

The Club Class Flyer



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

Gawler, Airfield

Monday January 22, 2001

Edition No. 13

Special points of interest:

- Outlanding Incident Report
- German "Gluehwein"
- Information about Today's Special Flypast
- Competition Handicap Rules Explained
- All the Daily Results
- *And much more...*



Despite better than expected temperatures, competition day eight proved challenging for pilots with eleven out-landing's reported . The temperature soared past the expected thirty-six degrees reaching a maximum temperature of thirty-eight. Some pilots reported a "slow" day but received good climbs off ridges in the Clare valley area.



LOOKED AFTER: The German ground crew keeping his pilot covered from the hot Australian sun on day eight.

READY TO GO: First off the grid yesterday was Karl Striedieck of the United States.



Today's Weather Forecast: Hot, 39

Full Weather Report Page 10

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WAITING TO GO AT THE SAME TIME: Gliders on the grid waiting for take-off.

THE CLUB CLASS FLYER
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Need a tour of the region? Contact Andrew Glenn of A-Team Tours on 0408 089 366.

As it Happened!

A PILOT'S-EYE-VIEW OF THE COMPETITION

Ferdie Kuijpers (Netherlands)

After briefing today, Ferdie thought there would be no task, however he was wrong.

He made two starts and then was away.

The first leg was a struggle and he flew it alone. 24 km north of Blyth he met Rob Looisen and they flew into Robertstown. There they found lift to 11000' induced by a large wave over the area. Ferdie was unable to make contact with

the wave. The two then flew N/E down to 9000' then returned to the previous lift source and climbed once again but this time to 11500' which proved high enough for the 74 km final glide.

Frank Hahn (Germany) said "It was a wonderful flight today"

He started in the Y region with everyone else., He had a long glide south of the ridge, east of Saddleworth, where he saw another glider high, east of the ridge. He

decided to join him although the glider was 10 km ahead, it was from here Nagel A & Frank flew together and into a convergence zone of lift up to 7000'. They followed the zone north to 40 km east of Blyth, into the N/E corner of the sector and then back again into the convergence zone. Here they climbed to 8000'. They then saw rota clouds in the direction of Robertstown. Flying in that direction they were able to climb to 9500' in a 10 kt thermals.
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PILOTS BRIEFING



BRIEFING DAY 10, COMPETITION DAY 8, Sat 21 Jan:

The briefing yesterday started with a jovial "good morning" from the pilots and to Competition Director Terry Cubley as he took the podium.

Sunday's first item of business was to award medals for the previous day's flying won by Australian Bruce Taylor in Club Class and Benno Beeston from Germany in Grand Prix.

The country standing results were also announced with the

top three being Great Britain on 855 points, The Netherlands on 843 points and Japan on 792 points.

Yesterday's Club Class task was a distance of 212 kilometres flying for a minimum time of two hours and rounding the turn-points of Blythe and Eudunda, both with a radius of 30 kilometres. For Grand Prix the start point was X2 and the turn-points Hoyleton and Saddleworth for a total distance of 132 kilometres.

The thermal activity for the day was described as "wishy, washy" by the Bureau of Meteorology with local thermals only attaining heights of 2,600 feet initially. Later in the day thermals were expected to reach 4,000 feet in the north. Winds were light and variable from the east, swinging south west by afternoon.

The maximum temperature was forecast to be 36 degrees Celsius, but was required to reach 39 degrees Celsius for thermals to climb to 4,000 feet locally at the start of the day's competition.

Do you know German "Gluehwein?"

By Fred Weinholtz

IT'S Bordertown, SA, New Years-Eve 1973/74, one week before the Waikerie. Competition.

Do you know German "Gluehwein"? No?

It is a mulled claret, made from the strongest red wine you can find, flavoured with cinnamon, vanilla, cloves, sugar, and finally refined with a considerable dash of rum or brandy—or both if you like!

It is said in Germany, this drink can revive the dead, particularly during the cold winter nights, which are usual in Germany around New Years Day.

The German team for the World Championships in Waikerie had their training camp in Bordertown at the border between Victoria and South Australia. The gliding club Keith-Bordertown proved to be great hosts, with Keith Willis – the entertainment coordinator here for the competition here in Gawler – was one of their prominent representatives.

Erich, who immigrated from Germany to Australia in the fifties and working as a butcher in a small town, was invited to attend a New Years party in Melbourne. Generously he

made his house available to the Germans, allowing them to have their party there.

