYGEN BOTTLES

ROSSAIR ADELAIDE \$30.00+GST = \$33.00

James Schofield Drive, Adelaide Airport

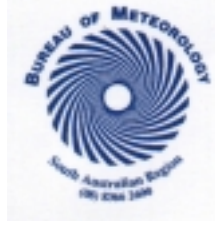
Telephone: 8258 2211 and ask the operator to transfer you to Adelaide Airport. Then ask the Adelaide Airport operator for "Oxygen Refueling".

PLEASE TELEPHONE ALL ORDERS FIRST

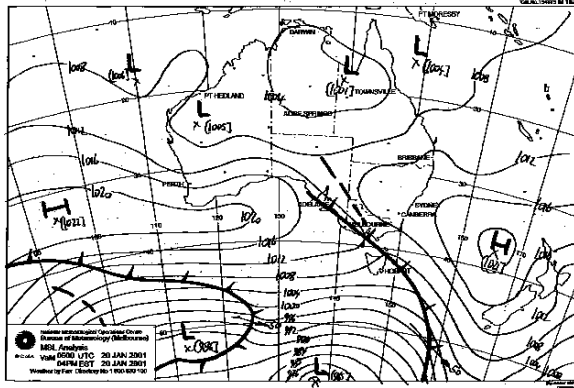
OPENS AT 8AM

WEATHER DETAILS

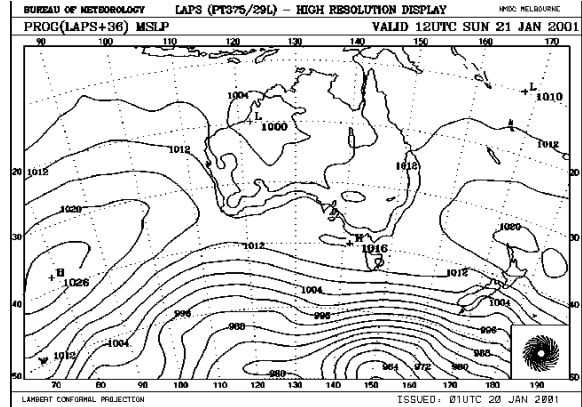
Sunday January 21, 2001



Yesterday's Weather



Today's Forecast



BUREAU OF METEOROLOGY
SOUTH AUSTRALIAN REGIONAL OFFICE

FORECAST FOR SOUTH AUSTRALIA
Issued at 3:55 pm on Saturday, 20 January 2001
For tonight and Sunday.

WARNING SUMMARY:

A Strong Wind warning is current over the West and Far West coasts for Saturday evening.

SOUTH AUSTRALIA:

Dry apart from isolated showers over the Lower South East and the far west tonight. Warm about southern coast, hot to very hot elsewhere. Moderate to fresh southeast winds and fresh afternoon sea breezes in coastal districts. Moderate northeast to southeast winds inland.

The Four Day Forecast

