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**Official Publication of the Hang Gliding Federation of Australia**







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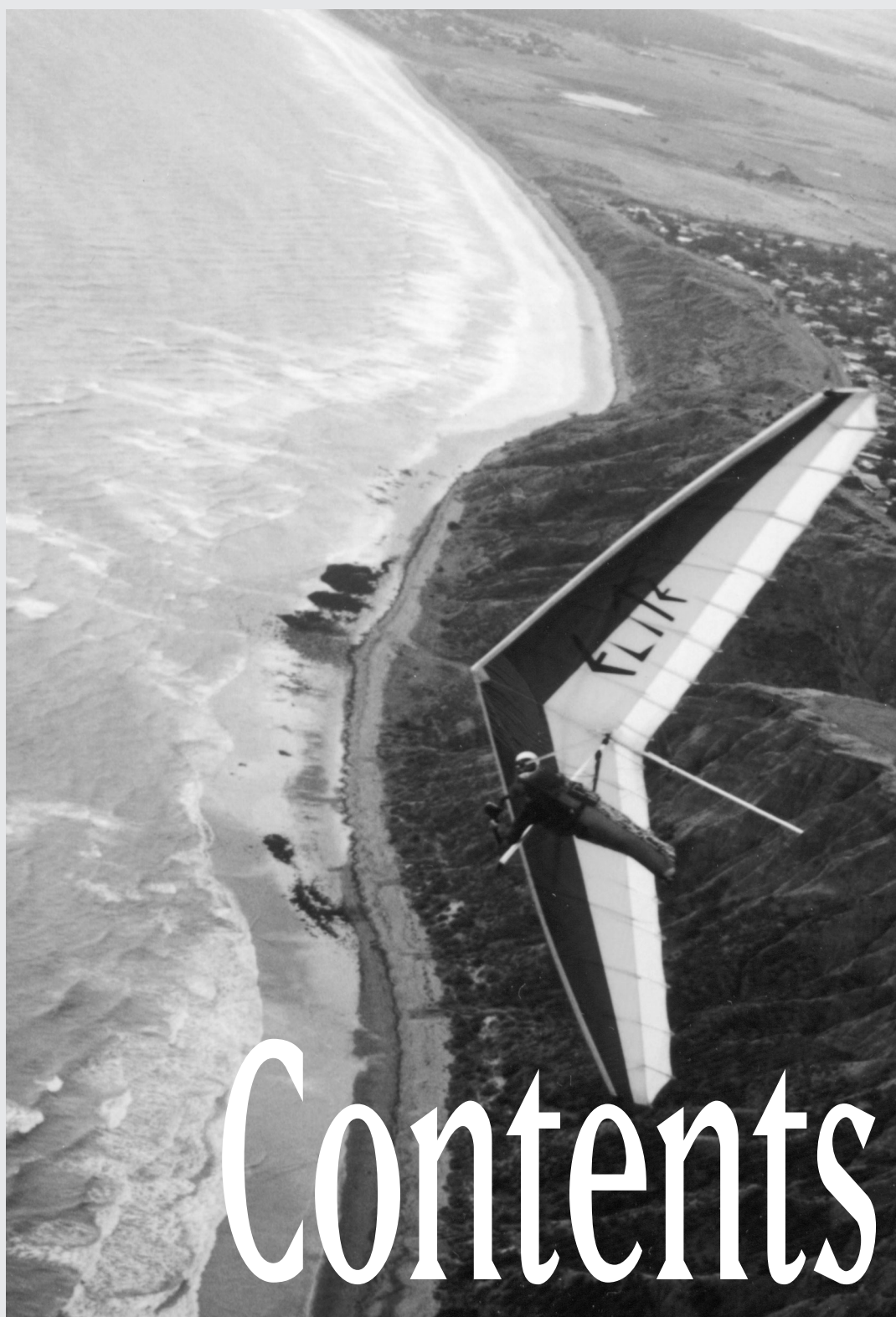
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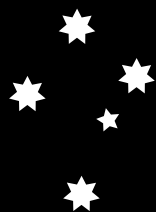
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Scott Robinson at Myponga Cliffs, SA. Photo: Peter Bolton

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## Dear Editor...

Congratulations to Peter Bolton, this issue's contents page picture won you a copy of the 1998 USHGA Hang Gliding Calendar.

I hope it graces your office wall by now to help you get through the week.

The HG Worlds will be in their last and deciding week by the time you read this. Good luck to our guys in Forbes and do well!

In the meantime paraglider pilots will be swarming into Bright to fly the PWC. Have a safe and successful competition too, guys and gals!

No doubt there will be a huge influx of good articles in the next month from all of you out there flying your socks off and I look forward to some more record-breaking stories like Godfrey's flight in this issue.

I would also like to appeal to all our National Team, comp pilots and comp organisers to make sure that the news, results and pictures from your events reach me quickly, so that I can compose your notes into articles for the next magazine. Sandra Holtkamp, Meg Bailey, Tomas Suchanek and Drew Cooper did an exceptionally successful job in covering the last Hay comp from all angles – and promptly too. Write some notes while the event is still fresh in your mind and fax them off to me, I'll make sure it will make a good read for the rest of us who don't get the chance to hang out with the dust and friendly flies this summer.

Fly High,

► I'm an inland paraglider pilot. Recently I visited a coastal cliff site. The wind was just strong enough for soaring and I and one other pilot were doing beats. He landed before I did and when I landed, I discovered he was furious because, in his opinion, I had not been obeying the Rules of the Air and he'd been forced to land to avoid my dangerous flying.

I thought I was obeying the anti-collision rule: "When flying towards each other on a collision course at a cliff site, the glider with its left wingtip to the cliff must diverge."

In my perception we had, for the most part, not been on a collision course and as we flew up and down, I generally seemed to be flying closer to the cliff than he was. His perception was that I had

forced him away from the cliff and out of the lift band.

It seems to me that the etiquette at this cliff site was to fly strictly counter-clockwise circuits; that is, the glider with its left wingtip to the cliff passes on the outside, regardless of whether the gliders are actually on a collision course. This would make sense if the rule was not just an anti-collision rule, but also a lift sharing rule, as I suspect it was understood at this site.

Could anyone enlighten me? Is there a widespread understanding that anti-collision rules are also intended to ensure that the lift is shared in narrow lift bands and that the rule really is that one flies strictly counter-clockwise circuits?

Andrew Hopkins

*Andrew is correct in his interpretation of the rules, in that the glider with the left wing closest the hill should diverge to the right. I always remember it as: "Unless the other glider or the hill is on the right – turn right." However, on small sites it is necessary to set up a pattern – sometimes contrary to this rule. Ideally the proposed pattern should be understood by all pilots prior to flying, though if other pilots have already established a pattern in the air it is up to launching pilots to fit in. Given that it is rare that the wind is square on to a site, it is desirable for the pattern to allow pilots on the upwind beat to remain closest to the ridge and the pilots on the downwind leg to fly out around them – as the glider flying downwind will have a higher ground speed and will therefore spend less time out of the lift band (or at least out of the strongest area of lift). Where the wind is square on and there is no discernible downwind leg, the above rule comes into play – with the glider with the left wing to the ridge going out around the glider with the right wing nearest the ridge. To me, the most critical thing is to show your intentions early when converging, by initiating the right turn with plenty of time to spare – thus letting the other pilot know your intended course.*

Craig Worth, Operations Manager

► With a great deal of sadness, I read the media report of a serious hang gliding accident at a Dalby airfield (QLD). My sadness quickly turned to disbelief, as I heard in greater detail about the conditions contributing to the accident. One major contributing factor was that the pilot was wearing a bicycle helmet, providing little if any protection in the tragic accident.

The inadequate protection of these types of helmets for hang glider pilots has also been well

illustrated in another accident during a competition: A pilot crashed on landing and now has to go through the very painful process (not just for him, but for those around him) of having to learn to walk and talk again.

A number of years ago, another pilot lost his life on landing, after suffering a blow to the side of the head. He could probably still be with us, had he worn a certified hang gliding helmet.

I cringe to see pilots, \$800 variors clipped to the basebar, \$500 radios in harness pockets, \$900 GPSs on uprights, wearing a \$50 bicycle helmet to protect their most valuable asset. Lives are tragically lost, but the sport also attracts more bad publicity.

These accidents have all involved advanced pilots. In the face of these tragedies, all pilots ought to invest in a certified helmet as well as routinely adhere to safety checks and visualise their flight plans to avoid further incidents.

Edsel Falconer

*As far as I'm aware there is no specific certification for hang gliding helmets in Australia. In other countries, notably Germany, the same certification as is required for motorcycle helmets has been adopted and only safety tested helmets can be used in para/hang gliding. Several helmet manufacturers have since produced lightweight hang gliding helmets that conform to these safety standards, offer good protection in the case of an impact at speed (i.e. on landing) and are available in Australia. I would also like to promote the use of fullface helmets, since they do provide better side-impact protection as well as protecting your jaw and teeth. A good helmet is a better investment than hospital and dental bills. S.G.*

► I was pleased to receive the December magazine until I came across the two photographs of someone with his head inside a plastic bag. As a father of three young children who might see the magazine, I hope you appreciate how I felt. If not, we might need to widen the editorial committee to ensure that some obvious things don't slip through. Keep up the good work.

Chris Stevenson

*The offending pictures by John McKenry were meant as a funny addition to his article. I must admit that I did not realise that young children are avid readers of Skysailor. Nevertheless, children should not attempt to copy most of the actions pictured in the magazine, but I will try to be more selective in the future. S.G.*



► I'm never backward about coming forward in voicing my opinion when something bothers me. I can be equally as vociferous when, as in this particular instance, I'm pleased.

In the middle of August I left my harness lying on a busy launch whilst waiting for conditions to improve. During that period someone borrowed my hook knife, but didn't put it back into its holder properly. The thing about hook knives is that they're fairly adept at cutting things and this one did a wonderful job of severing three of the upper cascades on my Edel Saber when I bundled my glider up after flying.

I immediately contacted the manufacturer in Korea and asked what they could do. The replacement lines arrived in the mail less than a week later. As a result, I didn't miss a single day's flying, which left me with a very good impression of Edel and their customer service. Sometimes it's the little things that count.

Mark Plenderleith

► I would like to know what the Skysailor policy is in regard to publishing "articles" free of charge. A few recent articles were nothing short of commercials, but were published as general interest contributions. Even though the author's name was supplied, there was no indication as to his commercial interest in the product or service described. Since I happen to know the backgrounds of these authors, I determined they were incapable of being objective or impartial about the subjects in question which other readers may not realise. Most newspapers get around this problem by putting an "advertisement" heading on the article in question. While it's good to hear about the latest developments, in most cases the source of the information should be identified as manufacturer or whatever, so we can tell how biased any claims would tend to be. Have contributors of these articles in recent months been charged for these?

Pete Bolton

*Since you do not specify which recent articles concerned you, I can only speculate that you consider manufacturers contributing articles about their new gliders as advertising. Many readers are interested in the "behind the scenes" story of developing and testing a new glider. As far as I know, articles on the design of hang gliders are only available from manufacturers. I would be more than happy to publish articles by independent authors – if I received any.*

*All articles are printed free of charge and I do edit them all to avoid printing any unsubstantiated or superlative claims. Ads that look like editorials are identified (see "Eucla Expedition"). Nevertheless, readers should be aware that, contrary to common opinion, not everything printed in black and white is the essential truth and you should always use your own judgement and several sources to make up your own picture. Even from my perspective it is often impossible to know the truth from exaggeration or personal opinion. S.G.*



## Are you going overseas?

Will it be a flying or a working holiday?

Please let the HGFA office know of the period of time you will be away, it is essential for our records regarding 'Skysailor' and perhaps retaining your pilot qualifications.

Please contact the Federation of the country you will be visiting, as you may require Visiting Pilot membership.

You may also require an IPPI (International Pilot Proficiency Identification) for non-competition flying, or an FAI card for competing in overseas competitions. (Please note that this is not a form of international membership, but qualification identification only.)

FAI card applications are at the rear of your Operations manual, please complete, sign and forward with \$20.00 fee to the HGFA office.

IPPI card has no application, please forward note with a request for an IPPI along with fee of \$10.00 to the HGFA office.

**If you would like any further information, please contact me during office hours (8.00am – 4.00pm) on 02 6947 2888.**

**Have a great holiday!**

**Margaret**

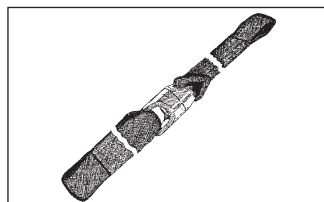
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# 1st FAI World Air Games







# The Aussie Experience

DAVID MILLS

After being “selected” (i.e. two of only seven stupid enough to stick their hands up) and all travel and financial arrangements being finalised, Hamish Barker and I headed for Denizli, Turkey.

## Off to a flying start – not!

Our luggage (3 bags) was weighed down with 6 HGFA T-shirts, our entire sponsorship assistance. The Qantas flight to Singapore went like clockwork. The Turkish Airlines flight via Bangkok to Istanbul not quite. In Bangkok we were asked to remain on the plane for the 1/2 hour stop to collect extra passengers. We taxied off on time. Hamish and I both slept and I half woke a couple of times, each time detecting the usual flight noise (or so I thought). Eventually I woke enough to look out the window only to see tarmac. It turned out that we had been sitting half way to the runway for 3 hours. As a result we missed our connecting flight to Izmir. After eventually arriving in Istanbul, we had to wait in the airport for 4 hours for the next connecting flight.

Finally in Izmir, we went through customs and collected our luggage: 2 bags. Hmmm. All my clothes, flying boots, helmet and radio had gone missing. The airport staff weren't very helpful, but took me to an office to fill out a statement. Meanwhile Hamish had bumped into the US hang gliding team who had a minibus with enough room to take us the rest of the way, as long as I didn't take too long trying to see what could be done about my bag.

240km and 5 hours later (traffic moves slowly in Turkey, which is a good thing considering how they drive) with no clothes, other than what I was wearing and my flying suit, we arrived at our hotel in Pamukkale near Denizli, in central western Turkey. The rest of the team – Andy Kemp, Christy Bishop, Craig Martinson, Deirdre Skillen and Stewart Dennis – were all there, most having arrived a couple of days ago. Not long after dinner I crashed and burned.

## Things are looking up!

The airline had found my luggage! It had been in Izmir all along. They arranged to send it to the airline office in Denizli. My request to send it directly to the Hotel Ergur was ignored.

5 September, at 9:30 we were all bussed off to Honaz Mountain. We were about 25km from Denizli, and to the base of the mountain at 1,200m was a further 15-20km. The trip took about 1 to 1.5 hours with an extra 15 minute stop to wash the bus. To reach the take-off at 2,500m took another 1/2 hour or so. Once at the top, it was very hazy and rather stable.

Andy had lent me some shorts and a T-shirt for the day. Luckily I had carried my instruments in my hand luggage, but had to fly in docksiders, a borrowed helmet and no radio. The task we set ourselves turned out to be similar to 2 tasks set during the comp. Down south to turnpoint M, then onto turnpoint N and landing 11. All up about 65km. Hamish and I flew together, although it was hard to help each other without a radio. We made it close to the first turnpoint at about 25-30km straight line. Hamish got very low on a very small ridge which he was able to soar. I hung around above him hoping he'd find

something. When he didn't, I headed straight towards the turnpoint – a mistake, since there was no lift in the valley.

## Eager helpers

I landed only a few k's away from Hamish. Kids always appeared from everywhere when you landed in Turkey. Usually one of them spoke enough English to ask, “What is your name?” and “Where are you from?” At first, they had a tendency to step on your lines, but quickly learned and were very helpful when packing up. Most wanted to take you home and fill you with food and drink or they wanted you to follow them into town so you could eat and drink while waiting for a bus.

I told them that my friend had landed nearby and I should find him first. One of the kids ran off and returned a few minutes later on a small motorbike. He gave me a lift to where Hamish was similarly surrounded by people. A car had driven into the middle of the field he was in and wanted to give us a lift (in the opposite direction to the way they had been going). Our drivers wanted to know where we were staying. We told them Pamukkale (over 50km away) and they seemed happy to drive us there.

On the way, we spotted the comp bus waiting by the main road and asked to be let off next to it. I went into the service station to buy our kind helpers a drink as thanks. They chatted to the attendant while I was trying to pay and he refused to take my money and they paid for our drinks instead. We were humbled by such a friendly hospitable people and tried to point out all the hang gliders now flying nearby, but apart from nods, points and smiles, communication was impossible.

We had been lucky to land when we did. The wind continued to increase in strength until it was howling.

## And so it begins...

6 September was the first official practice day. Up to Honaz again and today the wind was from the southeast. The SE launch was deemed too small for comp use and no official task was set. I didn't fly and headed for the airline office to pick up my bag. It was closed – but I could see my bag through the window. Still no clothes.

That day we discovered that the bottled water the hotel provided on each table during meals was refilled from the hotel taps! As a consequence more than half the competitors got hit with the dreaded lurchy over the next few days. In our team, only Deirdre and Craig escaped unscathed.

7 September was very windy and the organisers decided to bus people to the other launch site at Cokolez. I wanted my bag, made certain the office would be open, and Russell Read gave me a lift into town to get it. Thanks, Russ.

The official opening ceremony was held that evening. We were all bussed into town under police escort. A parade through town to the local sports stadium followed, where a paramotor flew over and eventually landed in the stadium. Lots of media, speeches from all sorts of people and then the Turkish recording star Mustaffa Sandal was helicoptered in to give a concert. We somehow got the feeling that most of the locals were there for the concert.

We returned to the hotel for a cocktail party. Some excellent Turkish traditional dancing was performed before the party degenerated into “throw everyone into the pool”. Hamish, Kari Castle and I grabbed Denis Pagen and gave him a dunking. Only Stewart escaped dry. (Don't worry, Stewart, your time will come.)





### 1st FAI World Air Games – The Aussie Experience

8 September and our 1st task was a 57km elapsed time race from Honaz via turnpoint K to landing 12. The SE launch was used, the one deemed too small earlier. It was very small, Pilots jostled to get off early and those who didn't had a tough time due to the absence of thermals. This scenario recurred throughout the comp and getting off early was definitely an advantage.

76 pilots made the turnpoint and 3 made it into goal with Hugh Miller (GB) winning the day. Best placed Aussie was Andy (66th) having flown 36.5km. Stewart had made the turnpoint (or so he'd thought) and most of the way to goal, but his photo turned out to be way out of sector and so was arced back to be scored only minimum distance. No other Aussies made the turnpoint.