Somehow the idea came up among the girls in the team: "We will make a good German Gluehwein".

Strong red wine from the Barossa Valley was easy to get, also rum and brandy of high percentage. Younger members of the team visited the housewives in the neighbourhood, asking them for the necessary spices and – as compensation – inviting them to a "midnight cup" with the Germans.

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LATEST NEWS



Aerial Display Today— Grob G520T *Egrett* Flypast

TODAY between marshalling and launch time, keep an eye on the sky for a flypast by the unique Grob G520T *Egrett* aircraft.

The G520 was originally developed by Grob Flugzeugbau GmbH & Co KG (Germany) and E-Systems Inc. (USA) as a low-cost high altitude reconnaissance aircraft for the military of both countries. Only five of the aircraft were ever

built, one prototype design, three production single-seaters and one two seater trainer.

Final certification by both FAA and LBA in Normal Category it was received only a matter of days before the cold war ended and consequently the reason for which the *Egrett* was created ceased to exist

The aircraft was then relegated to civilian life as a research platform.

The *Egrett* is capable of carrying about 750kg of scientific load and cruises at an altitude of 50,000 feet with an endurance of eight hours or about 1500NM (2800km). With a 200 Kg payload and a 20 hours endurance can be achieved. Normal cruise speed is 250KTAS.

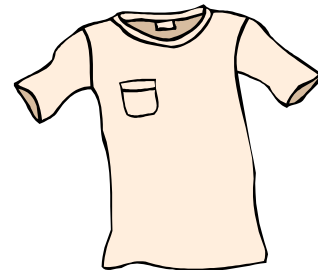
GENERAL NOTICES

S.C.U.M

(Sailplane Crew Union Members)

T-Shirts For Sale—*Limited Edition!*

Available NOW from the Merchandise van near the Main Hangar



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*

WHAT'S ON TODAY



Team's Night!

England and South Africa

Also...

"Swap Night" Hosted by the Team from the USA

The "Swap Night" is an opportunity for teams to swap T-shirts, patches, soaring pins or anything of value you wish to trade!

So now's your chance to build up your gliding memorabilia collection and have a whole lot of fun doing it.

See you There!

Hangout at the Hangar The Entertainment Line-Up



The latest information about the On-field Entertainment

OPEN TO THE PUBLIC AND FREE ADMISSION!

Monday 22nd January—TEAMS NIGHT: England, South African and a "Swap Night" by the team from USA.

Tuesday 23rd January—COUNTRY AND WESTERN NIGHT: Graham Hugo, starting 6:30pm.

Wednesday 24th January—TEAMS NIGHT: Belgium, Italy, Denmark, Sweden and Holland, starting 6:30pm.

Thursday 25th January—WINE TASTING EVENING: *Plus...* The great music of "Trish, Leon and Tommo", starting 6:30pm and the band "Mumbo-Jumbo".

Friday 26th January—THE FINAL EVENING: Featuring a band playing Dance Music. *(Sorry, not open to the General Public!)*



PILOT PROFILES



THE TEAM FROM SWITZERLAND

Dirk Reich

Dirk was born in Germany 37 years ago, but is flying for the Swiss at this competition.

Dirk is flying Hornet GAE.

Dirk has been to Australia three times including last year when he competed in the Pre-World competition known as "Barossaglide", flying for his native country Germany.

Dirk has his single engine private pilots licence and his occupation is a marketing director. Dirk loves flying because of all the good friends he makes and also because it is fun. He also loves competing because he has a fantastic team captain. (Heidi)



At home Dirk lives with three blonde haired blue-eyed girls. His wife and his two daughters aged four and six.

Thomas Della Casa

Thomas was born in Switzerland 35 years ago and started gliding when he was 29 years old.

Despite having the lowest amount of flying hours in this competition, he is having a good time flying with other pilots of more experience. This is also his first international competition.

Thomas is flying one of the most popular gliders in Australia, a Hornet, registration GMW.

Thomas says that he loves gliding because it is such a beautiful and elegant sport and most of all because it is great fun. He also has his private pilot licence but mainly flies the tugs. Thomas's occupation is a financial analyst and he really enjoys skiing and racing cars.



Do you know German "Gluehwein?"

- From page 3

Big kettles and BBQ-racks were at hand in the butchery, and soon after the sun had set, an aromatic strong smell drifted through the surrounding gardens and houses.

