

# Airwaves



**HGFA Airwaves**  
August 2010

## Greetings!

Welcome to the August edition of the HGFA Airwaves Newsletter.  
If you have any articles that you would like to see sent to the HGFA members then please email them to [newsletter@hgfa.asn.au](mailto:newsletter@hgfa.asn.au)

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## Operations Manager's Report



It is with great pleasure that I submit my first HGFA Operations Manager's Report for 'Airwaves'. Having recently taken over the role from Craig Worth, who I must state has done an absolutely sterling job in his capacity as interim General Manager, I have immediately come to realise the extent of the challenges ahead of both myself and all at HGFA. However, never being one to shy away from adversity, I look forward to working with the HGFA Committee and all members to develop success for the HGFA and the sport itself.

I look forward to meeting with as many HGFA members in the coming months and years ahead. My primary aim is to provide you with a timely, cost-effective and professional service as you would expect, as a member of HGFA. In that context, I welcome any and all feedback to develop such successful outcomes.

My contact details are: [mark.campbell@hgfa.asn.au](mailto:mark.campbell@hgfa.asn.au) and **0403 850 881**

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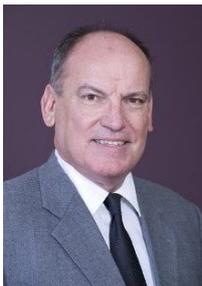
## Moyes



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## Aviation Sports Forum.



### Operations Manager's Report (cont/..)

On my second day in the job (22nd June), I had the great fortune to attend the second Aviation Sports Forum, in Sydney. This 2-day forum allowed Alex Jones (HGFA President), Craig Worth and I to meet with representatives of CASA, Aerosafe and nine other recreation aviation administration organisations, to discuss the implementation and improvement of safety and risk management systems, pertinent to sports and recreational aviation within Australia.

In attendance were a number of senior figures from CASA, including CASA Director of Aviation Safety, John McCormick. Mr. McCormick agreed that continued communication between CASA and all the RAAO's was important to maintain safety and success for sports and recreation aviation. In addition to he has indicated that he would like to talk with Board members of RAAOs during the next Board webinar session on the 26th July.

Overall, the Forum was an excellent opportunity for the RAAOs to meet, discuss topics of mutual interest, and to talk with the regulators, leading to enhanced relationships and the opportunity to identify opportunities for collaboration amongst organisations. The forum also allowed us to develop close working relationships with CASA's Future Technology and Sport Aviation department; in particular James Coyne, Rob Glenn and Donna Steele-Smith. We certainly hope the rapport developed over those two days continues well into the future, in order to deliver benefits to HGFA and its members.

## CAR 166 VHF Radios

### Operations Manager's Report (cont/..)

The forum allowed the opportunity to discuss a range of issues impacting on the Australian aviation sports arena. Of immediate concern was the issue involving the implementation of VHF radios in HGFA aircraft and the correct use thereof; in order to meet the directives outlined in CAR 166. It was further stated that, due to a number of technical and operational limitations, there would be some difficulty for HGFA pilots to meet this directive. John McCormick clearly replied that the CASA ruling must be implemented and complied with by all appropriate HGFA aircraft.

It was further discussed that the mass-group use of VHF communications, when flying in and out of controlled airspace, would present a problem for pilots, competition organisers and ATC operators alike. John McCormick stated that 'instruments', possibly NOTAMs could be issued for organised events, such as competitions, in order to reduce airwave congestion by removing the requirement for all pilots to make 10nm calls. Hence, only "free flyers" would have to carry out the necessary 10nm VHF transmissions.

In response (post the forum), HGFA has submitted a proposal to CASA in order to ensure that competition organisers and involved pilots, all comply with the new standard. CASA have reviewed said proposal and have approved it. So, the agreed procedure for competition pilots and organisers is as follows:

1. If any competition organiser is intending to set a task whereby any competitor may have to comply with CAR166 it is essential that either:

a) ALL competitors carry a VHF radio which complies with Australian regulations, ALL competitors have a VHF Radio Operator's Endorsement and ALL competitors understand where and when to make VHF radio transmissions "as appropriate" to comply with CAR 166;

**OR**

b) they apply to the HGFA Operations Manager at least forty days before the competition date for a CASA "instrument" to vary the CAR 166 requirements for the competition days. The instrument would exempt competitors from carrying a VHF radio but have requirements which CASA deem necessary to ensure the safety of other airspace users.

2. If the competition tasks are such that there is virtually no possibility of any competitor having to comply with CAR 166, the usual application for a NOTAM must be made to the HGFA Operations Manager at least fourteen days prior to the event.

For further information and understanding of the new requirements, HGFA Members should study Civil Aviation Advisory Publications CAAP 166-1 and CAAP 166-2.