9 September and Task 2 was a 48km elapsed time race from Honaz via turnpoint M to landing 8. 47 pilots made the turnpoint, 38 went on to make goal. Mark Watts (GB) won the day and best Aussie was yours truly in 57th place.

### Tricky Conditions

10 September's task was set as a 50km race from a start tarp 7km away. Another windy day. Kevin, the Canadian pilot, reserved into launch. A new start tarp was set about 8km downwind of launch with goal just over 50km past that. About one third of the field didn't find the start tarp before being swept downwind with no hope of making it back. Hamish and I were together again. He had found the tarp first and made it on the run, while I had gone past it and had to speedbar back, just making it with 400m to spare. Andy and Christy got to the tarp low, just before us, and landed close to it. I managed to find zeros for a while and was swept 11.5km downwind before landing just 2km short of a large ridge which I could have soared most of the rest of the way.

Hamish made goal, but the day scored very badly since those not making the start tarp were scored as though they had not flown. 53 pilots didn't make the start photo. 19 made it into goal with Spain's Rodriguez Fernandez winning the day. Hamish was in 13th place. Notably the hang gliding task was cancelled due to excessive wind.

11 September was way too windy. Hamish, Deirdre and I played tourists. Pamukkale is a cute little town. We had a look at the local Roman and Greek ruins, built 2,500 years ago – very impressive, admired carpets and I bought a vest for a massive \$6.

12 September was again too windy. The next day was the official rest day for the opening ceremony in Ankara. Each country was allowed one representative at the ceremony but many countries didn't have anyone who wanted to attend, so Andy, Christie and Stewart all got to go – that is, they would have gone if the plane Andy and Christie were on hadn't done a tour of Turkish airports and missed the ceremony altogether. Turkish organisation strikes again.

### Some well-earned R & R

The rest of us were off to Fethiye/Oludeniz for one night. A marathon 8 person game of Black Bitch (Hearts) occupied the 5 hour bus ride. We had a great night.

Oludeniz is a happening little resort in a beautiful area: Incredibly blue seas with 2,000m mountains behind. We had dinner at Harry's, drinks at the Buzzbar, then onto the disco and to bed at 4:00.

13 September started with a lazy morning, leisurely breakfast, then up the hill at 11:00 for a fly. Soon after we got there, it came over the back and we were slow to launch into the mild cycles up the front. Lots of dodgy take offs and flying in leeside conditions. When I'd had enough of boating around near launch, I headed off out to sea with 1,900m of height and flew 7km past the beach with 900m left

Task 1.....

Task 2.....

Task 3.....

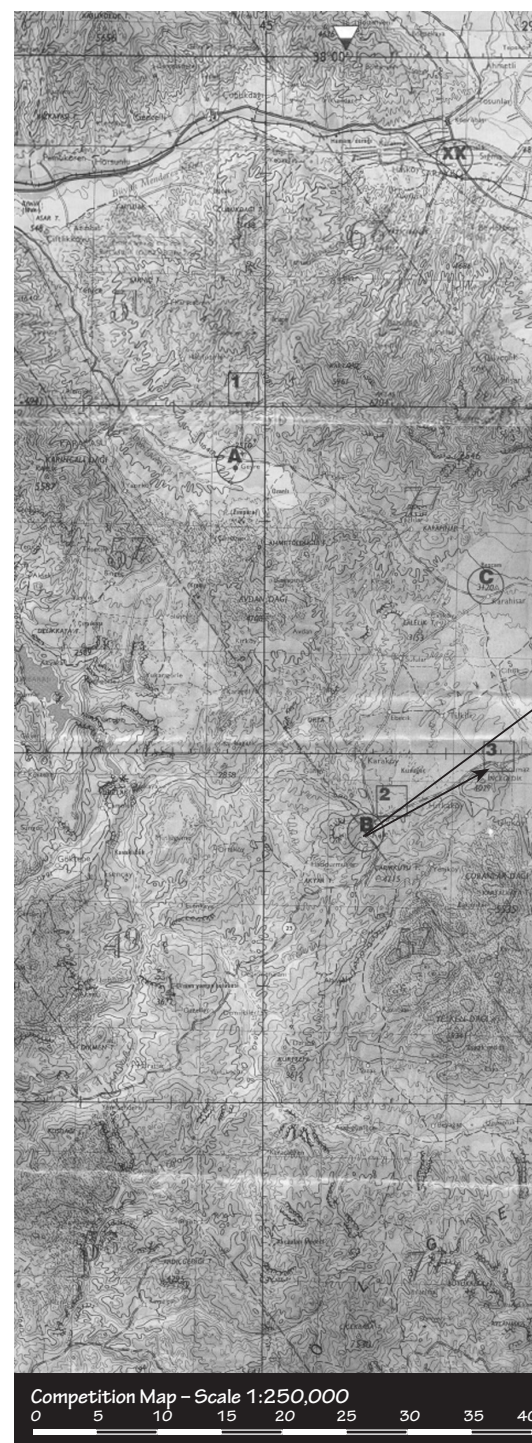
Task 4.....

Task 5.....

Task 6.....

Task 7.....

Task 8.....



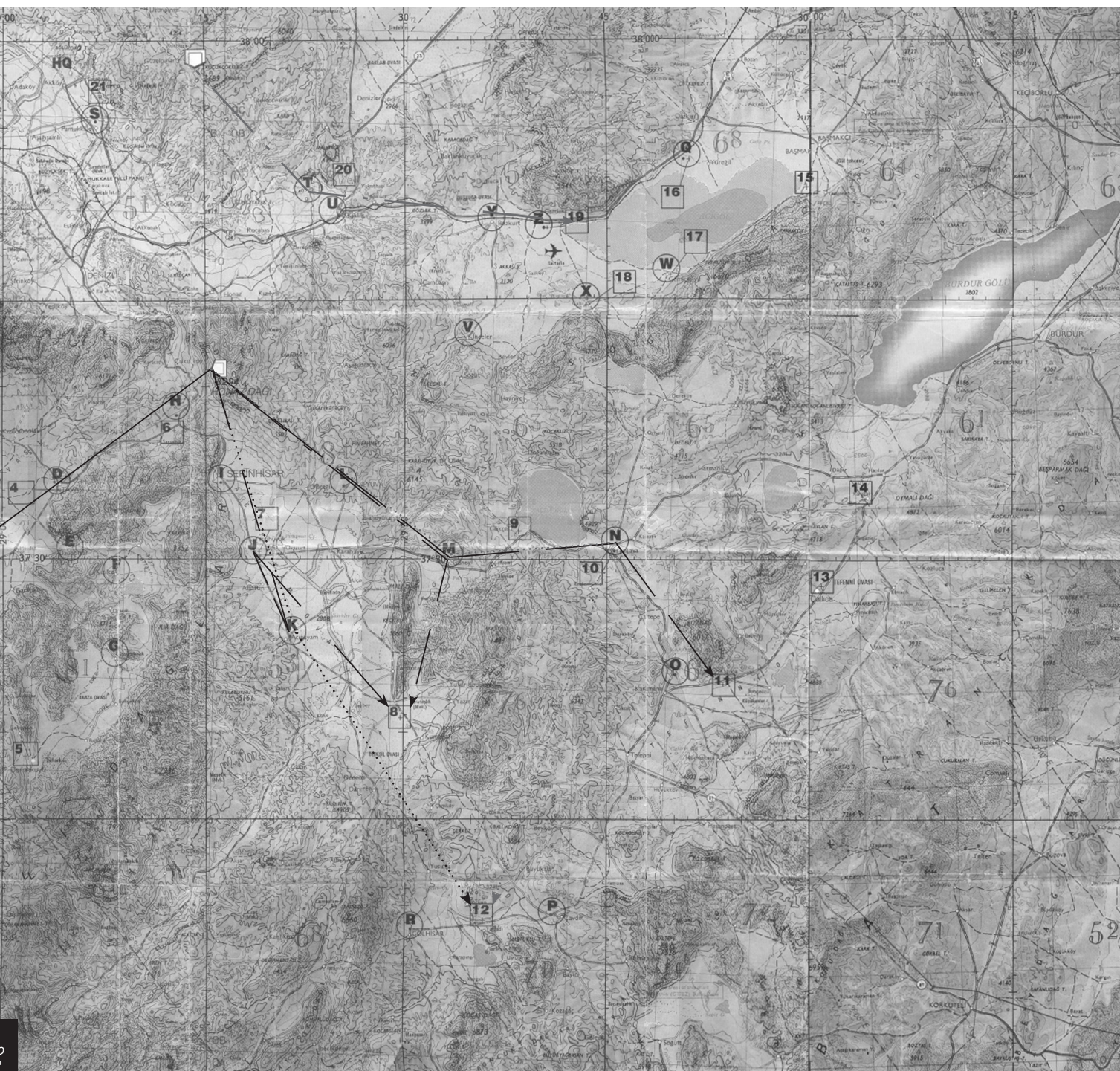
to make it back and spot landed on the pavement between the beach and the town. A lazy afternoon on the beach was followed by the bus trip back to Pamukkale. At midnight we stopped to wash the bus. The Turks are fanatical about washing their vehicles. Almost every day the bus we were on would stop somewhere for a wash.

### Close Call

14 September, and the 4th task was a 68km elapsed time race via turnpoints M and N to landing 11. Kari, who was using our radio frequency, landed hard. She thought she'd broken her leg and was helicoptered out. Luckily, it turned out to be only a bad sprain, but no more flying for her for the week.

102 pilots made the first turnpoint, 72 the second and 37 goal. 95% of the lead gaggle were decked at the 2nd turnpoint (of which I was one). Martin Brunn from Austria won the day and Hamish again made goal to be the highest placed Aussie at 37th.





Craig had also made goal, but had crossed the line so high that no-one had noticed. He tried to lose height to cross again but was a bit hypoxic and sort of got lost and ended up too far downwind to get back to the line. It didn't really matter though since his 2nd turnpoint photo was stuffed due to a camera malfunction.

15 September. Task 5, a 59.4km race via turnpoint B to landing 3. Soon after launching, I was flying alongside 2 other pilots close to my right. The one in the middle suddenly turned left and although I turned as fast as I could to get out of the way, the pilot slammed into the lines on the left side of my canopy. He tangled there for a couple of seconds until his canopy started to deflate and he fell out of my lines and away, leaving a flying suit's zipper as a memento in my brake line. We heard that a pilot had crashed into the hill, but received no more news until later that day.

Our task was a 45km leg into wind and then 12km downwind to goal. Most of us managed to fly reasonably close together and it took

us 3.5 hours to fly about 40km. Some pilots were getting to 4,000m in good thermals.

Hamish, Andy and I made it to a soarable ridge. I crossed a gap where a river came through, expecting it to be soarable on the other side since it faced the same way. No luck, no landing options either. Oops! I followed round the hill hoping for lift or somewhere to land, but didn't find either. A couple of trees found me though. Thankfully, I landed on the ground and my canopy sailed over a second tree onto the ground on the other side. All my lines ended up over the tree which had nasty sharp barbs. A helpful farmer turned up with a machete and together we got the canopy out. It was pinching my conservationist instincts.

Only 3 of the 27 people who made the turnpoint didn't make goal. Patrick Bérod (F) won the day and I was the highest placed Aussie in 43rd place. The organisers had decided to enforce the rule about landing photos having to include the glider number (thus far





## 1st FAI World Air Games – The Aussie Experience

they hadn't) and Hamish was disqualified. He had flown the third farthest of the Aussies for the day.

The pilot who had had the accident was Ukrainian and had suffered a bad collapse which cravatted. He spun for ages before crashing into some rocks on the side of the hill and never appeared to do anything to recover or throw his reserve. Sadly, he died in the helicopter on the way to hospital.

### Wild and Windy

16 September and task 6 was a 60.5km elapsed time race from Honaz via turnpoints K and J to landing 8.

The day shut down early with most pilots never finding a thermal away from the hill. 37 pilots made the 1st turnpoint, many still on their first glide, 15 the 2nd and 2 goal. Swede Tibor Berki won the day and highest placed Aussie was Hamish in 50th place.

17 September. Task 7, a 42.9km elapsed time race from Cokolez via turnpoint T to landing 19.

Again, most pilots never found a thermal away from the hill. 80 made the 1st turnpoint, this was the only day no-one made goal. Hungary's Forgo Szilard won the day, landing just 11km short of goal. Best placed Aussie was again Hamish in 77th place.

18 September was again too windy. The bus had driven off the launch and all the other competitors had left with it. While we were waiting for its return, the wind moderated. Andy, Christy, Hamish and I flew and it was really nice to have the sky to ourselves for a change. Hamish and I tried to fly back to the hotel, Andy and Christy headed south and west. We made it about half way back and managed to hitch straight away. We got a lift to the turn-off to Pamukkale and within a minute of arriving, our bus turned up with Andy and Christy already on board.

Christy had organised a dinner at a local outdoor BBQ place and about 40 or so paragliders from a good spread of countries joined us. Apart from the official engagements and the trip to Oludeniz it was about the only social event during the comp. Crates of beer were drunk and heaps of great food was eaten. The evening was very relaxing and everyone got on really well. Thanks for a great party, Christy.

### Some Strange Decisions

19 September, our 8th task, a 49km race from Honaz via turnpoints M and N to landing 12, was cancelled. The wind was quite strong on the hill and over the back for the launch we had been told to use. When the task committee arrived on launch they found a task already set and their name changed to task "advisory" committee. Most pilots were unhappy about the situation, including the task committee.

The FAI representative, Slato, was encouraging comp director Bekir to stick to the task as set and send the pilots off. A virtual mutiny ensued until Bekir relented and the committee set a new task. When the issues of the wind strength and direction were raised, a pilot asked why we weren't using the launch that faced into wind and the answer from the comp director was, "Because it is too windy there." Jaws dropped at that one, but we managed to convince them to postpone the window opening 2 or 3 times.

The organisers wanted to send a wind dummy off during this delay, but Andy and a couple of other pilots argued that this was crazy given the conditions. Eventually a novice was thrown off about 10 seconds before a large dust devil whipped through. For the next hour he was parked a few hundred meters out from launch with no penetration. Downwind was a narrow valley known to be very dangerous to land in and we all feared for his safety. Luckily the


wind moderated and turned slightly and the window was opened.

This was the first day with any cloud in the area we were flying. Most pilots missed any good lift away from the hill because after only 40 minutes most of the course line was overcast. Gaggles were very large, containing a lot of hang gliders and some paragliders (both groups launched close together and followed a similar course) and only climbed slowly. I had never flown with more than a few hang gliders in the same thermal before, but now I had to share one thermal with more than 50 hang gliders and a dozen or so paragliders.

The wind increased again and the ability to ridge soar and find thermals breaking through the ridge lift was essential. After a couple of hours, I was the only Aussie left in the air, slowly making my way along the course line. The weather had been deteriorating, some areas looked like there was rain.

On his final glide, Peter Brinkeby (S) suffered a large collapse and spiralled into the ground breaking both legs, his elbow, crushing a couple of vertebrae and lacerating his face. The task was then cancelled.

### A Wet Finale

20 September arrived and it was Presentation day. A large dinner was held at the Hotel Ergur, with many local dignitaries, FAI reps, etc. Trophies and prizes were awarded to the top 3 pilots, top 3 women and top 3 teams in both hang gliding and paragliding. Naturally most pilots got thrown in the pool again. 

#### Individual

1	Hugh Miller	GB	4,796
2	Rodriguez Fernandez	E	4,618
3	Martin Brunn	A	4,556
4	Frederic Escriba	F	4,554
5	Mark Watts	GB	4,403
6	Patrick Bérod	F	4,303
7	Jeong Sei Yong	KOR	4,287
8	Peter Brinkeby	S	4,258
9	Carlos Izquierdo	E	4,209
10	Denis Cortella	F	4,070
78	Andrew Kemp	AUS	1,979
79	David Mills	AUS	1,951
82	Hamish Barker	AUS	1,838
95	Christy Bishop	AUS	1,503
102	Craig Martinson	AUS	1,390
111	Stewart Dennis	AUS	1,175
112	Deirdre Skillen	AUS	1,168

#### Team

1	France	F	14,635
2	Spain	E	14,055
3	United Kingdom	GB	14,031
4	Sweden	S	12,827
5	Austria	A	12,881
6	South Africa	SA	12,281
7	Korea	KOR	12,039
8	Hungary	H	11,152
9	Israel	ISR	10,592
10	New Zealand	NZ	9,932
16	Australia	AUS	6,804

I know, we didn't beat New Zealand. :- (



2ND SEASON AND STILL GOING UP!!