It was a beautiful night of about 30 degrees Celsius with a fantastic clear starry sky, crossed

by a very sharp visible Milky Way,

The Gluehwein ran like fire through the throats, producing sweat in streams but it also made everybody "jolly." Obviously the inhabitants of Bordertown liked it because more and more of them visited Erich's garden with the well tended hard grass where the red fluid was simmering, and the guests asking for one or more glasses of the "djungle juice". Most

probably, the whole population of the town had at least a taste.

It was four o'clock in the morning, when the kettles were empty and the last "uprights" began the hard work to tidy up.

But if you come to Bordertown today, at least the older people will tell you about the great "djungle juice" the Germans served them 27 years ago.

- By Fred Weinholtz

The Handicap System Explained

By Terry Cubley

HANDICAPS—I have not heard too many comments or complaints about the handicaps being used at Gawler, but with this being the first World Championships I am sure that there will be many thoughts on the best handicap system to be used in the future.

I am keen to receive feedback from pilots and other helpers on any issue that you wish to raise about handicaps. I will issue a survey later in the competition and use this to prepare a paper for consideration by IGC.

Setting the handicap values

In Australia there was an attempt to develop the handicap list mathematically, using the polar curve of the aircraft. This proved to be unsuccessful as the polar curves used were from different sources – a mixture of measured and manufacturer supplied data.

Also, the gliding performance is not the only factor that influences the glider's overall performance. We must also consider:

- Climbing ability in smooth, turbulent, strong and weak thermals (*The LS7 has a good glide but has some difficulty in broken thermals*)
- The handling of the glider (*some gliders take a lot of effort from the pilot and are very critical of speed control etc.*)
- The 'feel' of the glider (*an ASW20 feels the air very easily, a Jantar has a much stiffer wing and so a lot of feel is lost*).

We found in Australia that a handicap committee who subjectively assessed the relative performances of the different gliders came up with a more acceptable list, the one now being used at Gawler.

Weather effects

The relative performance of different gliders depends on the weather conditions experienced.

- Low performance gliders are penalised by strong winds, or long glides between thermals
- If there is a low thermal height band, more time is spent climbing and the higher performance gliders do not have the opportunity to out glide the opposition. There is a smaller performance gap.
- In strong weather conditions we are using a different part of the polar curve than if it is a slower, weaker day. The relative performance is different.

A fixed handicap?

If we set a single handicap factor that remains constant for the whole competition then we can expect that the handicaps will favour different gliders on different days. Provided that the weather pattern varies over the competition, we can expect this difference to even out.

In some countries or regions we may need a different handicap list to cater for the different weather conditions that are normally experienced. I understand that in the USA they have

a different handicap list for the Eastern and Western states?

A variable handicap?

One option is to vary the handicap on a daily basis. This could be done after the task has been flown and based on the factors that influenced the day.

The options vary from a continuous range of handicaps that varies for each glider on each day, or a number of discreet handicap lists where the choice of lists depends on the day factors.

The range of handicaps?

In the USA and in Australia, the Sports or Club class competitions permit a large range of gliders to compete, from PW5 and Ka6 through to Nimbus 4. Obviously with such a large handicap range there are weather conditions that favour some gliders much more than others, thus making it more difficult to be fair and even.

For a World championships it is thought that we should limit the spread of handicaps permitted to fly. At Gawler this limit has restricted the aircraft available to Libelle through to LS7. Obviously the smaller the spread of handicaps the more accurate the handicaps will be over a range of weather conditions.

The size of the permitted handicap range needs further thought. Do we limit the range from 1.04-0.94, or do we make it tighter, 1.02-0.96?

Do we allow a different mix of gliders to fly? Libelle-LS7, or Cirrus – Discus, or Jantar – Ventus?

2001 World Gliding Championships – Club Class



Australia Day Auction – 26th January 2001, Gawler Airfield

In support of The Paraplegic & Quadriplegic Association of SA Inc (PQA)

PQA is the official charity of 2001 World Gliding Championships – Club Class. PQA is proud to present a number of uniquely Australian items for an exciting auction on Australia Day. The items include