[http://www.casa.gov.au/wcmsw/.\\_assets/main/download/caaps/ops/166-1.pdf](http://www.casa.gov.au/wcmsw/._assets/main/download/caaps/ops/166-1.pdf)

[http://www.casa.gov.au/wcmsw/.\\_assets/main/download/caaps/ops/166-2.pdf](http://www.casa.gov.au/wcmsw/._assets/main/download/caaps/ops/166-2.pdf)

One further requirement of introducing this VHF ruling would be the completion of a Radio Operators Endorsement (see Ops Manual) VHF radio course/test, for those HGFA members who have not already completed one.

The HGFA is currently applying for a dedicated VHF frequency or range of frequencies for "chat" purposes so that, in future, HGFA Members will only need to carry one (VHF) radio.

HGFA have also been in discussions with a number of Icom dealers, who are endeavouring to provide the best price possible to HGFA members for the purchase of VHF equipment. Furthermore, they offer an added value on advice on the interfacing requirements, courtesy of Icom staff's personal close knowledge of HGFA aircraft operational and technical requirements. HGFA will be providing further details of these distributors on the website and via Airwaves in due course.

In the mean time, UHF radios may also be carried and indeed where there is no requirement in the area of operations for VHF radio to be used then UHF radio can be sufficient.

## "OnTrack"

### Operations Manager's Report (cont/..)

CASA provided a demonstration of their online "OnTrack" flight planning tool. "OnTrack" has been created to assist pilots in operating safely around six Class D airports. The tool offers interactive maps, videos, detailed visual guides, air-to-ground and photographs on:

- How to fly the inbound and outbound tracks;

- Specific Class D procedures;
- Airspace Infringement Avoidance Strategies; and
- Rules on Military Control Zones and Restricted Areas, in close proximity to the airports.

Feel free to visit <http://services.casa.gov.au/ontrack/index.html> to find more info and to see the tool in action.

## CASA Audits

### Operations Manager's Report (cont/..)

During the forum, CASA representatives informed us that they would be attending field/functional audits, from August 2010 onwards. These audits will be conducted at random throughout Australia, with either the Operations Manager or a nominated representative in attendance. Additional to this, HGFA is in the process of integrating an on-line auditing mechanism, through the HGFA website. This will allow timely and cost-effective audits to take place, while still meeting the requisite safety and operational standards. Further details of the locations and dates of the physical audits and the availability/functionality of the online auditing system, will be made available in due course.

## Operations Manual

### Operations Manager's Report (cont/..)

Craig Worth, Chris Drake and a number of the current Committee Members have been hard at work in developing a new and updated Operations Manual. The need for this significant change has been driven by CASA's directives to the HGFA, following the 2009-2010 financial year's operational audit. Following the findings of this audit, HGFA has worked tirelessly as a cohesive team, to meet the recommendations and directives laid down by CASA. We are confident that the documents and procedures already delivered, coupled with those about to be delivered, will comfortably meet the CASA requirements, while ensuring a safe, accessible and enjoyable sport for all HGFA members.

More details on the update Operations Manual will be provided soon. Once completed and approved, hard-copies will be made available, including an electronic copy on the HGFA website. We will notify all members when this becomes available.

## Speed Wings

### Operations Manager's Report (cont/..)

Recent discussions between Craig Worth and Brad Turner, from the Australian Parachute Federation, have resulted in an agreement in regard to the correct affiliation of Speed Wing users.

The agreement sees that all Speed Wing users will have to be members of the HGFA, under the Paragliding discipline, initially as a student pilot. This will ensure that all such users receive the correct level of training and certification for the use of such aircraft. Given that most current Speed Wing pilots will have sufficient (and varying) levels of experience in this form of flying, any HGFA training should be of relatively short timeframe and would therefore reduce the cost of such training requirements.

The APF have agreed to provide a newsletter article highlighting this change of affiliation,

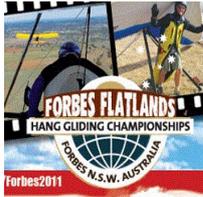
as have the HGFA in this forum and the HGFA website and Airwaves newsletter.

## Checking HGFA Membership



The HGFA would like to announce the availability of an XML interface for clubs and competition organisers wishing to check/verify HGFA member details (currency and qualifications) directly with the HGFA's central database. Please contact [Chris Drake](#) for usage instructions.

## Forbes Flatlands Competitions



The Forbes Flatlands Sport Class Championships 2011 and the Forbes Flatlands Hang Gliding Championships 2011 will be held at Forbes next summer.

There will be the main Open Class competition and a separate Sports Class Competition which will begin earlier.

The Sport Class Competition will be held before the Open Class competition from Tuesday 28th December - Friday 31st December or Saturday 1st January.

The focus will be on an introduction to competition flying, with an in depth weather and task briefing in the morning.