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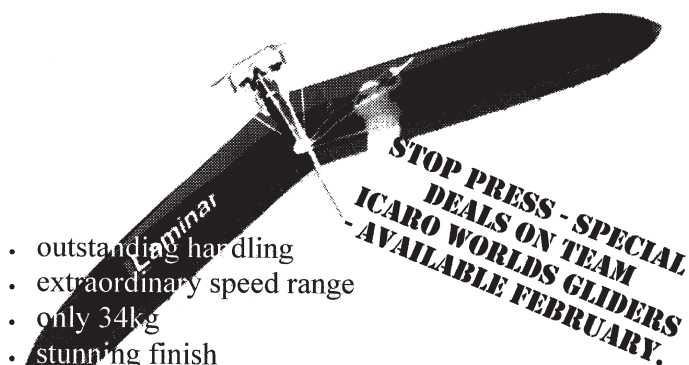
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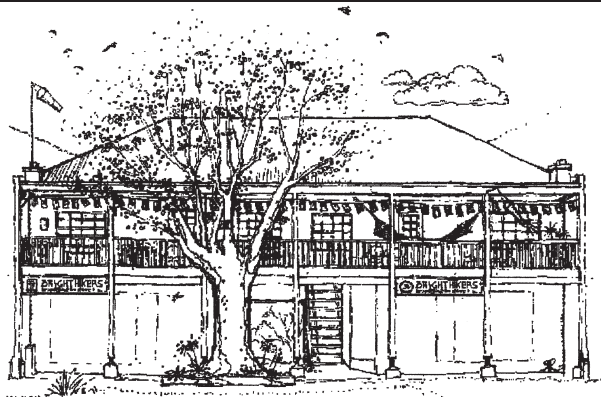
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ring **Steve Blenkinsop** 08 83741080

or e-mail [sblenk@rocketmail.com](mailto:sblenk@rocketmail.com)

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# Competitions & Events

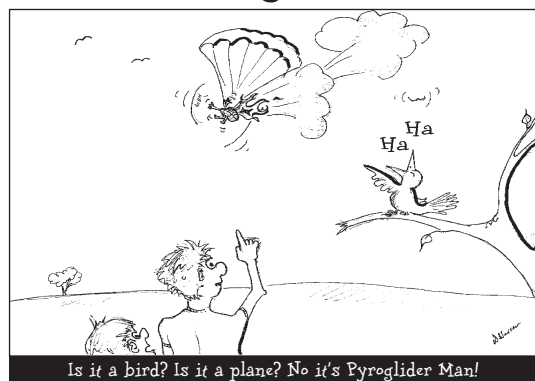
Event	Date	Venue	Details & Entry Requirements	Contact
<b>Australia</b>				
 1998 Hang Gliding Worlds	25 Jan-9 Feb 98	Forbes, NSW	National teams only. Official website at: <a href="http://www.ozemail.com.au/~zupy/index.html">http://www.ozemail.com.au/~zupy/index.html</a>	HGFA office 02 69474328.
 1998 Australian PG Nationals	31 Jan - 7 Feb 98	Bright, VIC	Sanction: A. Practice day: 30 Jan. Requirements: Int PG licence, HGFA m/ship, reserve, certified paraglider, altimeter, UHF radio, camera. Entry fee: \$185 thereafter. 80 places are available.	Cheques to: Karl Texler - Paracomp Karl Texler Jnr, PO Box 428, Bright VIC 3741; ph: 03 57501733, fax: 03 57501004.
 Paragliding World Cup	9-15 Feb 98	Bright, VIC	First PWC held in Australia. Max number of pilots: 120.	Brian Webb 03 57551753.
 Paragliding Flatlands Competition	21-28 Feb 98	Birchip, NW VIC	C-Grade 21-22 Feb WE, continues as B-Grade. Entry fee: WE comp \$40, B-Grade comp \$100. Plan for a 250km flight & lots of PB's in distance & height gains. Entrants need to organise themselves into tow teams. An accessible, fun & safe comp, to encourage newer pilots, as well as challenging the serious comp pilot. Other activities incl. water skiing/tobogganing & evening entertainment. Encouragement awards & Safety Clinics over Lake Tchum. Great opportunity for a week's family camping.	Cheques payable to: Rob Lithgow, Flatlands Account 5/21 Felix Cres, Torquay VIC 3228; ph: 03 52612895. <i>Please let Rob know if you have recreational gear you would like to bring along.</i>
 Manilla Paragliding Open	6-14 Mar 98	Manilla, NSW	A-Grade. Over \$2,000 in prizes plus trophies. Entry fee: \$140 before 6 Feb, \$160 thereafter. Incl. info pack, limited up hill transport, T-shirt, presentation dinner. Limited to 80 pilots, int. with inland exp. Practice day: 6 Mar. Registration: Manilla Town Hall HQ, 8-9pm, 6 Mar.	Godfrey Wenness 02 67856545, fax: 02 67856546. Cheques/MOs: "Manilla Comps", The Mountain, Manilla NSW 2346. Credit card payments accepted.
 Corryong Fun Competition	7-9 Mar 98	Corryong, VIC		David Mills 03 96414490.
 1998 Victorian HG Open	8-14 Mar 1998	Corryong, VIC	B-grade comp for pilots with int rating & inland exp. Entry fee: \$50.	Wesley Hill 018 305943, email: <a href="mailto:wh@numbat.cs.rmit.edu.au">wh@numbat.cs.rmit.edu.au</a>
 NSW HG State Titles 1998	22-29 Mar 98	Manilla, NSW	Registration: 21 Mar at Imperial Hotel, Manilla. Comp runs from 22-28 Mar, Sun 29 is a reserve day. Entry fee: \$120 incl. all films (except back-ups), T-shirt and presentation dinner on Sat 28 Mar (non-competitors can book dinner). Entries limited to 50 pilots rated adv or int with inland exp., UHF radio, parachute & databack camera, GPS is optional. HGFA rules & scoring system applies plus local site rules. Organisers will not provide maps or GPS co-ordinates.	Make cheques out to: NSW HG State Titles Bill Olive, 18 Heshbon St, Gateshead NSW 2290; ph: 02 49213804 (w).
 of Origin 2	Rd 2: 28-29 Mar 98 Rd 3: 10-12 Apr 98	Manilla, NSW	New dates set for Round 2 re-run. Entry fee: \$20. For pilots of all levels. Promoting team flying & introducing new pilots to concept of competition flying.	NSW: Ashley Bennett 0418 111399, QLD: Andrew Horchner 0412 807516.
 Bright Alpine Fly-In	28-29 Mar 98	Bright, VIC	Held at the Porepunkah airfield in the picturesque Buckland valley. All welcome.	Greg Withers 03 57501555 or Don Walpole 03 57535250.
 Mangalore 1998	10-13 Apr 98	Mangalore Airport, VIC	The Sport Aircraft Association of Australia Inc. annual convention & air display. Convention fee: \$20.	E. Crago 03 94824716, fax: 03 94823936 or 03 98982725 (a/h).
 1st Annual Tarago Competition	Easter 98	Tarago, NSW	Tarago is situated nr Goulburn, less than 3 hrs drive from Sydney. The comp is open to all nov, int & adv pilots with tow endorsements. Aero & ground towing will be operated from a huge dry lake bed.	Canberra Hang Gliding Centre Tove & Grant Heaney, ph: 02 48494516.
 "Flatter than the Flatlands"	Easter 98	Birchip, VIC	Briefing: 9am Good Friday. Entry fee: \$50 pp, team entries only. Requirements: Current tow endorsement, altimeter & reserve. Entries open 1 Dec 97. <i>If you have signwriting or graphic art skills &amp; want to be involved, contact Warwick.</i> Official website: <a href="http://radtech.apana.org.au/~warwick">http://radtech.apana.org.au/~warwick</a>	Cheques payable to: Warwick Duncan, 5/121 Northumberland Rd, Pascoe Vale VIC 3044; ph: 03 93068085, email: <a href="mailto:Warwick@radtech.apana.org.au">Warwick@radtech.apana.org.au</a>
 Yea Adventure Fly-in	2-3 May 98	Yea burn airport, Yea, VIC	Saturday night spit roast & entertainment. Fly to the Tank museum. Free bus to town from airport, discount accommodation available & the town is giving discounts to all flyers & families that attend. Call for a fly-in kit.	Peter McLean "The Lore of Flight" 03 57972159.
 National Trike Gathering & Murray Trip '98	28-29 May 98 30 May 98	Wangaratta, VIC	Wangaratta Aerodrome A flight along the Murray to Mildura & north to Broken Hill similar to last year's. We want to fill more rear seats this year, so bring a passenger or tell us and we will.	Tony Dennis 0418 574068, fax 03 57626227.



# Competitions & Events

Event	Date	Venue	Details & Entry Requirements	Contact
<b>Overseas</b>				
 1998 NZ HG Nationals	14-22 Feb 98	Nelson, N of South Island, NZ	Nelson, 400km from Christchurch, has numerous alpine sites. Comp follows on from HG Worlds in Australia. NZHGPA m/ship is required.	Andrew Stirling, 247 Bridge St, Nelson NZ; ph: 64 3 5482959, email: <a href="mailto:stirling@central.co.nz">stirling@central.co.nz</a>
 14th International Venezuela	22-28 Mar 98	La Victoria, Venezuela	Good weather, excellent conditions, good scenery, a lot of airtime & fun. We invite all of you to participate.	Alejandro Riera, <a href="mailto:ariera@etheron.net">ariera@etheron.net</a>
 Internazionali di Volo	9-13 Apr 98	Bassano, Italy		Stefano Salvatore ph: +39 495591198
 Atlantic Coast Championships	26 Apr-2 May 98	Wallaby Ranch, Florida, USA	Aerotowing competition sanctioned Category 2, limited to 60 pilots. Entry fee: US\$275 plus tows at US\$15 each. Tugs & aerotowing equipment (except tow bridles) will be provided. More info on the web at <a href="http://www.justfly.com">http://www.justfly.com</a>	G.W. Meadows <a href="http://www.justfly.com">http://www.justfly.com</a>
 Italian PWC	28 Apr-3 May 98	Monte Cornizzolo, Italy	Max. number of pilots: 150.	PWCA office fax: +33 450 644097, email: <a href="mailto:fescriba@cyberaccess.fr">fescriba@cyberaccess.fr</a>
 UK National Leagues	22-26 May 24-30 June	Mid-Wales, UK Monte Cucco, Italy South East	1st league, places for up to 15 guest pilots. 2nd league, places for up to 50 guest pilots. Final, 15 guest places. Pilots who happen to be in the UK are welcome to enter the 2 domestic legs.	John Aldridge <a href="mailto:HGMeethead@aol.com">HGMeethead@aol.com</a>
 French PWC	16-21 Jun 98	Wales, UK Grand Bormand, France	Max. number of pilots: 150.	PWCA office fax: +33 450 644097, email: <a href="mailto:fescriba@cyberaccess.fr">fescriba@cyberaccess.fr</a>
 US Hang Gliding Nationals	20-27 Jun 98	Dinosaur, Colorado, USA	Time frame allows competitors to compete & still get to the Pre-Worlds in time. HQ will be in Vernal. Entry fee: US\$275 by 1 Mar, US\$325 until 1 Jun, after 1 Jun US\$350. More info on the web at <a href="http://www.justfly.com">http://www.justfly.com</a>	G.W. Meadows <a href="http://www.justfly.com">http://www.justfly.com</a>
 Canadian Nationals & Sun Peaks Speed Gliding	29 Jun-4-6 Jul 98	Sun Peaks Resort, Mt Tod, Canada	Nats Practice day 28 Jun 98. Pilot briefings: 8am at Bento's Day Lodge, beside the main LZ. Speed Gliding practice: 29 Jun- 3 Jul. Prize: US\$1,500. Entry fees: Can\$85 (Nationals), US\$100 (Speed Gliding)	Ian McArthur, <a href="http://www.interactive-ad.com/hangliding/index.htm">www.interactive-ad.com/hangliding/index.htm</a>
 Pre-World HG Championships	3-12 Jul 98	Monte Cucco, Perugia, Italy	Official Registration: 2 Jul 98. One rest day will be given in case of 6 tasks in a row. Prize giving: 12 Jul 98	FIVL <a href="http://www.fivl.it">http://www.fivl.it</a> or FIVL fax: +39 (0) 117528 46.
 Spanish PWC	22-27 Jul 98	Granada, Spain	Max. number of pilots: 150.	PWCA office fax: +33 450 644097, email: <a href="mailto:fescriba@cyberaccess.fr">fescriba@cyberaccess.fr</a>
 European Championships	27 Jul-8 Aug 98	Podbrezova, Slovakia		Dusan Svantner ph: +42 1867 6051483
 Colombian International	Early Aug 98	Roldanillo, Colombia	Three launches, 1,200-2,400m cloudbases, big thermals & no turbulence! Entry fee: US\$100. Retrieval service: US\$50. Accommodation \$6-\$80 pn, transfers from airport at Cali to Roldanillo are free.	Carlos Rizo email: <a href="mailto:arizo@impsat.net.co">arizo@impsat.net.co</a>
 German PWC	4-9 Aug 98	Garmisch-Partenkirchen, Germany	Max. number of pilots: 150.	PWCA office fax: +33 450 644097, email: <a href="mailto:fescriba@cyberaccess.fr">fescriba@cyberaccess.fr</a>
 1998 Women's World Championships	13-23 Aug 98	Dunaújváros Airfield, Hungary	Aerotowing competition, rules now available from the FAI. Entry fee: US\$500, assistants & team leader US\$100. Competitors fee incl. 1 aerotow for each competition day, FAI sanction fee, camping on airfield (toilets & hot water	HGFA 02 69474328 or Hungarian Aeronautical Association, H-1093 Budapest, Lónyai u. 44, ph: +36 12170351

## The continuing Adventures of Pyrogliderman and his trusty sidekick Oil Rag







# Exxtatic!

ROB HIBBERD

**I have now had 5 hours airtime in the Exxtacy, since my first flight on the coast. I had been a little apprehensive about taking off at Scenic, a cliff launch with no bottom landing. I had, however, been reading test reports on the internet and had emailed friends overseas who had their own Exxtacys, so by the time we received ours, I was eager to get it in the air.**

From the first flight, I felt comfortable. The glider was easy to launch and co-ordinated extremely well. I quickly realised how stable the Exxtacy was: Flying fast at cliff height, it wanted to track straight and wake turbulence from other gliders was unnoticeable.

The Exxtacy turns more efficiently with 15 degrees of flap. The flaps are activated with a VB style chord which involves no physical effort to pull on. With the flaps set at 15 degrees the pilot shifts his weight slightly and the hinged control frame activates the spoilers via wires that connect the airframe corners to the spoilers. Once the bank angle has been set, the spoilers drop down and are only activated when more pilot input is necessary to increase or decrease the bank angle. While watching other pilot's on their maiden flights, it appeared to me that making the Exxtacy do an unco-ordinated turn would be a difficult feat.

Landing was very simple, as I had expected in coastal conditions. Being able to land with the full 70 degrees of flap, reducing the glide angle to 5:1, is very comforting. It was as easy as landing an intermediate style hang glider.

My next 3 flights were inland, by foot launched aerotows. Again, launching was as easy as with any other glider. Whilst on tow, the Exxtacy tracks very well behind the tug. Both tug pilots commented that they could not feel the glider on the back and had to look around to check I had not released.

My latest flight was during a club day at the Watagan mountains, a cliff launch inland site. By now I was completely confident that I could handle this type of launch with the Exxtacy. It was an overcast day and didn't look too promising. I was first off the hill, mainly, I think, because the rest of the pilots wanted to see the outcome of my launch. As expected, and much to the surprise of my flying buddies, my launch was perfect. I believe the dihedral keeps the glider very stable, which is a big advantage during take-offs and landings. Once flying, the Exxtacy does not have a tendency to wind in or out.

I was able to stay above the ridge, gliding fast through the sink, slow through the lift. Other gliders dropped below the top where they had to pick up the occasional thermal while I was able to stay on top of them easily, picking out the strongest of the thermals.

Finally I left the ridge leaving the others behind. I found the performance very noticeable, even though no other gliders were near for comparison. The thermals were weak and I was topping out at only 2,500ft and conditions remained the same for about 30km. I headed crosswind for the middle of the valley and clearer skies. The Exxtacy, with its 17:1 glide, performed brilliantly in these conditions. Having hardly flown hang gliders over the last year, I found the glider easy to control with hardly any physical effort. The only input necessary after initiating the bank was pitch.

Later in the day, cloudbase started to lift with an increase in thermal strength. I was able to head straight downwind now, experiencing 1,200fpm thermals. I was using about 15 degrees flap

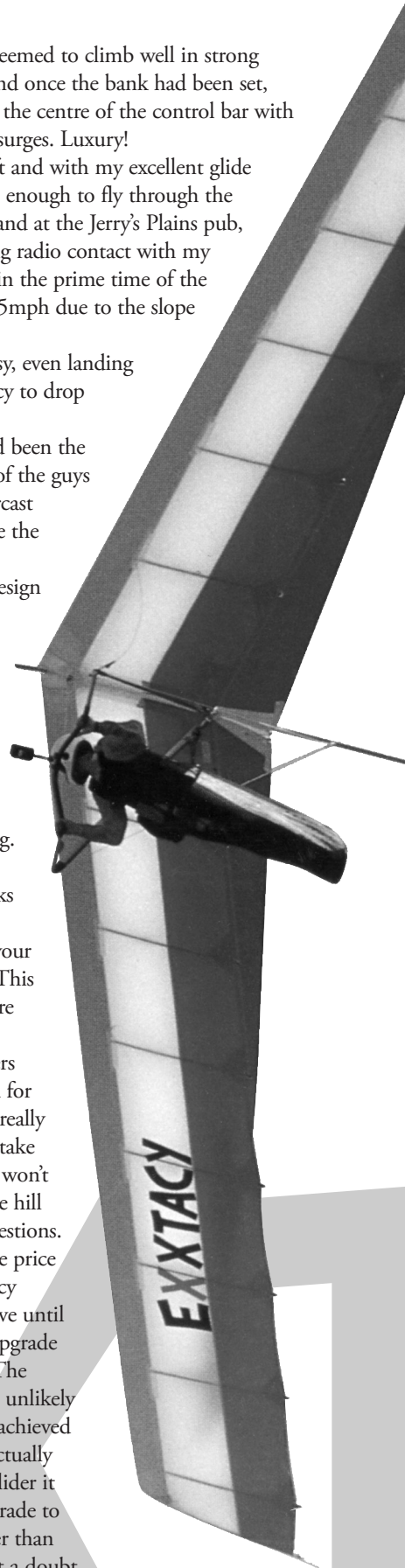
for thermalling and the glider seemed to climb well in strong thermals with no pitch input and once the bank had been set, I was able to position myself at the centre of the control bar with only minor corrections during surges. Luxury!

Now topping out at 6,000ft and with my excellent glide performance, I felt comfortable enough to fly through the weaker thermals. I decided to land at the Jerry's Plains pub, 80km from launch, after loosing radio contact with my ground crew. The landing was in the prime time of the day and slightly crosswind in 15mph due to the slope in the paddock. Flap down to 70 degrees. Again it was too easy, even landing crosswind there was no tendency to drop a tip.

Later I found out that I had been the only one to get away. The rest of the guys and gals got up, but in the overcast conditions they could not make the long glide to the next thermal.

In comparison to current design gliders, the Exxtacy is easier to ground handle. The spoilers activate during ground handling to automatically keep the wings level. Picking it up from sitting on the keel is a little difficult. Statically it is tail heavy, but I did not find this a problem during launching. The overall weight is 39kg and the span is 40ft. The glider looks like a high-tech craft compared to your normal hang glider (and it is). This can all be a little daunting before your first flight, but one very quickly realises that the designers have done their homework and for a hang glider pilot the Exxtacy really is a pussycat to fly. Set up may take a fraction longer, although you won't get the chance to time it, on the hill it draws a crowd and lots of questions.

