

# DEAKIN'S NEWSLETTER



DAD WITH HIS BEST FRIEND AND CHILDREN



MORNING BRIEFING MEETING

## LAY DAY IN BENDIGO

It was a rest day today so there was no competition.

We decided to drive to Bendigo where Dad, Kelly, Pop and Nan lived for 16 years and where Dad and Kelly were born.

It took a while to get to Bendigo.

OMG there is a lot of bush around their old house. We had lunch at Fran's and John's place.

Me and dad went for a walk around the area and in the forest. Dad had lots of good memories about the place because he lived here as a kid. I said to dad "KID MEMORIES"? We laughed out loud (LOL).

We then went to visit the Butlers who were close friends of Pop and Nan. I had a terrific time playing with the Butler kids.

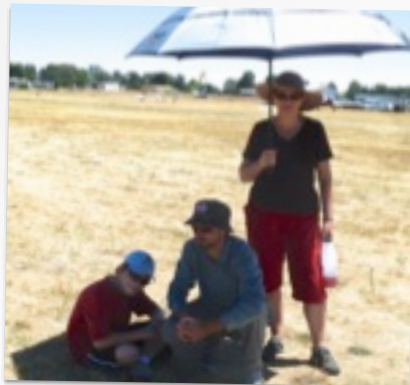
On the drive home I said "let's have dinner" so we stopped to buy souvlaki and fish and chips.

So nice. A tasty dinner.

After that we headed home and I went to bed. It was a long day but we still had a number of days to go. There was always something to do each day.



GROUND CREW HARD AT WORK



RELAXING IN THE HEAT



DAD PULLING HIS GLIDER



GLIDERS LINING UP ON THE GRID



FELLOW GLIDING  
FRIEND

## BAD DAY AND BETTER DAYS

### BAD DAY

The weather was half and half but we still lined the glider up on the grid and watched dad fly off.

We went to the shops but got a text saying SOS OUTLANDING. Oh noooooooo. We had to drive out to find him.

It took us almost all day to find dad's outlanding location but we did. We drive to him out the paddock and work to get the glider derigged. We then drive back to our base in Benalla and have to rig it again so that it can be ready for the next day of competition. It was not that difficult to rig the glider because it small and the glider trailer opens up wide. Dad knows how to do it quick time.

I got to bed late. We were all pooped. Dad is ready for another day of competition. This was dad's first ever outlanding in a competition. It dropped him down below 10th position but he is ready to fly again and improve.

### BETTER DAY

We again got dad's glider ready for him to fly.

He was at the back of the line this time. "Good luck dad" I shout as he flew off.

We soon heard on the radio "15 meter class your start gate is now open". It means that dad will be flying off very soon and we have to start counting the time. We watch dad's flight path on the computer with the Spot program.

Three hours later we hear on the radio that KYF (dad's glider call sign) is "in-bound ten miles to runway 26". He is coming home and will soon be landing. We drive out to the field as quick as we can to watch him and the other gliders land. That's him going to land I cry. I think it is him coming in to land. "Go go go - get in the car". Pop and nan and I jump in. We drive to him and help dad hook the glider up and take it to the tie down spot.

Sooooooo exiting waiting for the results but dad only comes 7th in his class. He tells us that it was a difficult day because he was flying with 40 gliders that were very close to him for most of the

day. It was very dangerous. He could therefore not fly as fast as he would like to. We have dinner and find that his is now 7th overall. Can't wait till tomorrow.

### EVEN BETTER DAY

We follow the same normal routine. We have breakfast before going out and getting the glider ready. Its a hotter day. Dad gets his glider organised and away he went.

We go to the club house and wait. We follow him on the computer. His task this time was a long one. Over three hours long.

He flew very fast and came home at 6.30pm.

While he was in the air I rode my bike and played on my iPad at the club house with a little girl I met.

We saw Dad land and we helped him clean his glider. We found out that he came 4th. Dad thought he would do better than that but is happy with his score. He was now coming 6th and aiming for 5th place overall.



# CHAD'S DAY



MANSFIELD MOONSCAPE



STRANDED IN A CUT WHEAT PADDOCK



## LAY DAY, DREADFUL DAY, SCARY DAY, GREAT DAY

### Day 5 & 6 (Saturday & Sunday)

Spent R&R in Bendigo (my old haunt).

### Day 7 (Monday)

Shit happens. Only 35k from the start line. Not one thermal. Totally ruined my day and the rest of the competition for me. 39 from a possible 1000 points. Disaster.

### Day 8 (Tuesday)

Just a quick update as I'm tired and need to get some rest. Today was blue as usual and as usual both 15m and standard class got the same task and same start line with a racing task. As usual once again every bit of plastic started at the same time causing the biggest gaggle I have yet seen in gliding. About half way around I had finally had enough of it all and went on my

own and the process got rolled by the gaggle. I was a bit slower but at least I didn't hit anyone.

If there are no mid-airs by the end of the comp I will be very relieved. What the sports committee has done is make these Nationals the most dangerous comp I have yet flown in. Plus it is no longer about who the best pilot is. It's now about who is best at gaggle flying. I have also been checking people's traces and it is becoming very clear who wants to fly for themselves and who just follows a particular person day after day.

I still have goals even though I'm out of contention for the top spots but unless the comp organizers somehow see some sense and split up 15m and standard class I'll

have no chance as I'm not putting my safety at risk.

### Day 9 (Wednesday)

Making the start lines different for each class improved the situation today markedly in one easy step and you can tell Tom Claffey at the next NCC meeting that if he wants to experience it for himself he should fly in 15m or Standard class as he was no way near the action whilst flying a different task from a different start point in 18m on the days in question so his vocal opinions over the radio are invalid.

Today we had more blue conditions with half the task on flat land and the second half to the south in the mountains. Whilst the gaggle size was much reduced we still had the usual 15m class follow the leader gaggle until it finally disbanded as we approached the mountains so it finally came down to individual pilot skill. I was happy with how I flew but was a bit conservative in the mountains and that's where Peter Trotter got me. I ended up

with about 860 points and 4th for the day.

I've been running various traces together and its becoming very obvious who likes to fly their own race and who just follows gaggles. There are some competitors who seem to be very happy about the start lines as basically every day they just follow the gaggle and because they have a better handicap glider and can keep up with the gaggle they reap the rewards after landing without ever having to fly their own race. If that's how you find a national champion then I'm confused. At least the pilot in my class who has been constantly leading the out in the gaggles is winning.

Anyway I'm slowly clawing my way back up the list so we'll see how far I can get by the end of the competition.

The photos above show KYF in a paddock and the landscape flying into Mansfield and flying back out again.