Gerolf Heinrichs will be the Meet Director and will chair the morning briefing. He will also fly the task. In the evening there will be a social/BBQ/meal and de brief of the days flights.

I'm not sure of entry fee or tow fees at this point. It will depend on what sort of budget I can put together as to how many pilots are interested. So please register your interest on the website at [www.moyes.com.au/Forbes2011](http://www.moyes.com.au/Forbes2011).

At the same time Curt Warren and Jonny Durand will host a Cross Country and Tuning seminar As well as the Sport class competition and the Cross Country seminar, towing will be available all day for all pilots from the 28th December- 2nd January.

So come join us if you want to practice for the Open Class competition or to obtain an aerotow endorsement or attempt record flights with Attila Bertok or have your glider tuned by a Jonny Durand.

You need to register your interest for each category so we can be sure to have enough Dragonfly's available.

- \* Forbes Flatlands Sports Class Championships 2011  
- 28th December 2010 - 1st January 2011
- \* Cross Country Seminar  
- 28th December 2010 - 1st January 2011
- \* Record Flying  
- 28th December 2010 - 1st January 2011
- \* Tuning Seminar  
- 28th December 2010 - 1st January 2011
- \* Aerotow Endorsement Course  
- 28th December 2010 - 1st January 2011
- \* Practice Flying
- \* Forbes Flatlands Hang Gliding Championships 2011  
- 2nd January 2011 - 12th January 2011

Contributed by: [Vicki Cain](#)

## Why not FLARM instead?



FLARM® is an affordable, active and cooperative traffic and collision-warning system for general aviation and recreational flying.

Since 2004, over 13,000 fully FLARM and fully-compatible devices have been installed in aircraft worldwide. These devices have been credited on many occasions with



avoiding dangerous situations and increasing situation awareness.

FLARM is the only prevalent alternative to the commercial airliners' expensive ACAS/TCAS system.

Flytec and FLARM: Apr 02, 2008 Flytec and FLARM announce cooperation Flytec and FLARM jointly develop a collision warning device for hang-gliders, integrated in existing products from Flytec.

Equipped hang-gliders can be localized and avoided by the over 11'000 already with FLARM-compatible units equipped aircraft and helicopters worldwide. The Swiss Hang Gliding & Paragliding Association SHPA and the Swiss Air-Rescue REGA both actively support the development of this technology for hang-gliders.

Flytec is the global market leader for hang-gliders instruments, based in Switzerland. Their devices cover all market segments for the top competition to the recreational pilot.

Flytec/Brauniger on FLARM: The collision warning device FLARM is already available since 2004. Meanwhile about 14,000 instruments are warning worldwide against the risk of collision the pilots of helicopters, sailplanes and light aircraft. Now the new FLARM-transponder for back fitting the COMPEO+ and also the COMPETINO+ is on hand.

The FLARM device being developed by Swiss glider pilots is a small, lightweight and reasonably priced collision warning instrument coming with low power input. Initially, it was designed for safety in gliding flight; indeed the streamlined gliders are hardly perceivable under certain angles. This is true in particular, when they fly precisely toward the viewer or if they are in front of a white setting. The FLARM instruments alert the pilots when another FLARM equipped aircraft is close-by.

When a complete FLARM-device is charged at the price of more than one thousand Swiss francs, the new FLARM-transponder is available as option for a new instrument at the price of 70 EURO, and as add-on kit for the price of 110 EURO. The re-fitting is carried out by Flytec/Brauniger.

Contributed by: [Peter Bolton](#)

## Flying Video Webcasts

Alongside the ever expanding number of flying audio podcasts (21 now on diverse topics like psychology, competition and cross country flying, pilot improvement, flying on blue days, etc.), we have just started developing flying related video webcasts.

The difference is that you get visuals as well as audio. Our first two are 'Interpreting the RASP' with Mark Riches and 'Weather - a detailed look at one day' with David Thomson. They are freely available, and can be seen [here](#).

Contributed by: [Judith Mole](#)

## HGFA Forums in the dumps



The HGFA's web hosting providers (Webarama) suffered multiple server hardware failures around three weeks ago, and spent about a week repairing things and restoring backups before realizing they were unable to fix the faults and opting to replace their entire server.

Since this time, Webarama have continued to break their promises regarding an eventual fix and the HGFA Committee no longer have confidence in this hosting provider. We are therefore in the process of migrating all HGFA web sites and web forums away from the current hosting provider to a new, more reliable host!!

This process will hopefully be completed by the middle of August. Your patience and understanding during this time is appreciated.

## That's all Folks!!!

For further details or questions regarding HGFA Operations or Management please either email Mark Campbell, Operations Manager ([mark.campbell@hgfa.asn.au](mailto:mark.campbell@hgfa.asn.au)) or the HGFA Committee ([committee@hgfa.asn.au](mailto:committee@hgfa.asn.au)).

Sincerely,

The HGFA