As at 1 December 1997, the price was \$12,750 (subject to currency fluctuations). It sounds expensive until you consider that most pilots upgrade their glider every 2 to 3 years. The Exxtacy is a rigid wing and it is unlikely that more performance can be achieved in this configuration without actually fairing in the pilot. With this glider it would make more sense to upgrade to a new sail when necessary rather than a complete new glider. Without a doubt, most pilots who manage a test flight will want what the Exxtacy has to offer.







# Exxtacy Impressions

CHRIS JONES  
Extracts from *Skywings* 12/97

The Exxtacy weighs in at 40+kg, and in its bag it looks something like two conventional wings side by side. It is controlled in pitch by weightshift and in roll by spoilers attached to the top surface and activated by weightshifting a conventional A-frame. In addition to spoilers it has flaps on the inner trailing edge of the wing which can be set at 0 to 70 degrees using a cord similar to a VG. This should allow for L/D ratios from 17.5:1 down to 5:1 with the flaps fully extended.

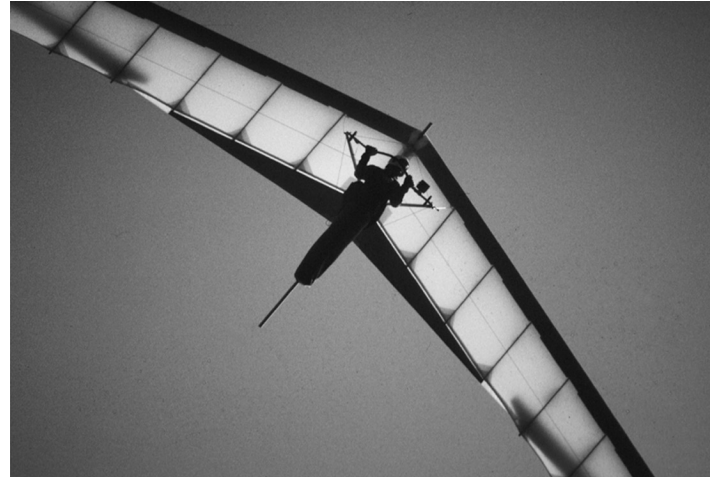
The glider is most easily rigged on its A-frame. Unlike a conventional hang-glider there is very little flex in the sail, so being turned edge-on to the wind doesn't stress the sail to the same degree as a flexwing and the glider sits calmly like this even in a 35km/h blow. From unzipping the bag to final checks takes a few minutes longer than a conventional hang glider, around 20 minutes.

Once rigged, a light breeze lifts the weight of the glider and it becomes easy to carry to launch. In all but the most rowdy of conditions it behaves much better than a flexwing here, as little physical effort is needed to hold the wings level. All that is required is enough sideways movement of the A-frame to mechanically activate the spoilers. For the most part this is taken care of by the glider itself. As a wing lifts, it tightens the control wire, which raises the spoiler, which lowers the wing. With no wind, the full weight of the glider is felt, but even then the small control frames makes it a simple matter to balance the glider on the shoulders.

Launching is no different to normal, but it is recommended that 15 degrees of flap be used. On a tow line the glider is a revelation, it climbs straight as an arrow with none of the yawing usually experienced during winch launches.

Once airborne, shift your weight and it turns, just like hang gliders should, but often don't! There is a degree of slack in the spoiler control wires but I was assured that this is the optimum for the best handling. Turns are easy to co-ordinate, with a little high/low siding required on occasion. No muscle is required to turn, just enough effort to mechanically activate the spoilers. There is no tendency to yaw during normal flight. All this makes for very relaxed flying. I flew it on a few rough days and found that I suffered little of the fatigue felt by other pilots.

The manufacturers claim a sink rate of 150ft/min and in coastal lift it was easy to stay above conventional kingposted hang gliders. In thermals I couldn't say that I found it to climb substantially better than anything else but it does climb as well as anything I've ever flown. Applying a little flap helps improve roll when thermalling, though it is still slower to roll than many hang gliders. Overall it is very easy to turn the glider in towards the lift and by adding a moderate amount of flap the glider becomes very manoeuvrable at surprising low speeds. Rough air was noticed more in pitch than



in roll. The stall was very gentle, the wing tending to parachute rather than drop its nose. The glider has been designed not to spin.

The glider isn't that much faster than the current generation of high performance flexwings, but where it does score is in the glide at those speeds. The manufacturers claim best L/D of 17.5:1 at just over 50km/h. I can't confirm this, but can say that with the optimum flap setting it does glide noticeably better than anything I flew against.

On landing full flaps are employed. For me this is one of the best features of the glider. It lands almost like an intermediate glider. The flaps degrade the glide to between 8 and 5:1. In wind, just pull the bar in and it comes right down. With little or no wind the glider can be slowed down nicely and has a large flare window. Resistance to the flare is quite high but a solid push results in almost no climb and a dead stop. Some pilots have reported a marked yawing tendency with full flaps at speed but I never experienced this.

There is a downside to owning an Exxtacy. The weight and the bulk when de-rigged may put many potential owners off. Then there is the possibility of damage. It has to be treated with much more care than your average flexwing pilot is used to giving his/her wing. The carbon loops at the nose could easily be fatigued if the glider was banged on the ground whilst still in the bag. And those leading edges, whilst exceedingly strong, the profile could easily be punctured if not transported correctly. All these problems are surmountable and minor damage to the leading edge profile is repairable, but if you're not the kind of pilot who looks after your kit this isn't the glider for you. Any substantial repair is probably beyond your average pilot and a qualified dealer should undertake the work.

Although not complex, set-up is critical and a small maladjustment of the nose junction or ribs could adversely affect the handling and safety of the glider.

I believe this glider and others like it will be the future of performance hang gliding. The conventional flexwing will not be superseded totally, but for those pilots who want ease of handling and landing, plus awesome performance without sacrificing the traditional hang gliding "feel", this has to be the way forward.





Commencing on 19 November 1997, the CAO Section 95.8, concerning the operation of hang gliders, paragliders and powered paragliders in Australia was amended by the Civil Aviation Safety Authority. Parts of the explanatory notes and the new amended Section 95.8 are printed below.

### Explanatory Notes

“Exemption from Provisions of the Regulations – Hang Gliders” was amended on 5 November 1997.

**Hang gliders covered by the exemption**  
Previously, only non-power-driven hang gliders were exempted from various requirements of the regulations under section 95.8. Powered paragliders are a recent development and were not previously provided for in the Order. Powered paragliders are foot-launched hang gliders that do not have rigid wings and are powered by a power unit worn on the pilot's back. **CASA considers that it is appropriate for powered paragliders to be flown by members of the Hang Gliding Federation of Australia (HGFA) in accordance with HGFA rules.** The definition of “hang glider” in subsection 2 of section 95.8 has been amended to include powered paragliders.

### Exemption from provisions of the Regulations

The opportunity has been taken to amend the list of regulations from which hang gliders are exempt so that it reflects the current state of the Regulations. Subsection 3 has also been amended so that **some operational regulations from which hang gliders were previously exempt will now apply.** CASA considers that these provisions (concerning prohibited, restricted and danger areas, carriage of firearms, towing, dropping of articles, parachuting, flight under simulated instrument conditions, signals the control of air traffic, air service operations and suspension and cancellation of authorities should apply to hang gliders in the interests of the safety of air navigation.

### Exemptions from provisions of the Act

Under section 20AA of the Act, aircraft operating in Australia are required to be registered under the regulations unless they are foreign registered (previously Part III of the Regulations). Section 95.8 exempted hang gliders from this requirement. The Order inserts a new subsection which makes it clear that, for the purposes

of section 20AA of the Act, **hang gliders do not have to be registered when they are flown in accordance with the conditions set out in the section.**

Under section 20AB of the Act, a person must not perform any duty essential to the operation of an Australian aircraft during flight unless he or she holds an authorisation under the Regulations to perform the duty without holding the authorisation. Under subsection 3A of section 95.8 a person is authorised to fly a hang glider without holding an authorisation if he or she flies it in accordance with the conditions set out in the section. **CASA considers that it is necessary in the interests of the safety of air navigation for an authorisation to be held if a person flying a hang glider makes transmissions on aeronautical frequencies other than VHF frequencies.** The Order inserts a new paragraph 3A.2 which requires a person to hold a flight radiotelephone operator licence if he or she makes transmissions on other than VHF frequencies when flying a hang glider.

### Conditions on exemptions

Previously, hang gliders could not take advantage of the exemptions provided in the section if they flew above 5,000 feet, within 8km of a licensed aerodrome, or within 16km of an aerodrome for which an instrument approach procedure had been prescribed. This is inconsistent with the requirements for sailplanes. CASA is satisfied that there are no safety reasons why hang gliders should not have the same access to airspace as sailplanes. Accordingly, the Order amends the section so that **hang gliders may fly in uncontrolled airspace up to 10,000 feet and more than 8km from a military aerodrome, or in controlled airspace up to 300 feet and more than 16km from a controlled aerodrome.**

The Order has also been amended to clarify that **persons not involved in the operation of an aircraft must be behind the aircraft when the aircraft is preparing to take-off.**

The Order also amends the section to provide limitations on acrobatic flight by hang gliders and to make it clear that the exemptions are only available for private operations and flying training.

The opportunity has also been taken to make the conditions relating to low flying over populous areas and to flight visibility and distance from cloud consistent with recent changes of the Regulations so that hang gliders are subject to the same requirements as other aircraft. There are also a number of amendments to correct obsolete references in the Order.

## Exemptions from

### 1 – Applicability

This Section of the Air Navigation Orders applies to hang gliders used solely in private operations for recreational purposes only and for flying training for the issue of a pilot certificate under this Part.

### 2 – Definitions

In this section:

‘Hang glider’ means a glider, or a powered paraglider, having an empty weight not exceeding 70kg.

‘Empty weight’ means the actual weight of the hang glider in its airborne configuration including all fittings and equipment but excluding recovery or personnel parachutes.

‘Federation’ means the Hang Gliding Federation of Australia.

‘Authorised person’ means a person included in a class of persons appointed under regulation 6 of the Regulations.

‘HGFA Operations Manual’ means a manual acceptable to CASA containing the procedures and instructions necessary to ensure an acceptable level of pilot training and proficiency and the safe conduct of hang gliding operations.

‘powered paraglider’ means an aircraft that:

- (a) is launched by its pilot's feet; and
- (b) does not have rigid wings; and
- (c) is powered by a power unit worn on its pilot's back.

‘Public road’ means a street, road, lane, thoroughfare or place open to, or used by, the public for passage of vehicles.

‘Regulations’ means the Civil Aviation Regulations.

‘Mandatory Broadcast Zone’ means that airspace specified in Aeronautical Information Publication or by Notice to Airmen.

‘Military Control Zone’ means a control zone administered by a military authority and so designated in Aeronautical Information Publication or by Notice to Airmen.

### 3 – Exemptions

3.1 – A person is exempt from compliance with the following provisions of the Regulations while he or she is associated with the flying of a hang glider if he or she complies with the conditions set out in subsection 4:

- (a) Part III;
- (b) Part IV;
- (c) Part IVA;
- (d) Part IVB;



# provisions of the Civil Aviation Regulations – Hang Gliders

- (e) Part 5;
- (f) Part 7;
- (g) Part X (other than regulations 140,143,144,149,150,151,152 and 153);
- (h) paragraphs 166(f)(c),(d),(f)&(g).

## 3A – Licence not required

**3A.1** – For the purposes of paragraph 20AB(1)(b) of the Act, a person is authorised to perform a duty essential to the operation of an aircraft to which this section applies without holding a flight crew licence if he or she complies with the conditions set out in subsection 4.

**3A.2** – In spite of paragraph 3A.1, a person must hold a flight radiotelephone operator licence if he or she makes airborne radio transmissions on an aeronautical frequency other than a VHF frequency.

## 3B – Hang glider not required to be registered

**3B.1** – For the purposes of paragraph 20AA(1)(b) of the Act, a hang glider is not required to be registered under the Regulations when it is flown in accordance with the conditions set out in subsection 4.

## 4 – Conditions

**4.1** – A person shall not act as pilot in command of a hang glider unless he is the holder of a pilot certificate issued by the Federation or he is under the supervision of an instructor approved by the Federation.

**4.2** – A person shall not be issued with a pilot certificate unless he has undergone (as the case requires) the training for and met the requirements applicable to the certificate applied for as specified in the HGFA Operations Manual.

**4.3** – The holder of a pilot certificate is subject to the privileges and limitations specified in the HGFA Operations Manual as being appropriate to the pilot certificate held.

**4.4** – The Federation may suspend, cancel or otherwise vary a pilot certificate but unless the Federation has exercised such power that certificate shall remain in force for the period specified in the HGFA Operations Manual.

**4.5** – A person seeking renewal of a pilot certificate shall apply to the Federation and shall meet the renewal requirements applicable to that certificate as specified in the HGFA Operations Manual.

**4.6** – A hang glider shall be operated in accordance with the rules, regulations and directions made by the Federation for the operation of hang gliders and specified in the HGFA Operations Manual or in any other manual or document of the Federation.

**4.7** – A person must not fly a hang glider:

- (a) at a height in excess of 10,000 feet above mean sea level;
- (b) at a height in excess of 300 feet above ground level unless a serviceable altimeter which meets the standards specified in section 103.3 of the Civil Aviation Orders and set to QNH is carried in a position so as to be easily read by the pilot at all times whilst in flight;
- (c) within an area designated by CASA as an area where the operation of hang gliders would constitute a hazard to other aircraft;
- (d) within 8 kilometres of a military aerodrome;
- (e) in controlled airspace;
  - (i) within 16 kilometres of a controlled aerodrome; or
  - (ii) more than 300 feet above ground level;
- (h) over any city, town or populous area below 1,000 feet above terrain or such a height that the hang glider could land outside the city, town or populous area, whichever is the higher, except that during the launching and landing phase of flight only the requirement to be able to land clear of a city, town or populous area shall apply;
- (i) except as provided for in (j) at a height lower than 100 feet within a horizontal distance of 25 metres from:
  - (i) a public road;
  - (ii) persons other than those persons directly associated with the operation of hang gliders at the launch or landing sites; or
  - (iii) a dwelling except with the permission of the occupier;
- (j) during the launching phase closer than a horizontal distance of 25 metres from persons other than those persons directly associated with the operation of hang gliders unless those other persons are behind a line passing through the launch point at right angles to the intended direction of flight; or
- (k) at any regatta, race meeting or public gathering.

**4.8** – A hang glider to which this section applies shall not be flown:

- (a) at night;

- (b) if the flight visibility during the flight is less than the applicable distance determined by CASA under subregulation 172(2A) of the Regulations, or
- (ba) if the hang glider's vertical distance from cloud is less than the applicable vertical distance determined by CASA under subregulation 172(2A) of the Regulations; or
- (bb) if the hang glider's horizontal distance from cloud is less than the applicable horizontal distance determined by CASA under subregulation 172(2A) of the Regulations; or
- (c) at any height within a military control zone unless the prior approval of the appropriate military authority has been obtained.

**4.9** – Upon the request of an authorised person the owner or operator of a hang glider to which this section applies shall furnish satisfactory evidence that the hang glider meets the weight requirements of this section.

**4.10** – An authorised person shall, at all reasonable times, have access to any hang glider to which this section applies for the purpose of inspecting the hang glider to determine that it meets the weight requirements of this section.

**4.11** – A person must not carry out acrobatic flight in a hang glider over a city, town, populous area, regatta, race meeting or meeting for public games or sports.

**4.12** – A person must not carry out acrobatic flight in a hang glider unless he or she has taken action to ensure that the following requirements are met:

- (a) any loose articles are made secure in the aircraft;
  - (b) each person attached to the aircraft is secured with a correctly adjusted safety harness.
- 4.13** – A person must not fly a hang glider unless:
- (a) the flight is a private operation for recreational purposes; or
  - (b) the flight is for the purpose of flying training.

*Note: Attention is directed to the fact that the exemption granted by this section does not confer on an operator of a hang glider to which this section applies any rights as against the owner or occupier of any land on or over which the operations are conducted, or prejudice in any way the rights and remedies which a person may have in respect of any injury to persons or damage to property caused directly or indirectly by the hang glider.*



# NEWS

## Avian Aerospeed Bar

Wind tunnel tests have shown that this new low drag carbon fibre Aerospeed bar will improve your glide.

Inserted with push pins, the Aerospeed bar has a special hand grips section and is lighter and stronger than a conventional basebar with an integral safety wire. It's warm to hold even in the coldest air. A VG cleat is fitted as standard and landing skids are available for towing or aerotowing and will fit straight on to most gliders, no tools required.

Designed by Ron Richardson of Davron and Steve Elkins of Avian, the Aerospeed bar is available for £249. You can email your order and credit card number to: Davron@btinternet.com (Ph:+44 1689 856723, fax:+44 1689 851823) or Avian@Hanggliding.co.uk (Ph:+44 1433 621308, fax:+44 1433 621753) or visit our web site at Hanggliding.co.uk

*Avian, UK*

## Nova News

Nova now has it's own domain. Have a look at [www.nova-wings.com](http://www.nova-wings.com)

*Hannes Papesh, Nova*

## Important Site Notices

### Permanent closure of "Three Sisters" near Flowerdale, VIC

By the owner's express wish, all flying operations at this site cease immediately. The reason for the closure is the recent paragliding fatality at this site. Please refer to the OPS manager's report for more details.

*Lance Sheppard, SSO Eastern HG Club*

### Corryong area, VIC

*All pilots are requested to contact Wayne Potocky (Corryong Safety Officer) before flying any sites in the Corryong area.*

Complaints received during last year's flying season were:

- Landing among young stock
- Leaving gates open
- Climbing fences
- One crew drove through a sown and irrigated pasture!

Most of these incidents were caused by pilots who were unknown in the area and hadn't bothered to contact anyone first.

*Sites are lost because of such behaviour.*

*Contact me on 02 60771201 prior to flying.* I keep a record of who is flying where (Corryong is a remote area) and explain the do's and don'ts of flying in a rural area. The Tourist Info Centre in Corryong also has my phone number.

*Wayne Potocky (SO)*



The Avian  
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Bar - to glide  
just that little  
bit further...

## Knowledge dispels fear...

### SECURITY in FLIGHT

THE NEW VIDEO BY  
JOCKY SANDERSON

A film to help you recognise and recover from a variety of advanced manoeuvres you might find yourself in during your flight.

By giving you a better understanding of your Paraglider in Flight, this film should help you gain confidence and enhance your flying skills.

Using dynamic Air to Air footage, Jocky Sanderson, one of the world's leading figures in BV flying, talks you through and demonstrates the following manoeuvres...