- **Australian Opal** thanks to OLYMPIC JEWELLERS, 3-5 Rundle Mall, Adelaide Phone: (08) 8211 7440
- **Personally signed & limited edition Pro Hart print “Mining Town”** thanks to Colin Burgin – ART IMAGES, 32 The Parade, Norwood Phone: (08) 8363 0806
- **Sydney 2000 Olympics Limited Edition Stamp Collection** thanks to BALEMAR MARKETING SERVICES, 81-83 Stephens Ave, Torrensville Phone: (08) 8234 5656
- **Authentic Didgeridoo & Boomerang, large toy Kangaroo and toy Koala** thanks to HOME-CARE PLUS – In Home Care “Your lifestyle, your choice” Phone: (08) 8355 3500
- **Signed Sydney Kings basketball** thanks to IMS-DIRECT – Integrated Marketing Services, 41 King William Road, Unley Phone: (08) 8357 9000
- **Bottle of Simpson Desert sands, showing its many colours** thanks to Alan Moore, PQA

INTERNATIONAL GUESTS – DO YOU HAVE AN ITEM YOU WOULD LIKE TO DONATE TO PQA FOR THE AUCTION?

If you have brought along something special from your homeland which others might find fascinating, and you want to support the work of PQA, **please phone Michael at PQA on 8355 3500 or 0411 745 949**. Or you can contact Jeremy, editor of *The Club Class Flyer*, on **041 620 5005** or at the Gawler Airfield Media Centre.

Continued from page two

They left the thermal while still climbing at 6 kts. They then had long glides along the length of the lenticular cloud to Bower and back arriving at Eudunda at 2000’A.G.L. They then had trouble contacting the lift again but when they did it was an easy final glide home.

Frank said it was a great experience, flying in so many types of lift, commenting that he was able to fly fast but had to make many deviations around the course. Frank is enjoying the POT and AAT type tasks because of the reduced gagging and the pilot having the choice of where to go.

SHARE IN \$30 MILLION Power Ball Syndicate

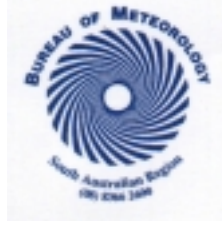
For Thursday 25th of January

\$5.00 For a share of “Gliding Special Syndicate”

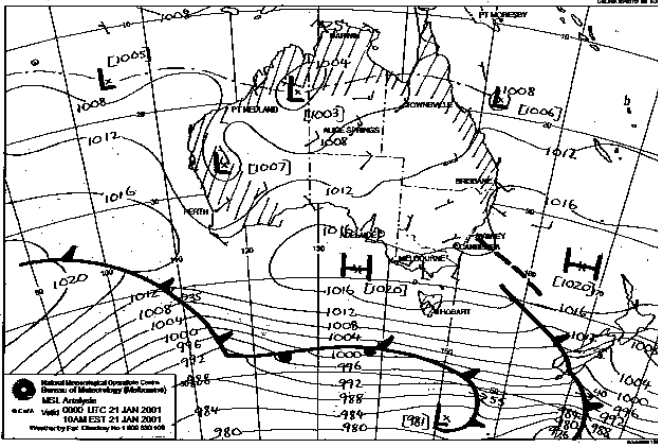
Money to Keith Willis, by 10.30am, Thursday 25th January

WEATHER DETAILS

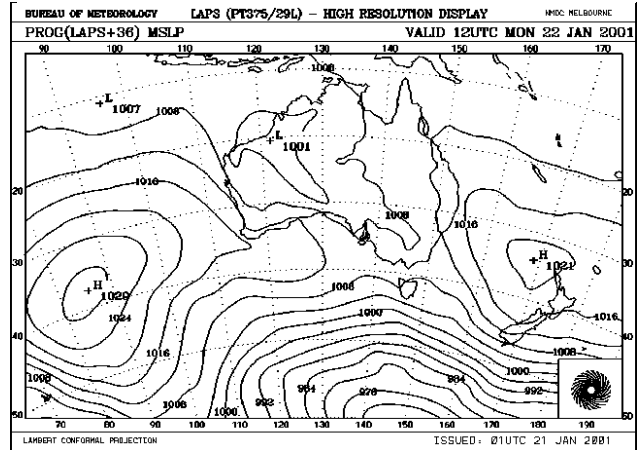
Monday January 22, 2001



Yesterday's Weather



Today's Weather



BUREAU OF METEOROLOGY
SOUTH AUSTRALIAN REGIONAL OFFICE

FORECAST FOR SOUTH AUSTRALIA
Issued at 3:55 pm on Sunday, 21 January 2001
For tonight and Monday.

SOUTH AUSTRALIA:

Areas of cloud near southern coasts, but remaining dry fairly generally. Mild to warm near southern coasts, hot to very hot elsewhere. Chiefly light to moderate northeast to southeast winds and fresh afternoon coastal sea breezes.

The Four Day Forecast