- Wingovers • Big Ears • B-Lines • Stalls • Deployments
- Symmetric tucks • Asymmetric tucks • Spirals • Spins
- Thermalling • Cravats

Available from: ESCAPE THE BHPA SHOP Tel 0116 261 1322 Fax 0116 261 1323 Email: [escape.adv@dial.pipex.com](mailto:escape.adv@dial.pipex.com)

Cost £20

Special award given by the judges at the International Film Festival

"Security in Flight" for paraglider pilots who want to prepare themselves for an emergency.

## HGFA Competition Committee site

The site contains the new Edition 3 of the Australian Competition Manual (our rules). It does not contain flashy graphics and is relevant to all pilots intending to fly in our competitions. Find it at: <http://users.hunterlink.net.au/~dditl/hgfacc/hgfacc.htm>

*Ian Ladyman*

## FAI Awards and 1998 edition of the Sporting Code

The list of winners of FAI awards for this year, including pictures and details, is now available on the FAI web site, at: [http://www.fai.org/~fai/awards/awards\\_1996/](http://www.fai.org/~fai/awards/awards_1996/)

The 1998 edition of the General Section of the FAI Sporting Code has been published, and can be consulted on the FAI web site at: [http://www.fai.org/~fai/sporting\\_code/scg.html](http://www.fai.org/~fai/sporting_code/scg.html)

## Apco news

*The Silhouette harness* with Cygnus airbag system is the latest addition to Apco's line of protective systems.

The new comp glider *Tigra* replaces the Zen II. Technical data for the Tigra 26: Size 23.5m, span 10.68m, A/R 6.25, pilot weight 85-105kg, root cord 252cm, V-min 23km/h, V-trim 36km/h, V-max 55km/h, Min sink 0.9m/s,

For more information phone 02 42680048, email [erez@onaustralia.com.au](mailto:erez@onaustralia.com.au), [www.apco.demon.co.uk](http://www.apco.demon.co.uk)

*Erez Beker, Apco*

## "Security in Flight" Paragliding Safety Video

Within the first week of its release, "Security in Flight" won a special award at the '97 St Hilaire International Festival of Free Flight, for its cinematography and safety information.

"Security in Flight" is designed to help you recognise and recover from a variety of advanced manoeuvres you might find yourself in during your flights. Using dynamic air-to-air footage, instructor and ex British paragliding National team member, Jocky Sanderson, talks you through and demonstrates the following manoeuvres:

- Wingovers
- Big ears
- B-lines
- Symmetric tucks
- Asymmetric tucks
- Stalls
- Spirals
- Cravats
- Spirals
- Spins
- Thermalling

The price is kept low in order to increase circulation. By watching the video again and again your awareness in controlling the glider will be increased, making our sport safer and therefore more enjoyable. The video is available on PAL, SECAM and NTSC and retails for £20 in the UK.

*For export prices please contact: BHPA (Carolyn), ph: +44 116 2611322, fax: +44 116 2611323, email: [office@bhpa.co.uk](mailto:office@bhpa.co.uk) or Escape (Jocky), ph: +44 17687 71442, fax: +44 17687 74370, email: [escape.adv@dial.pipex.com](mailto:escape.adv@dial.pipex.com)*

*Jocky Sanderson*



## Paragliding World Cup Competition Bright Victoria, 8-15 February

The PWC circuit is a series of paragliding competitions held each year. The venues are in various countries but tend to be focussed in Europe. This will be the first time Australia has played host to this international event.

The Bright PWC follows the Victorian Paragliding Championships (31 Jan-7 Feb) and competition organiser Brian Webb and meet director Karl Texler have spent the past few months putting everything in order to ensure a well run competition.

Practise day is 8 February. The comp kicks off from there with fantastic prizes for the winners and loads of entertainment, spit roasts, rock bands and Aboriginal dancing for the closing party on Saturday, 14 February.

***All spectators and wind dummies are welcome, so come down to Bright to see some truly amazing flying and, above all else, have some fun!***

This International World Cup will include about 130 of the world's best pilots, including ten of Australia's best. The Aussies will have just completed their Nationals and will be battling it out against the rest of the world, racing around the valleys and mountains of Victoria's alpine region.

*Christy Bishop*

## Mangalore 1998

The Sport Aircraft Association of Australia Inc. has organised the Annual Convention and Air Display at Mangalore Airport, VIC, on April 10 to 13, 1998. The convention fee is \$20.

Contact Eleanor Crago ph: 03 94824716 or fax: 03 94823936 or, after hours J. Liddell ph: 03 98982725. ■

## New FAI record

### ***Hang Gliding – Multiplace***

*Straight Distance to a Declared Goal:* 99.2km

*Site:* Walt's Point, CA (USA), 7/7/97, Peter Debellis (USA)

*Hang glider:* Moyes X2

*Previous World Record:* 36.3km (Steve Varden, 12/1/97) ■

### **FAI record attempt**

#### ***Hang Gliding – Feminine (single place)***

*Speed over an out & return course of 100km:* 63.72km/h

*Place:* Australia, 7/1/98, Nikki Hamilton (UK)

*Current World Record:* 24.20km/h (Annelise Müller (CH), HP-AT145, 31/7/92) ■

## WA to hold Australian Nationals in 1999

Provisional approval to hold the Nationals in January 1999 in WA has been granted by the HGFA.

WA's wheat belt area is one of the best air-up places to fly over, criss-crossed by a network of roads, 2-5km apart, with flat terrain somewhat similar to Forbes. As you may have guessed, this is a towing comp, bring ya dolly. Height gains of 10,000ft plus are common along with those 1,000 up cores. Clouds, however, are something we only get to see in magazines or in someone's travel photos – a bit rare you might say. The predominant breezes are E tending SE, but generally light and sciariable. Having said this, we will probably get Northerlies and Westerlies.

The town of Wyalkatchem is an average size WA town (one main street and one pub) situated approximately 170km E of Perth in the heart of the wheatbelt, with a population of about 800 people. Famous for being the first town to handle bulk grain in Australia, but equally famous because nobody knows where the hell the name came from. Its principal industry is wheat/sheep farming and thermal production. The folk are friendly, helped to establish our hang gliding club there and are extremely happy to hold the Nat's.

The town has already started a comps committee to organise

lunch runs, laundry services, a hangie shop and mass breakfasts at the rec' centre. Accommodation has been organised in the adjacent towns, Dowerin and Tammin, within a 35km radius of Wylie. Arrangements are underway to secure cheap glider transport to and from the eastern states and, of course, cheap airfares (though the drive across the Nullabor is a memorable one).

Farmers are willing to pull out fences to give us the perfect comp paddock. As you can see, Wylie wants the Nationals and is going all out to help us get them organised.

As 150 pilots are expected to attend this event, it is especially important to register early. The wheatbelt towns over here are not the same size towns as wheatbelt towns in the Eastern states. A lot more organisation and forward thinking is necessary for accommodation, food, etc. to be laid on for all attending.

Remember, this is outback Australia where the flies are nutritious and the sheep attractive. Things to watch out for: Dust devils, sunburn, snakes, hypoxia, 10,000+ foot days and overindulgence. We hope to organise something special after the comp such as a race across the Nullabor or a ridge race near Eucla.

Entry fee to the '99 Nats in WA will include the T-shirt, prizes, maps and GPS co-ordinates (accurate to 500m). See you all there, it will be fun! ■

## 10,000ft height limit for hang gliders finally ratified

Many years ago the HGFA gained permission to fly up to 5,000ft, but almost immediately realised that with a 10:1 glide, pilots couldn't reach the next thermal when the convection went high. Thus they requested permission up to 10,000ft. This looked like a goer for the "infamous" 11/11/93 airspace changes, as hang gliders were to be treated the same as sailplanes.

After this got canned, the HGFA asked CASA to change their CAO to allow 10,000ft and a few other things, like going within 8km of licensed uncontrolled aerodromes (which their trike pilots were allowed to do already). CASA did the industry consultation thing, got a go-ahead, prepared an amendment to the CAO and waited for somebody to sign it. That was Nov '94 and Directorate of Aviation Safety Reg were supposed to be getting the delegation to sign CAOs in Jan '95. Then came the personnel changes and the Big Split, followed by a Ministerial Direction on consultation. Since we had already consulted this twice it was decided to try to by-pass further consultation. Eventually, after the '96 election (new Minister, etc) the procedural stuff was done and another chance to get bogged down.

Finally, the new CAO was signed a month ago, has now been gazetted and is official. So if you see a hang glider at up to 10,000ft, it is now legal. Like sailplanes, they are encouraged to use radio above 5,000ft and are required to use it within 5NM of RPT aerodromes or in MBZs.

I suggest all the other airspace users give them some encouragement, and to all you RPT guys out there: The sky won't suddenly be full of little moths, but if you do see one or two of them:

- (1) waggle a wing as you flash by so they know they have been seen;
- (2) don't automatically assume they are cowboys; and
- (3) there are some major international competitions later this summer (particularly at Hay and Forbes). Keep an eye out for the NOTAMs. If they're operating at aerodromes with a CTAF, it's likely they will have a ground station monitoring the frequency.

To all the hang glider pilots who read this:

- (1) welcome aboard;
- (2) learn as much as you can about what the other aircraft do (they were there first!); and
- (3) give VHF a go especially near aerodromes.

*Mike Cleaver (works for CASA and flies most things)*



# NEWS

## Gladstone Hang Gliding Club

So far our flying season has continued to provide some good conditions with a goal flight from Miriamvale launch to Baralaba (169km) achieved by Andy. Despite this and his 106km goal flight, he is running 3rd in our new handicap system. Col is holding the top spot with some excellent flying, including an almost 50km triangle and an open distance of 166km, after failing to fly the same goal that Andy flew the day before by only 3km. The 2nd spot is held by our veteran pilot Brian Duffy who flew a personal best 64km goal from Wilson's Strip to Baralaba. The handicap system has opened the competition right up and everyone's in with a chance. Hopefully this will encourage all our members to have a go.

Our club was well represented at the Canungra Classic recently, with four of us competing. They were:

Andrew Atkinson	10th overall	A-Grade
Colin McGrae	25th overall	A-Grade
Paul Barry	29th overall	1st C-Grade
Stephen Gemmell	42nd overall	15th B-Grade

Steve's results would have been much better, but he flew 3 different gliders during the comp, trying to decide which to buy. He settled on an SX6 which he flies well. The Canungra club put on an excellent competition, we all had a great time and the flying was OK too. The four of us had the luxury of two full-time drivers – our thanks to Charlie and Sandy, you couldn't ask for better service than having your driver run (at age 67!) across the paddock to you with a cold beer after you've just landed.

Andy has been teaching 4 students under the guidance of Butch and they are progressing well. It's a huge sacrifice for Andy as he always seems to be teaching when the weather is ideal for inland flying. It's the first new blood we have had in the club for some years, and hopefully we will see a lot more being taught. Thanks to Andy for his efforts.

On the amalgamation front: We had to put it in the too hard basket and simply close down the Capricorn Skyriders. Some of us have had dual membership over the years and it would have been great to amalgamate at least for sentimental reasons. The difficulties arose with our constitution, which would have to be re-written to allow us to remain incorporated. Most of us prefer to fly than go through mountains of paperwork. Many thanks to Geoff and Sandy for their efforts in this area. We now remain the "Gladstone Hang Gliding Club".

*Paul Barry*

## Cairns Hang Gliding Club

The Annual General Meeting last month saw a most interested 17 pilots sharing creatively in the relaxed atmosphere of the upper room the club so kindly provides. The meeting decided each of the office bearers should do another term, they in turn were happy to do this. It was also suggested that each should train others in the club in what they were doing. This would enable newly elected servants to fit more easily into their roles for the coming year.

We were glad Kevin Gilligan was reimbursed by a grant for his last instructors conference. We uphold Kevin as he goes south for further training.

Everyone is benefiting from the good amount of sharing the club provides. Sharing the work also makes it easier for all. The new committee for '98 are Gerry Gerus, Broderick Osborn,

Joe Reys and Kevin Gilligan.

We're also grateful to John McKenry for first punching holes all over the sky with his paraglider then, after he has landed, taking up his pen (sorry, keyboard) and handing on the joy for the rest of us. Your article, note, phone call or other message is most welcomed by the other pilots, especially so if they are ground bound for a while.

## Eungella 97

Congratulations and cheers to Ian Graham for having won A-Grade for the event and North QLD Champion! It must be great to still walk on air even after you've landed. A special thanks for all who entered, shared and transported; not to mention the extended treasure (or trash) trove crew who finally located the official scoring sheet.

### A-Grade

- 1 Ian Graham
- 2 Graham Etherton
- 3 Scott Payten

### North Queensland Championship

- 1 Ian Graham
- 2 Scott Payten
- 3 Graham Etherton

### B-Grade

- 1 Bernie Zwahlen
- 2 Dave Nash
- 3 Ron Huxhagen

Congratulations to Bernie and all other award winners.

*Lance Keough*

## Bright Alpine Trike Fly-in

Held on the weekend of 28/29 March 1998, at the Porepunkah airstrip. 1998 is also the "Mt Buffalo National Park Centenary Year", a great opportunity to visit the park from the air or the ground!

A lot of airfields are hot, dry and dusty, but Porepunkah is an exception. Nestled in the picturesque Buckland valley with the backdrop of Mt Buffalo and only a stone's throw away from Porepunkah and Bright ("Getaways" 5th top holiday destination in Australia), this is a great place to get away from the big smoke and recharge your batteries.

We often get impromptu fly-ins whenever several trikes/aircraft choose to visit on the same weekend. On the Melbourne Cup weekend, a visiting sailplane club (VMFG) brought out their tug and several gliders while about 20 local and visiting trikes did circuits with them. Most of the trikes did a XC flight to Benalla and back on one day and a triangular XC flight around the local valleys on the next day. Wangaratta is also a great XC destination (about 45min away), where you can visit Drages Air-World museum and have a sandwich and capuccino in the café, before the return trip.

So add the dates to your calendar and come along for a great weekend away! For more information contact either Greg Withers on (03) 57501555, Don Walpole on (03) 57535250 or Coach House Travel on 1800 813992.

*Greg Withers, Porepunkah Airfield Committee of Management*

## Murray Trike Trip '98

Plans are well under way to repeat the '97 successful trip along the Murray. A **National Trike gathering** will be held at Wangaratta Aerodrome on the weekend 28/29 May, after which the "Murray Trip" will begin. We're planning to fly along the Murray to Mildura and north to Broken Hill. 21 trikes participated in the '97 trip and as you would have read in the articles, the trip was a fantastic adventure and a great skill and friendship builder. A lot of pilots described it as the best holiday they'd ever had. All we want to do next year is fill more rear seats – so if you are thinking of coming, please bring a passenger or advise us. We have people who would love to come. Interest in the next trip has come from QLD, NT and WA pilots. Contact your nearest MAS School for more details.

*Tony Dennis*



Dynasoarers Hang Gliding Club

“The year that was” for the club. We held our first fly-in on the Labour Day weekend at Flaxman’s Hill. It was well supported with all pilots recording excellent flights down to the Bay of Islands and back to Childers Cove. It was a clear, sunny, 25kt day and Ted Remeika has an excellent video recording of the great day. For those who don’t know the area, it’s like a mini Eucla. Warwick Spratt proved that he is a genetic throw-back from a camel, staying airborne for 6 hours. Mark Willey mastered the art of top landing at a very fast rate. Vicki’s infamous veggie burgers and red wine saw Rod Trevor feeding the fish at the end of the night and the weekend was topped off with some lovely light thermalling at Apollo Bay.

This El Niño year has produced more than our fair share of easterlies with many pilots achieving personal bests. Congratulations are in order for the pilots who achieved the elusive “Winkie to

Below: Airey’s Inlet Lighthouse just before the downwind run to Spion Kop.



Lorne” run for the first time, Peter Greenhill, Warren McDonald and myself. Special mention goes to Steve Kipp, Peter Greenhill and Oliver Bartamus for joining the elite few (12 pilots in fact), who have made the 70 odd kilometres from Winki to Apollo Bay, and myself, for just falling short at Cape Patton. Ted Remeika made it to Cape Patton for the 7th time and to Apollo Bay for the 5th. Tony Hughes and Mark Willey achieved the unofficial record for the greatest height gain over Spion Kop (150ft coastal launch), 3,050ft.

I would like to thank Ted Remeika for all his efforts as the Dynasoarers’ president in ‘97. He instigated the laying of more astro turf at Spion and is working towards acquiring a grant for a launch ramp and viewing gallery. Thanks must also go to our secretary, Tony Hughes, who is the backbone of our club.

Here’s to an excellent flying year in ‘98!

Peter Hannah, President

Below: Eastern view to Airey’s Inlet from Big Hill.

Photos: Peter Hannah



6th Women’s World Hang Gliding Championships

The venue, Hajduszoboszlo, is situated near Debrecen, the capital of Eastern-Hungary, and about 40km from the Rumanian border. Home to 25,000 people, the town is surrounded by the “puszta”, perfect for flatland hang gliding with excellent thermalling conditions, making flights well over 100km a matter of course. Permission to cross the Hungarian-Rumanian border is being arranged.

Hajduszoboszlo is also known as the land of “the boiling gold”, the Lido, a paradise for bathers, is equipped with 11 pools and a great variety of other sporting facilities. It is also a 900 year old European historical, cultural and gastronomic centre.

The airfield is situated on the edge of the town, beside the camping area and a gate to the Lido. It is similar to Dunaujvaros airfield which hosted the ‘96 European Hang Gliding Champs.

From designated points of the field, competitors will be aerotowed behind microlights provided by the organisers. Besides the pilots’ releases no other tow gear need to be provided by the teams. The US\$400 entry fee includes all competition materials, (maps, films, etc.), entry to the official social events and all competition aerotowing. The low cost of the event is due to the hospitality of the hosting town and an overlap of the championships period with the celebration of the foundation of the Hungarian state and other festive events. The WWHC takes place in the busiest part of the tourist season, therefore reservations should be made as early as possible, but no later than 28 February 1998. Please indicate also if you do not intend to participate.

Currently arranged accommodation is a camping area, large enough for all our competitors in their own caravans or tents and just a few steps away from the Lido.

Marton Ordody, ordody@mail.mata.v.hu

Sorry mate!



The man in the centre, wearing a hat, is Garry Wilkins. In a recent article, my computer misspelt his name as Wilson. Others picture are (from left to right): Brett Spencer, Paul Moran, Garry Wilkins, Grant Heaney and Darryl Potts. They were watching Bill Moyes aerotowing at Tarago Flight Park. Incidentally, congrats to Garry for his advanced ticket and 100 hours!

Peter Kestel

Hay Nationals • Stop Press!

1	Guido Gehrmann	D	6,178	6	Mike Barber		5,701
2	Oleg Bondarchuck		6,102	7	Rohan Holtkamp	AUS	5,678
3	Jobst Bäumer	D	5,989	8	David Adams	AUS	5,619
4	Attila Bertok		5,818	9	Mario Alonzi	I	5,536
5	Kraig Coomber	AUS	5,713	10	Allan Barnes	GB	5,280





# Miracles Do Happen!

JERRY FURNELL

*Does your life really flash before your eyes as death approaches? I think not, yet I'm lucky to still be alive. Between motorcycle accidents and near drowning with windsurfers, I've stared hard down the barrel of death and lived on more than 5 occasions. It seems that God/Someone/Mother Nature (take your pick) isn't ready for me yet. Let's call him God.*

God has a great sense of humour and often enjoys a big practical joke. Several years ago, during the annual Easter competition at Mt Widgee, Queensland, I was privileged to be a wind dummy (yes, dummy applies well), for a few days.

The night before the competition, I had a dream. In it I saw myself impaled on a branch. Now most times, I ignore dreams because my previous girlfriend always had nightmares (you would too, if you slept with me) and would often warn me, even beg me, not to fly. The first time I flew after one of these diabolical premonitions, I was all butterflies and nerves and after kissing the ground upon landing, I swaggered over and told her, "See, there was nothing to be scared of!"

After a while, I ignored her doom and gloom dreams and simply flew.

But my own dream had been so vivid: After the first day I was landing out in an unfamiliar paddock, gliding down a gentle slope, my legs brushing through the long grass, when suddenly an old fallen tree loomed up, and heading straight for my groin was the branch of natural castration

techniques. A split second reaction swung my body to the right to avoid a "squeaky voice" ending.

But the dream was to cover the next day too: Dummying again, I thermalled up to 4,500ft. Bored with regular flying, I commenced a mad series of wang manoeuvres leading into the most spectacular loop of my life, but my standard GTR just didn't want to co-operate! At the top of the loop I had an "out in space" experience (very nice, thank you) and went weightless. Hey mum! Look, I just lost 70kg! It was all very clever 'til the undersurface of the wing caught me in its folds. I obviously weighed a whole lot more now that gravity had caught its breath, and with a soul destroying moan, my left wing folded up to wave at the sun. It was at this point that Frank Sinatra

burst into song, "Down and down I go, round and round I go, in a spin, under that old black magic called..."

Calm as a pilot clipped to a red glider, in the middle of a field, facing a glowering bull with a swishing tail, I went about the process of discharging my chute. What happened next was the bit where God had his little joke. The chute opened, then He promptly closed it again. The air from the rapidly spinning, inverted glider was a little turbulent. I watched in horror and dismay as the chute flapped and twisted, and the lines slowly wound up, tighter and tighter, 'til it seemed impossible that the chute would ever open. The odd look down told me that the ground was coming up fast.

Pulling a pen and paper from my pocket I wrote a short note to mum, dad and the dog (they'll have to read it to him, dad that is), then checked if I still had clean underwear on. Then I waited for my life to flash before my eyes... nothing. God, are you trying to tell me that my life counts for nothing? I couldn't think of a single decent promise to make if He would only save my life this one more time. In reality, I was just too busy trying to untangle the damn lines to worry about very much else.

I looked down one last time, and knew impact was imminent. Out loud I said, "Well, God, this is it." No more, no less. The words had no sooner left my mouth when "pop", the impossible happened and the chute opened. I guesstimate I was about 50ft up, a few

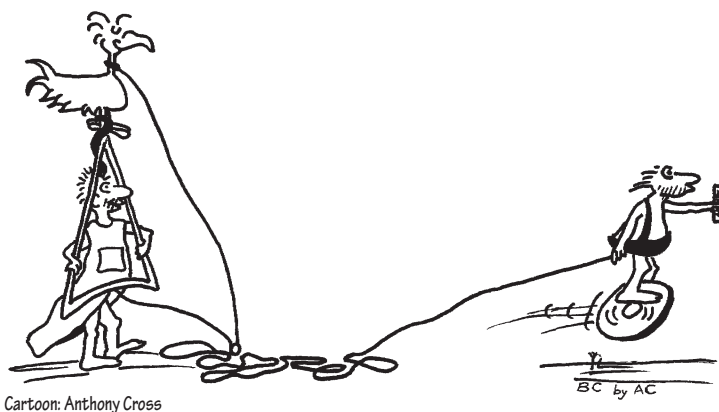
seconds before impact. I'd fallen some 2,000ft with a tangled chute.

Looking back down, I saw that I was about to be impaled for the second time in two days on a wicked looking branch poking up from a large dead old tree. I manage to hit it with my feet before continuing a noisy tree crashing descent to the side of Mt Widgee where I mercifully bumped gently and slid a little way down the face before the wreckage of my

chute and glider brought me to a halt.

Picking myself up from the dirt, I raised my fist at heaven and shouted "That's not funny!", but I bet He was of a different opinion. My guardian angels must have had a field day about the look on my face when the chute opened, "You should have seen the silly goat, he thought his time was up! Ha, Ha, Ha."

I didn't have a cut or a bruise. A big thank you to those who came to my aid. Apologies to those who were upset by my accident. The following day I went surfing, no one would lend me a glider. I wonder why? To top it off, Richard Nevins gave me a right royal bollocking at the next QHGA meeting. Thanks, I'd sooner face God.



Cartoon: Anthony Cross

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# Southerly Change

There has been a worldwide shift to easier and more fun to fly gliders. Both Australian manufacturers have now joined this market and Chris describes the process behind the development of Moyes' Ventura.

CHRIS SALMON

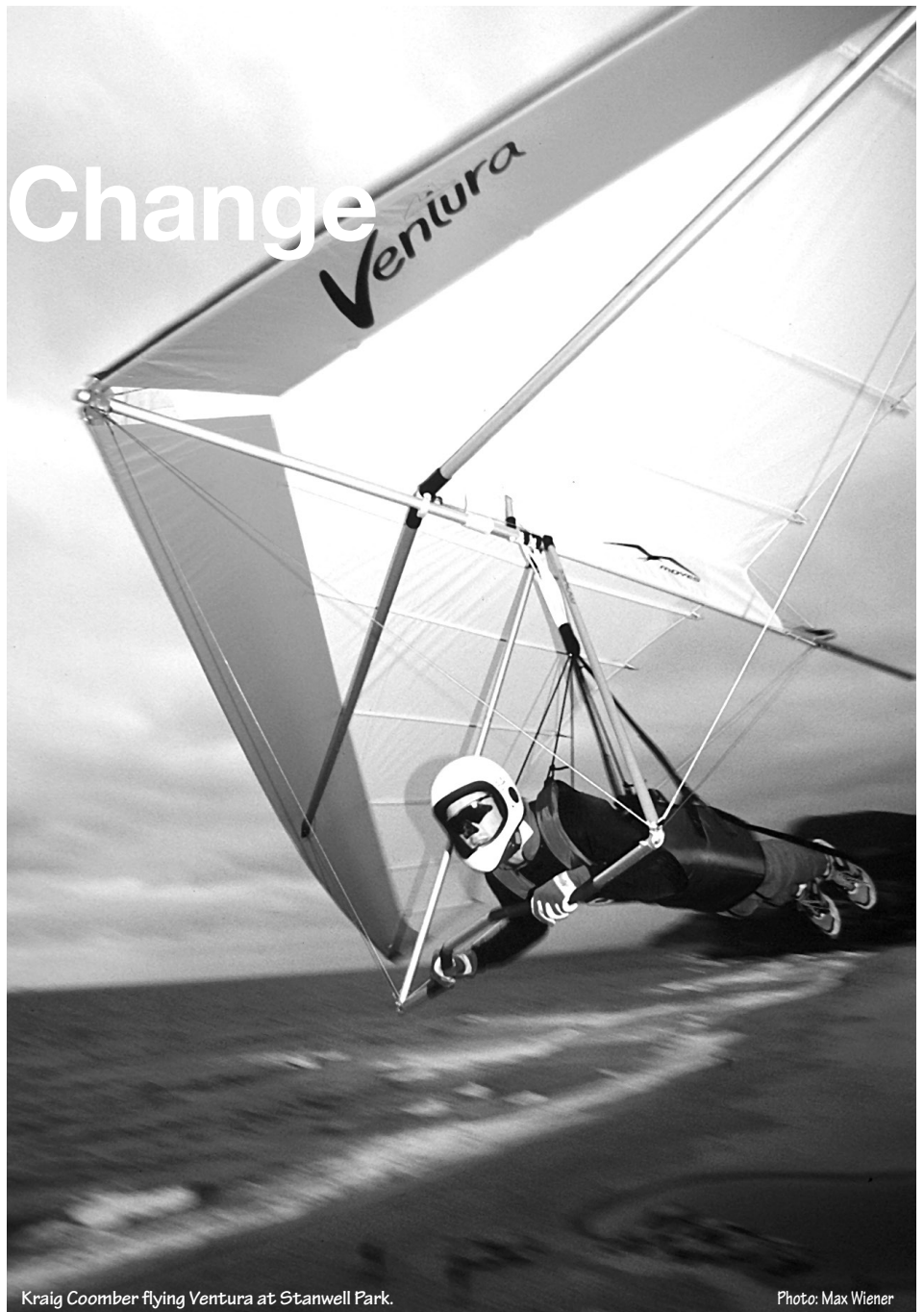
## Declining Growth

The competitive side of hang gliding has dictated the development of gliders since the beginning of competition itself. For three decades, the bulk of Moyes' research and development has been devoted primarily to high performance gliders and with good reason: High performance hang gliders are the most exportable product for any manufacturer. Entry/intermediate gliders are difficult to export in reasonable volume to other countries due to price competition from domestic manufacturers and lack of access to schools within those countries.

Still, the decline in the growth of hang gliding cannot be reversed by the manufacture of high performance wings. Although great leaps and bounds have been made in the last 20 years with regards to design and materials, these advancements haven't been fully translated to entry level gliders. With modern era hang gliding over 30 years old, the "entry level" glider market does not just consist of students entering the sport; it also includes an aging hang gliding population made up of experienced pilots who no longer compete (or never have) and don't need the blistering performance of a high performance glider, or who just want a second glider to enjoy dune-skipping on.

## Pac Air, USA 1994

Kamron Blevins, the main R&D man for Pac Air sent four of his prototype single-surface recreational gliders, the "EZ", to schools in the USA. Their response? We want these! We need these! Unfortunately, due to internal conflicts with Airwave,



Kraig Coomber flying Ventura at Stanwell Park.

Photo: Max Wiener

the launch of the "EZ" never eventuated. The project was shelved.

## Wills Wing, USA 1995

Wills Wing rightly discerned that they'd better quickly push another model in their stable after sales were down on their high performance, highly promoted Ramair. The resulting Falcon Skyfloater was positioned as the glider not only to teach students on, but for experienced pilots to have "fun" on. Schools had been crying out for such a glider and quickly snapped up Wills Wing's recreational steed, made even more palatable by the attractive commissions.

## Skysailor, April 1997

Some of the old guard of the sport in Australia shook their collective heads in dismay when they saw the photo of Larry Jones in Skysailor seated in his new Skyfloater, wearing his trademark thongs and flying blissfully over the South Australian coastline. Their immediate response was that Larry had finally relinquished his remaining marbles. But Larry knew better. When he jumped into his Skyfloater, he wasn't just jumping into a faddish new glider; he was jumping onto a subtle shift in the sport of hang gliding which just might ensure its survival in its purest form.

## HGFA 1997

The HGFA along with the major Australian schools formulated a number of criteria they were seeking in a new entry level glider:



It would have to be easy to set-up, ground handle, launch, fly and land. In terms of pricing, the glider would have to be inexpensive to encourage new students to buy gliders that suit their flying level in order to discourage the practice of buying used high-performance gliders that are cheap but beyond their experience.

Larry's persistent cries of the value of the Skyfloater and the new initiatives of the HGFA slowly started to sink into the craniums of the Australian manufacturers.

The Editor-in-Chief of the British-based "Free Flyer", Harriet Pottinger wrote to the August '97 issue of Cross Country, applauding the HGFA for their pro-active steps in



trying to revitalise the sport in Australia. Having experienced the bureaucratic action of their own organisation, she recognised that Australian pilots were indeed fortunate to have a body devoted to putting so much back into the sport rather than hamstringing it with more red tape. The approach of the HGFA was multifaceted: Promote the sport; instill professionalism into the schools; and get the manufacturers to make more user-friendly gliders.

#### Moyes, California 1997

At Marina Beach on dunes ranging from 4ft to 90ft, big floating gliders frolicked in the afternoon seabreeze. Yes, this was fun! Yes, this was flying! And the whole experience smacked of what had already happened to surfing with the shift from the short radical carve 'em up boards of the 80's back to the longer more cruisey surfboards of the 90's.

Fortuitously for Moyes, they had enlisted the help of ex-Pac Air employees Kamron Blevins and Ken Brown to expand their operations in the USA. Kamron Blevins just happened to mention in passing that he had some prototypes of his "EZ" laying around. And after further work by Steve Moyes, Juan Corral and Kraig Coomber, 6 months later Moyes had the Ventura.

The Ventura was designed to fulfil all the flight and handling objectives as detailed by the HGFA and the Aussie Schools as well as incorporating an edge in performance that the Falcon was not designed to match. The Ventura is slightly heavier due to the use of American tube as opposed to the Swiss tube of the Falcon. To combat the weight, the Ventura's static balance has been enhanced, making ground handling more manageable. The problem with using imported Swiss tube for the relatively small Aussie glider market was the extra cost. Since one of the important objectives was to create an inexpensive glider, the use of Swiss tubing would have elevated the retail price and the cost of spare parts, thus defeating the objective. Also, and perhaps more importantly in the reality of commerce, increased production costs detract from the school's commissions and schools are the most important link in the promotion of entry level gliders. Put simply: For hang gliding to survive, the schools must survive.

#### Australia, 1997

Even before the advent of "Skyfloating", there always has been fun flying in hang gliding as proven by Aussie pilots who are now starting to come out of the closet. One of Australia's top competition pilots, who can't be named, but has the initials KC, tearfully admitted at a CPAOHF meeting ("Comp Pilots Accused of Having Fun") that he regularly flew his old Moyes Mars 150 over the low dunes of (name of site edited to protect the narrow lift band that resides there) and although he was trying to kick the habit, he just couldn't help but hop out there whenever the southerly was howling. It seemed that Larry Jones was not off his "A-Frame" after all.

Improving high performance gliders is extremely necessary for a manufacturer's survival but it does little for the longevity of the sport. The Moyes Ventura aims to fill the space for an inexpensive, easy to fly, safe, reliable and predictable glider. Gliders like the Ventura are worthy steps forward into hang gliding's future – but steps taken via its past.



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Photo: Mark Pugh

# 3 for the Record

GODFREY WENNESS

**Dust devil – a small core of dust laden swirling winds, created by a thermal lifting off in superadiabatic conditions.**

I should be so lucky. The trace for the day looked fast down low. I was on dusty alert. Last chance here, 80 k's out, in good time, but low enough to read the cows' ear tags. End of the paddock, downwind its gotta go. I can feel the ground speed increasing. Woosh – it was the devil sans dust. The glider was getting pulled out to the horizon and rotating in a manner similar to a spiral dive. There was only one thing different here though – I was 50m off the deck and going up at 5m/s. Whoa baby, get back to normal flying mode.

After a minute or so (it was a blur) of serious control inputs the clutches of the devil let go and things settled down to a smooth ride up to base over 2km above. Andrew Pepper was cruising his Shark around a bomb-out paddock – the blue hole before Narrabri had claimed another victim. Never arrive low at the edge of a blue hole, that's a good motto. A fast glide through it and I joined a text book cloud street that stretched N by NW over vast wheat and cotton country.

At 140km the NiMh cells in the GPS got tired of being so cold and gave me the "batt' low, so off I go" signal. The ground speeds hadn't been exciting, but given the super long glides and a quick calc, I knew if I could still be in the air high at 6:30 for a final glide, the record would be mine. The day decayed just after 6 and Moree was just visible to the east. A crappy final glide from only 2,100m with little wind put paid to any hopes of a big one, I thought.

After 5.5 hours, landing on the Gwydir highway at 6:43, it seemed like maybe a 170. The GPS sprung to life – I gave it the command: GOTO BORAH – whirr bang bip: 197km. Bloody beauty! That was the longest distance by an Aussie punter ever. But

damn, I missed my first 200 by a nose hair, and the record by 9km. The next few minutes were spent agonisingly pondering the decisions and "what ifs" while they were still fresh. The biggest "what if" was also the most disappointing and there was absolutely nothing I could have done about it: I'd had students on radio assisted thermalling staying up for over 1.5 hours before I launched. The pain, the pain – my gut turned viciously (even now) at the thought of blowing a dead cert' 230 or 240 that day.

**Cloud street – long lines of cumulus clouds usually formed in parallel rows.**

Next day, 7 November, the trace looked mega ordinary – it was isothermal from 1,500m up, then a distinct hold up at around 2,000m. If it would hit 34°, we'd get 3,000m. Already 1 hour 20 minutes into the day, just 25km from launch at 100m above some little ridges, the 3rd battle to stay up was in progress. Yep, it would be a slow one today, I thought, despite the momentary glimpses of consistent 4m/s near the inversion. Mark Pugh, the pom, had launched 20 minutes earlier and was at base and cruising a cloud street calling out 60's (km/h) to my NW. I couldn't let him get away, I thought – that's damn good speed for 2,500m, but I couldn't risk the jump crosswind to his street.

Scraping through Barraba too low to cross the Nandewars (a poor excuse for a range 600m asl), I knew the flight would end in a few minutes if the bubbles I had been tracking for the last 40 minutes and 15km didn't blast off. They just had too! The first good cu's of the day were just ahead and a street to boot, but the ground was getting closer as the drift took me further up the range. Zig zagging from trigger to trigger (ploughed fields and kaeolite deposits) a few tempting booms heralded the imminent elevator that took me straight to 2,600m. Despite the riskiness of being low, at least I made



## Free Flying

20km whilst waiting for things to go up instead of sitting over the same spot. The next 2 hours were spent dolphining between 2 to 3km up with only one stop for a 20 minute core back to base along the way. My base calc' was accurate to 1m. I laughed as the wisps surrounded me at 3,001m.

I had been turning the GPS on and off this time to save the batteries for the final glide later on. Meanwhile Mark's street had come to a dead end at 80km and on landing he called a "Go for it!" over the radio.

5:40pm back up at 2,400m, this was the last one for sure, 30 minutes earlier than yesterday. Hmmm, maybe there's something still lurking out there. The GPS fired up, locked on, GOTO'd and gave me the news that I was 176km out just before it gave up again! Spewing! I looked ahead and estimated 40km – no, not a chance from here, I would need one more for sure. The first part of the glide was showing 2m/s down – not good. Then suddenly 4m/s down – she's here somewhere. A quick cross, up, then down-wind search and Bingo! A measly 2m/s but with drift, that was all I wanted. It rogered out at 1,700m. A desperate search, but no luck – wasting too much glide height and my 210k point looked different from here. Without an in-flight map I had no idea of exactly where I was. This would need to be a glide from god. It wasn't. Consistent 2 down and I knew it would be all over soon. I stretched it as far as possible in an effort to maybe just break the record. On the deck 6 hours 18 minutes after launch – 204km. Yeay, the first Aussie to break 200 k's, but I

2,500m and 45km into the flight – the first good clouds are 50km away in the distance.



missed the record by just 2km. This time I knew I'd done my best on the day. A quick call to Enda and you can imagine what he said (F..., f..., f..., etc).

Two weeks later the bases had been getting to 3,000m for a while but with no wind up high and plenty of weirdo lapse rates. A few 5- 6 hour flights to practise staying up as long as possible and the odd big 120km triangle attempt. The next day with wind would be it... provided I could be on final at the very end of the day.

**Inversions – A warming (or lesser cooling) of the air with increased altitude resulting in a layer of great stability.**

Just above tree height at Tarpoly, 15km north of Borah, nearly an hour since launch on 24 November. There was a "you beaut" inversion around hill height, but super adiabatic underneath.

I see Mark and Phil Stehli bomb out. Bummer dudes. A few clouds way to the north – it didn't look good. The Tarpoly hole wasn't going to claim me, no way, uh uhh. I knew how to beat it and this time would be a good test. Bubbling along at 30m agl, in something that will turn into a dusty for sure, is like knowing the next bullet in Russian roulette is for you. Nerve racking, to say the least.

After a km of maybe's, the mass of brewing air approached the usual trigger near the homestead. Three of the little buggers lifted off at once. Oh boy, now is the time to

Speed barring to the next 3,000m base at 150km.  
Photos: Godfrey Wenness



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hold this baby together! As it turned out, the whole place went up in multicore madness and short of a few tip tucks, I thermalled outta there to 2,300m with 10km of drift. The next 4.5 hours were the most frustratingly satisfying I've had recently. Occasional big 6m/s up to 2,600m and big 6m/s down to 300m agl – no easy cloud streets, no sit back and relax stuff, just ultra careful course planning, looking a 100k's ahead for some cloud lines, timing every trigger/source a few thermals ahead and watching the Flytec like a hawk for glide angle and speed optimisation.

Every couple of sequences I'd reward myself with a jelly baby. The lift down low was consistently slow and delicate, drifting erratically for the first 1,000m after which it would "boom" to 3m/s – definitely not a Manilla mega-day. To keep going in the face of this slow crud, I kept hearing a Paul Kelly tune that had embedded itself in a brain cell somewhere, "From little things big things come..."

6pm on the dot and 2,500m. The day was still working, but only just. There were still a few scrappy cu's in their twilight phase on course. A 20 minute glide (showing 15-30:1) at 60km/h over heaps of sources and not a blip. Was it over again, just short? Aiming for what turned out to be Crooble station (I fly mapless), Borah was only 150km away and Enda would call it a bomb-out (though he's not flown more than 140km). It felt slow for the hard work over 4.5

hours, I thought.

Last chance for a shot over the airstrip, with the homestead downwind as a trigger. A blip!

"From little things..." and voilà: 2,791m at 6:40pm – now the nerves set in. I knew I could get the record, but not by much – if I make no mistakes. 160km out, 2,700m, glide angle around 20-30. The sun was low and the glide, allowing for decay, told me I'd land at 200. Damn! I

decided to go slightly

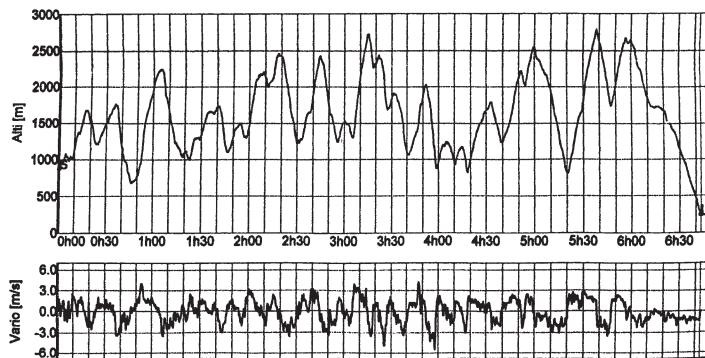
off course and aim for a sole remaining cu a few k's away that looked just like the one I'd left. Ten minutes on – jackpot! Another 800m gain to 2,650m. Now at 184km the figures stacked up – I had it in the bag for sure, probably 215, I thought. Rotating back to cruise position in my trusty old Advance harness, the final glide cut through the air as the sun started its fiery subsidence. A couple of pics at 200 for the fridge. 207 – it was mine, yeehar!

I picked a landing on a road out the front of "Dolgelly" homestead. Sundown, I'm down, 6 hours 42 minutes from the green carpet of Borah my Omega 4 bit the dust at 214km and the new Aussie Open Distance Record. It was also the longest hill launched flight in the southern hemisphere. The folk at the homestead had fed and watered me well by the time Chris, Phil and Derek arrived. By 3:45am we were back at Borah and it finally struck me that I had flown further than any other Aussie on this beautiful continent of ours! 615km in 3 flights – the fun for the season had only begun.



Final approach to 214km.

Photo: Godfrey Wenness



Printout from Godfrey's Flytec showing the barograph trace (top) of the record flight, 24 November 1997.

Come on El Niño there's a 300 lurking in a lapse rate and wind chart somewhere! Maybe by the time this goes to print?

Many thanks to Andrew Pepper, Shannon, Geoff Alston, Phil Stehli, Canungra Chris, the "Dolgelly" Wilkinsons (especially Hamish) and Tom 'n Vic's at Manilla for messages and the best burgers in the world. Godfrey owns Mt Borah and operates Manilla Paragliding and Parafunalia.

## Going for a big one?

Here are a few things I learned from last seasons 5 hour plus flights:

- **Keep up the blood sugars.** I get my jelly babies from Germany, but snakes will do.
- **To do high performance flights you need the latest and best.** Some may say that's bollocks, but I'm sure the extra glide point and speed made these flight possible – the probability of longer flights definitely decreases with lower glide angles and speeds.
- **Know your area.** Not needing to look at the map does wonders for concentration. If you're serious, you won't worry about the easy retrieve.
- **Go for the sources and clouds, not the roads, but do it in safe areas.** The areas I fly are spot on. There's heaps more but hey, I've got to have something to say in the next story...
- **If you drink, you will need to get rid of it.** I don't drink in flight but rather re-hydrate mass volumes the night before.\*

*\* You cannot actually water load because the body is very efficient at getting rid of the excess. In fact, if you are drinking liberally then the concentrating capacity of the kidney tends to be less efficient in the short term but can ramp up when stressed by restricted intake over time. However, it will certainly help if you are not dehydrated at the start of the day, so drinking the night before will not put you ahead, but will put you at the best hydration state possible.*

*It is possible to avoid intake for 6 hours or so, we do that over night. Obviously if the conditions lead to significant dehydration in flight then performance will suffer a great deal. It is probably better to drink small amounts at frequent intervals to match the loss and not produce too much urine.*

*Carrying water is a must so that after the flight one can drink liberally if there is a delay in the pick-up.*

*Trevor Gardner, doctor and hang glider pilot*

**Godfrey's 214km flight still awaits official ratification. The Ed.**



# High Adventure Short Story Competition

Sponsored by High Adventure Airpark

Whoa! Everyone has been rushing to enter at the last minute. Rob Julian enjoys the Portsea scenery, Peter Kestel tosses and turns in his bed, Bernhard Zwahlen is all flustered, Robin Dawson feels on top of the world, Tim Berkkes struggles to keep airborne, Jon Orders makes an impression and Peter Muffet almost spends a night up a tree.

Phew, there you have it, all the last entries for the comp.

## THE PRIZE

THE WINNER will be selected by a panel of judges and is in for a treat: 5 nights and 6 days at the High Adventure Airpark for 2 people. This prize includes accommodation, breakfast, a

rainforest horse ride, 2 days of sailing Eco experience in a 16-foot trimaran, a day of either winch or aerotowing and a microlight introductory flight or transport from and to flying sites in the surrounding area.

The winner will be announced in the next issue of Skysailor.

## A Day Away

ROB JULIAN

*There are three constants in hang gliding: Exhilaration, Frustration and Denis Pagen.*

Frustration? I could write a book about it, but I go to great lengths to avoid it. Saturday was one of those days that could have been frustrating. One of those days where you've got a hundred things to do. Your only wish? That the weather will absolutely rule out any possibility of flying so that you won't end up agonising about it all day. There's nothing worse than pinning up the washing while watching cu's going pop, pop, pop all over the sky.

As it turned out, it was flyable that day, but only down at Portsea, a small coastal site. Let's face it, you'd have to be desperate to want to fly there. That's why I was a little bit surprised when Steve rang: "Hey, it'd be pretty good for Portsea, what d'you reckon?" "Portsea? Why would you want to fly there?" "Oh, I don't know, gets us both out of the house for one. Just an idea. Good forecast... blah, blah, blah..."

Well, I'm not known for my resolve when it comes to doing household chores when I can go flying instead, even if it is somewhere like Portsea. It took a bit of cajoling, but Steve knew me too well. "OK OK, we must both be desperate, but fair enough, I'll see you soon."

So off we went. It's an hour and a half drive to the site, and even talking hang gliding wasn't going to fill in the interval. That's when we got around to Steve's hot new relationship. "How are things going with... what's her name again?" "Sarah. And unfortunately, it isn't going. It's not good, not good at all."

Oh boy! Now it was becoming clear. That's why Steve was so keen to get out of the house, away from the phone. With half an hour left to run, it all tumbled out. The-Ex-Boyfriend-Still-On-The-Scene.



The-Knot-As-Yet-Untangled. The-Gnawing-Unease. The-Slowly-Dawning-Truth. The-Final-Straw. I told him that it wasn't anything a good fly couldn't fix, at least temporarily. "Isn't Portsea a fine site," I lied.

As it turned out, it was a good day. The summer crowds were out enjoying the beach. We rocketed up above them, played around above the dunes and the water, wanged, climbed into the A-frame and generally sky-larked. After an hour or so I was ready to come down.

I saw Steve over near the clubhouse indulging in an old coastal pastime: He'd spotted a couple of love birds canoodling behind the dunes and was slowly flying back and forth, deftly passing his shadow over the top of them. I laughed to myself, thinking it would make him feel better, before setting up my landing approach.

Steve soon followed. He made a good smooth touchdown. As he carried his glider over, instead of wearing his normal grin, he looked like he'd seen a ghost. "You're OK?" "Did you see me passing my shadow over that couple near the clubhouse?" "Yeah, why?" "Well, guess who that was?" I didn't know. "Torvill and Dean," I suggested, "Kylie and Jason. Who?" Steve looked exasperated and an awful thought crossed my mind. Surely not. No way. "It wasn't what's-her-name was it?" Steve's face showed no change, "Sarah." "And that bloke? Her ex?"

Sometimes life can indeed jump up and bite you. It turned out that Steve hadn't realised the awful truth until his final and lowest pass, when their flushed faces finally, turned skywards. Needless to say, it was a long drive home.

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# The Dream and the Reality

PETER KESTEL

*From the first inspiring dream to the advanced pilot. How does it happen and why? How can a mere land-locked mortal end up flying free as an eagle, to then soar endless distances across the country?*

*It turns out that the dream and the reality are at times quite well spaced, however you usually don't have one without the other.*

## *The First Dream*

Lying in your bed, snuggled under a warm doona, you recall that first sight of a glider passing silently above. Your imagination kicks in and you become the pilot, making subtle corrections. You visualise the trees and the houses below and the soft white clouds beckoning. The mountains stretch to the horizon and an eagle is sitting under your wing.

## *The First Reality*

Your instructor is yelling at you to flare. No flare, and you'll pile into the ground and get covered in cow shit. You get proficient at straightening out downtubes, or pulling out thistles and grass seeds from your lines and clothes. The temperature is 30° and the wind is always too strong.

## *The Next Dream*

You have gained your restricted licence and are once again under your doona. You are on take-off, going through the motions, and the wing starts to lift you off the ground. Suddenly the glider lurches back towards the mountain and you're out of control – you're going to crash! What was to be the preparation for peaceful sleep, turns out to be lots of tossing and turning as you manoeuvre the glider safely around.

## *The Next Reality*

After phoning around you can't get anyone to come flying with you. The wind is always too strong. When you eventually do get to take off, it all goes smoothly and you have a short flight, mainly because you're worried about the landing! That goes smoothly too.

## *Another Dream*

You're now an intermediate pilot and you're given a pounding. Wrestling with a strong thermal, you go over the falls and slip sideways at a great rate. At 10,000 feet you're sucked into a large cloud and forget about sleep for a while.

## *And the Reality*

You can't find anyone to go flying with. The wind is too strong. Eventually you take off at a great inland site but you keep losing the light lift and before you can say "vario" you're on the deck. You decide that your glider isn't good enough. There is an inversion at three grand.

## *One More Dream*

You're now an advanced pilot. Your other half is telling you to stop moving and go to sleep. How can one possibly sleep after finding the tenth thermal in a row and you're about to crack that one hundred k's?

## *One More Reality*

You still can't find anyone to go flying with. The wind is still too strong and your partner has moved into the other room. However, you persisted through all the dreams and the realities. You look down to see the trees and houses far below. Looking around from cloudbase, the mountains stretch to the horizon. You hear a loud call and turn to see an eagle pull up under your wing.



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## How Ethel's smelly feet influenced a hang gliding comp

BERNHARD ZWAHLEN

*The last competition for the 1997 North Queensland hang gliding championship at Eungella: The first day was over and competition was fierce with nothing separating the top notch pilots.*

Getting the closest competitor drunk to use the hangover advantage trick was in full swing. Hang glider stories at the bar were coming that thick and blown out that fishermen's lies sounded like reality. Everybody looked forward to the second and last day when everything would be decided.

At 11:30 the window opened and after the normal launch tactics, the field was on its way. It was a straight race to the cricket field at Gargett. More than half the field made it and it became obvious that the best time would be the deciding factor. Most pilots at goal checked the timesheet and tried to work out who'd won.

Packing up, loading the pick-up car and yapping all along to the Pinnacle Pub still happened in a more or less orderly fashion. At the pub, to everybody's disbelief, the

comp director, Ethel, dropped the bomb that he had lost the piece of paper with the times on it. Chaos develop. The pulling apart of the car would have made a drug squad team proud. Back at the cricket pitch it looked like Clean-up-Australia day as every scrap of paper found was turned over. After a while it became obvious that the important document seemed to have vanished for good. Pilots, timekeeper and anybody who felt they could add something half smart, started to make contributions to a new "timesheet".

With this gathered information the comp director and his offside eventually started to feed the computer with information to get

the long awaited result. In the meantime pilots, wives, girlfriends and anybody who was only remotely involved, either had heated discussions or pulled harnesses, packing bags, swags or seat covers apart. Tempers and passions flared as only a few points either way were a deciding factor.

Time passed and eventually the comp director confronted the by now very restless mob and announced that the results and presentation time could start.

The organisers appeared with a table full of trophies and the biggest grins on their faces. This was in stark contrast to the red debacle-strained expressions of pilots and

their followers. The speech started with the display of a rather tatty looking piece of paper and the announcement that the original and much searched timekeeper sheet had been found. Ethel had decided to have a shower before the presentation and when he took his shoes off, he discovered it in there. Laughter, amazement and relief followed as the prizes were given out and everybody agreed that a great comp ended up with an even greater finish.



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Ian Graham, winner at Eungella and overall winner of the North Queensland Champs.



# At the Top

ROBIN DAWSON

***I tried, I really did.*** Some people are destined to be mediocre pilots. I had wanted to get to the stage where I would be able to give Tomas and the other guns a flying lesson. Just once I wanted to fly at the top but I simply wasn't good enough.

I now find myself living and working in Australia's northernmost place, the tip of Cape York Peninsula. There are 3 Aboriginal and 2 Torres Strait Islander communities and a few weeks ago, a couple of the locals saw me for the first time at my local site. The site is quite ordinary, very easy and only a few k's from the tip. The country is pretty flat with trees everywhere and it took many months to find this SE facing hill. 30m take-off, 100m length, on a good day I get 300ft on the altimeter. Jealous? You should be, because the locals have never seen a hang glider before and when I tell them I'm Australia's top pilot they believe me! "He pretty smart dat white pella, he ply aeroplane with no puckin' engine."

Anyway there I was, struggling with the glider on my shoulder up 30m of very soft sand dunes when I chance upon a couple of the locals. "What you doin', pella?" "Oh, hello, I didn't see you there. I'm going flying." "Looks puckin' heavy." "Pucking is. You can help me carry it if you like." They looked at each other. "No."

We get chatting and they watch me set up in awe as the long thing became a wide



Robin flying the top end.

brightly coloured thing. They haven't read my last article in *Skysailor* 'Sometimes I fly like an emu', and don't get the joke. They've never seen an emu – they don't live in the tropics. Revelations about indigenous diversity like this soon bring Smart Alecs like me back down to earth. But today I want to do quite the opposite and put on a good show up in the air.

"I feel like the Wright brothers before their first observed flight," I say out loud as I complete my pre-flight inspection. "What community dey lib in, pella?" A very good

High Adventure  
Competition



question for which I still don't have an answer so I strap in the harness and test the radio. "Hey, you got a wireless! Dat's a plash one." "Yes, it's a UHF radio so I can talk to the ground." They smirk at each other. They knew I was the mental health nurse but couldn't help themselves. "You talk to the ground? You're puckin' mad." "A lot is lost in the translation," I told them.

Sometimes you can't have the last word and that was such a time, so I continued my preparations. "What dat?" "It's a camelbak – so I can have a drink in the air." "Pull of moselle?" "Just water." They agree this was a great waste of an opportunity to drink alcohol. My long suffering assistant helps me with the hang check.

"What dat called?" "That's the basebar. I pull it in if I want to go faster." As soon as I'd said it, I knew

I'd set them up for a joke. "You want to go pasta you buy a red one."

I had a very pleasant flight that day and up high, I secretly giggled to myself. In a few weeks the Wet will be upon us and the winds will be NW. There's a hill facing that direction only 400m from the tip. I don't think anyone has flown it in an unpowered aircraft. I'm known locally as "da plying doctor," but as far as I'm concerned I'm Australia's Top Pilot.



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## Fig Jam

***Have you ever wanted to impress the gun pilots with your flying?*** Draw a crowd with eyes aimed skywards, following your every move? Wanna feel like a legend? All you need to do to make them all "Oooh!" and "Aaah!" is fly continually to the extreme. It's boring floating around nancy-pancy, you want to always speed through the air 20kt faster than the other wooses. Live on the edge. Well, here are my expert tips on gaining satisfaction – you'll never lack for spectators again.

Launches and landings are the best times to flaunt it. Close proximity to the ground means lots of excitement and danger. When tow launching, lean hard to one side, so you're almost at the point of locking out, then straighten with bar to the waist, skim ground, then bar out hard to stall. Don't worry about calling "Stop-stop-stop!", it will eventually be sweet. It will certainly turn heads in your direction and they'll be there next time you get into your rocket. It is important to scream at full volume throughout, someone's bound to have a radio

JON ORDERS

to their ear. If you weak-link and you got to land, bonus! We'll come to that later.

When launching from ridge or cliff, yell something like, "Clear, no, hold, go, hold, clear!" This totally confuses and disorients your helpers and you'll practically decapitate them when you finally do go. Always trip on your run up approach, preferably with leeward wing digging new ramp foundation, go over in a purposely sharp dive to the rocks below. This should even get the most hardened of punters out of their harnesses and to the edge. You'll find this method of attention seeking incredibly satisfying. In the air, thermal right up the other guy's backside, so he can't see you. This causes mega panic and alarm on the radio. To appear fearless, play "chicken" on the ridge whenever possible and flying in rotor will always give you an excuse on how well you handled it.

Upon landing, try nil winds and tailwinds. The conventional method is very dull, so have the VG full on for extra speed, get your

wing up to warp factor 10 if possible, but forget the flare (my favourite). Always scream as your frapping in and for extra effect you might like to fold your arms (it will hurt if you hold on) or wave to the cameras and get copies of the prints. Don't worry, the glider will take most of the damage before you do.

In the past, I've been guilty of committing most of these stunts and with a little overconfidence thought that I didn't make many mistakes. Bullshit. Now my mental attitude to flying has changed and I've progressed with caution and safety because of it. I don't fly to impress anybody but myself. If you wrote down the things you think you're doing wrong, then ask your spectators to tell you what they reckon, chances are you'll hear more you hadn't even thought about. Listen and learn and you'll live a lot longer, have an enjoyable flight, land with a smile and not your heart in your mouth. Fly within your capabilities and most importantly, pull your bloody head in.







# Quantum Leap

TIM BERKES

*With 3 hours of total air time in my log-book, flying a crispy new wing at an unfamiliar site, top landing is not the preferred option, so I headed for the beach.*

Once my heart rate had stabilised after landing, I looked for a place to pack up, still thinking about the flight...

Fitness is not my strong side and walking back up to launch where my car was nearly killed me, but somehow I made it. By this time, everyone had gone (to the pub of course) and only a couple of guys were still standing on the ramp, flying a model glider in the gentle late evening breeze.

I grabbed my drink bottle and sat down on the edge of the ramp to watch the sun go down. I could not help thinking back a few years when the paragliding addiction took hold of me. The year was 1991. A short article on paragliding in the local paper (yes, I read the local paper) coincided with my annual holiday and I booked in for a HGFA licence course in Bright. It was great! I still consider it my best adventure holiday to date.

Oh yes, the first flight off the training hill. How could I forget the feeling of being lifted off the ground, still running flat chat until the voice on the radio said "Stop running now, you're flying!" Not to mention the mandatory landing on the cow pad in the paddock, the grass burns, and so on... After all the usual dramas I was licensed.

I made plans to purchase some gear, but unfortunately some major events involved big dollars departing from my bank account before I had the chance. Paragliding took a back seat for the next 5 years. Now, I'm not a person of hard convictions, but every time I saw a paraglider somewhere, usually when I was on holidays, my heart rate would increase by a few rpm's and I'd get so envious I could have blasted them out of the sky. How dare they do this to me? It was time to consider joining them again.

Here we go again. I booked myself in for a flying skill resuscitation course, this time with a hometown school, MPC. The course was good and I experienced some great coastal soaring for the first time. After the usual formalities, I was licensed again and this time I moved quickly: Ordered some gear and paid for most of it before my wife had a chance to allocate the funds to some renovating project (Sounds familiar?).



Yes, I am still married, but I hear that AIDS (Aircraft Induced Divorce Syndrome) is claiming victims in considerable numbers. I suppose this reflects the view of most pilots, that flying is better than sex.

My new Quantum had a good reputation for new pilots, however the options list was short. Here I am, with a wing with no auto-pilot. Well perhaps that was too much to ask for, but hey, no instant tack and collapse recovery system, no stall warning lights and not even an ejector seat? How's a rookie suppose to aviate?

After my wife sent off the insurance papers, I was set. Then I found that between her weekend work roster and my 2-year old daughter, I would have a difficult hunt for decent flying weather before winter.

No luck. Every time she was off, it was raining cats and dogs or blowing 40kt and, you guessed it, whenever she was working,

it was flyable. Even finding some time to practice ground handling and deployment was difficult. The winter and spring months became agonisingly long while I hung out to challenge the laws of gravity.

Finally the day came. I found myself driving down to the coast with my new wing, looking forward to colossal amounts of fun and excitement. First flight on the new wing... well, exciting it was and scary too, but now I was hooked. The only cure to this addiction is sweet altitude. Now that I had my fix of mid-air recreation for a week, I wondered for how many more adventures my space age fabric flying friend, hiding in a simple backpack, will take me on. One more deep breath of salty air while sitting on the ramp, and I will be on my way home. 



## So why Pig Hill?

PETER MUFFET

*Well it had been a good day already.* A quick fang in the “company jet” to check important aspects of met’, such as wind, temps and cloudbase, then knock off at lunch time. So with scattered tell-tale cu’s dotting an otherwise blue sky and a light easterly flow, it was

a short drive home to pick up “the diver” and out to the dirty Pig.

Heading along the dirt road towards the hill it was obviously on, although getting a bit late for an easterly site. It was mid-week so I wasn’t expecting any company. I couldn’t see any gliders – Phil “the skipig” Robinson must have been very busy! Upon arriving at take-off, I was greeted by the sight of Rambo’s green 4WD machine and the windsock urging a quick set-up. Rambo was nowhere

in sight – conditions must be good if he has disappeared over the horizon! By the time I had set up, however, he appeared from the bush, puffing and panting, having had a sled ride and just missed me for a lift back up. I now had someone at launch at least.

The cycles were consistent and take off at the eastern launch was into a slight breeze at about 4pm. A small deviation left to the northern spur and “beep beep”, just what I wanted to hear! The lift was smooth and still relatively strong for that time of day at around 500 to 600 up. It was like that for the next hour. I thermalled with the resident eagles and had no trouble staying in the air.

By now Rambo had long gone and my car was still on top. I looked for the easiest route to walk up and decided to land at the

base of the northern spur where there was a clearly defined track. It was no problem landing in unfamiliar territory. I found the track easily and started on the steep climb up. The mountains were now casting long shadows toward the Murrumbidgee river and the bush was eerily dark. I began to stride with more purpose and then I heard it!

The distinctive grunt of a big mean razorback pierced the air like a gunshot. Shit, what do I do now? Halfway

up Pig Hill, almost dark and no-one else around. At least I had my radio and there were plenty of trees. I picked up a rock and continued on my way, keeping one eye on the darkening bush and the other on any trees I might be able to scale. Every noise was like a note from the death march and it was with this ringing in my ears and sweat dripping from my brow that I reached the car. I had never been so happy to see it!

So why Pig Hill? Because it’s one of the best sites in Canberra, with abundant thermals, friendly eagles and only 25 minutes drive from Civic. However, if you’re going to sky-out until dark, take a driver with you. Otherwise you might hear Pig Hill grunt!



## HGFA merchandise

Available from the HGFA, PO Box 558, Tumut NSW 2720 Phone: 069 472888 or Fax: 069 474328

- ◆ \$30 Polo shirt with embroidered HGFA logo in white, green & navy (sizes 16 to 22)
- ◆ \$50 Rugby top with embroidered HGFA logo in navy & green (sizes 16 to 22)
- ◆ \$15 Cap with HGFA colour logo green, red, blue or navy
- ◆ \$6 Embroidered badge (no postage fee required)
- ◆ \$1.50 HGFA Car sticker (no postage fee required)
- ◆ \$55 HGFA Hang Gliding Training Video
- ◆ \$10 HGFA Competitions Manual
- ◆ HGFA Towing Manual – No Charge

- ◆ \$15 Beginning Coaching (Australian Sports Commission)
- ◆ \$20 Better Coaching (Australian Sports Commission)
- ◆ \$10 HGFA Operations Manual\*
- ◆ \$15 HGFA Operations Manual Binder\*
- ◆ \$5 HGFA Log Book\*

\* Replacement Prices only – These items are issued free with initial Full Membership

- ◆ \$3.00 POST AND PACKING (Bulk orders sent C.O.D.)





# TRIKE TORQUE

PAUL HAINES



"Rev Heads" at High Adventure Airpark.

Photo: Lee Scott

## Playing Footsie

What other machines, apart from a trike and a billy cart, are steered over the ground using only your feet and not your hands? I can't think of many (any!), and perhaps that is the problem.

Probably the most common trike accident is one involving the nosewheel. This can occur on landing, or simply while taxiing too fast and swerving sharply. If you are a confirmed GA stick and rudder man, you are in the highest risk group, as you have been taught to push the right pedal forward to turn right (What a bizarre idea – every bicycle ever made works the other way! What do you mean, you're meant to keep your hands on the bars – try riding a bicycle using your feet!).

Amongst instructors the phenomenon is well known. My esteemed mate Kevin Magennis has often been quoted as saying "There are only two kinds of trike pilot: those who have rolled a trike over – and those who are going to!"

A strong statement perhaps, but it serves to reinforce the point that you must have the nosewheel dead straight on take off and landing, and also while taxiing, unless you are going very slowly.

Unfortunately for our GA brethren, if a trike is turning left, or is yawed to the left during a crosswind landing, their instinctive reaction is to push the right pedal (for right rudder). As this actually turns the nosewheel of the trike even more to the left, this doubles the error, guaranteeing, at the very least, some really exciting moments as you fight to get all three wheels back on the ground.

### Safe flying in 1998!



*Readers of Tech Topics are advised that the HGFA and Paul Haines do not hold themselves responsible for any of the solutions that may be offered to the problems contained in this bulletin. Any solutions constituting a modification of the aircraft's type approval certificate must be cleared with the manufacturer.*

## Trike Accident/Incident Survey.

Date	No	A/c Type	Licence	Total Hours	Type Hrs	Injury
3/10/97	15	Pegasus & Quantum 582	Pilot	75	52	Minor cuts, abrasions

**Description:** The aircraft was parked on a taxiway outside the hangar. The pilot had permanently mounted the intercom near the hand throttle earlier in the day, and to check for full and free movement of the throttle, the lever was fully pushed open. Later the same day, the pilot got ready for a solo flight, but was unable to start the engine (an electric start model). The pilot then packed up, and just prior to hangaring the trike, one last attempt was made to start the motor, while standing next to the trike on the left side. The motor immediately burst into life at full power, knocking the pilot to the ground and running over him with the left wheel. The pilotless machine accelerated away, clipping the hangar door, a wire fence, and finally wedging itself between a tractor and the rear of the hangar door with the motor still at full revs. The propeller was destroyed and most of the fibreglass damaged, the pilot being lucky to have avoided the rotating propeller.

Date	No	A/c Type	Licence	Total Hours	Type Hrs	Injury
20/9/97	16	Airborne Edge 582	Pilot	153	153	Minor abrasions & lacerations

**Description:** After the pilot had landed and come to a full stop at the end of the runway, a car entered the airstrip and drove towards the trike. The car driver failed to stop and hit the aircraft head on, pushing the machine back 6.1 metres. The ground was slippery at the time, and this accident may end up in court as the car driver was uninsured and the car was unroadworthy.

Date	No	A/c Type	Licence	Total Hours	Type Hrs	Injury
1/10/97	17	Airborne Edge 582	Pilot	237	6	Nil

**Description:** The pilot, who had GA flying experience, was aerotowing hang gliders. The trike had recently needed the front tyre inflating, and the pilot was concerned that it might go flat again. The first take off was aborted due to a weak link break, and during the second attempt, the acceleration seemed a little slow.

The pilot looked down at the suspect tyre, and on looking up again found himself veering left off the runway. His instinctive (GA) reaction was to apply right foot (right rudder!) which unfortunately doubled the error, swinging the trike left, hitting a ditch and turning the trike over. Damage to the machine was extensive.

### Comments:

An unusual collection of accidents. One can only wonder at the accident involving a car, although reading the Xmas road toll (61 as I write this), maybe not. Perhaps all pilots should shout more loudly that flying is safer than driving. Maybe there is a good case for compulsory professional car driver training and a tougher driving test. I'm sure every pedal cyclist and motorcyclist would agree.



# Never trust an Irishman

MARK PUGH

Above: Great clouds over Borah.  
Below: Keepit dam (top) and thermalling with sailplanes (bottom).  
Right: A local takes me to base.  
Photos: Mark Pugh



During a recent flight from Mt Borah, Enda Murphy bombed out after 30km at the Boggabri Gap. In Manilla, any flight under 50km is classed as a bomb-out, as there have been four separate flights of over 166km since last November.

The rest of the paragliders in the air had split up and gone their separate ways, but I also got very low at the gap. Then Enda called out over the radio, "Mark, keep going straight and you'll hit the same spot where Paul Cox got up half an hour ago." Sure enough, I hit a wall of rising air and went into core search mode when once again a voice came on the radio, "That's it, you've got it, core the sucker."

Unfortunately with ever widening circles, I realised it must have just been a bubble and I was now lucky to find zero's and slowly got lower. Back on the UHF, Enda told me that a big dust devil was in his field and I could glide to it. I asked for directions as I hadn't seen him on the ground yet and he told me to go straight ahead on a glide from where I was: "You can't miss it."

The large paddock looked promising, it was in the sun, cut down to stubble, with a row of trees on the downwind side. I left the zero's and rushed into the indicated direction, thinking that Enda wasn't such a bad guy after all, it couldn't be true what everyone said about him.

Two minutes later I was on the ground with Enda's voice still coming over the radio saying, "That's it, you've got it!" I informed him that I was on the deck and he replied, "Oh, it must be Phil Stehli I've been watching, he flies a Sector too,...sorry!" Cheers, mate.







**A**s I write this report I am staying in Bright, Victoria with my two sons. Matthew has recently gained his Restricted

Hang Gliding Certificate and is enjoying flying the NE Victorian sites (other than Mt Buffalo, of course). I find myself worrying more about my younger son, Levi, riding his mountain bike off the sites, than I do about Matt in the air – dangerous sport that mountain biking.

## Paragliding Fatality

The first Australian paragliding fatality occurred last November. There were no witnesses to the accident as the intermediate pilot was flying alone at the “Three Sisters” site north of Melbourne. He died on impact when he apparently encountered turbulence at low level and impacted the hill downwind. The wind was off the face of the slope and it appears that he was either attempting to land or was caught in the lee of one of spurs that run down the face.

## Teach Yourself

Recently a pilot sold a paraglider to a young guy. When doing so he gave him a quick lesson in deploying the canopy and told him to get some lessons from a qualified instructor. The purchaser booked a training course but in the meantime decided to get out the canopy and practice deployments. It was a gusty day and it was not long before a gust picked him up and slammed him onto his side, seriously breaking his shoulder. He has now decided that after the three months recovery period from his injury he will give the sport a big miss.

A similar incident occurred when an intermediate pilot decided to give his mates a taste of hang gliding. They went down to the local sports oval and proceeded to run around the oval with a rope on either side wire. As the “student” was planning to only get a few feet off the ground, he declined the offer of a helmet. A gust front hit from an approaching storm and the guys on the side wires could not hold onto the glider as it was flipped backwards. The “pilot” hit the ground on his side and suffered very serious head injuries, a broken pelvis and collapsed lung. At last report he was still in a serious condition in hospital. The lessons here are obvious. Among other things, our instructors learn to assess weather conditions and ensure that safe training can be conducted. These two incidents reinforce the need to be taught by an accredited instructor – in appropriate weather conditions.

# OPERATIONS

## Safety Equipment

During a recent Safety Officer Workshop the subject of emergency equipment came up. Opinions varied as to where to start and where to stop when it comes to carrying safety equipment.

Some basic recommendations we came up with (other than the obligatory helmet and protective footwear) were:

If towing, or flying on the coast – always carry a readily accessible hook knife. If flying cross country and likely to be out-landing, carry: A roll of dental floss – invaluable in event of a tree landing. Dental floss is strong enough to be lowered by the stranded pilot to hoist up a rope. It can save a lot of time and added risk by removing the need for a rescuer having to climb the tree. A signal mirror – if landing in a remote location a signal mirror can be used to alert searchers. Matches or a lighter – if out-landing can be used to light a signal fire or to keep you warm if you are stranded overnight (bearing in mind that the fire would need to be monitored to ensure that it does not spread).

If you are flying in very remote and scarcely populated areas it is worth considering purchasing an emergency locator transmitter (ELT). ELTs are mandatory for most general aviation (GA) aircraft in Australia. There are small portable ELTs now available for several hundred dollars. In an emergency the ELT can be activated to initiate an air search and rescue operation. An ELT uses a VHF frequency which is regularly monitored by GA aircraft. Procedures for carriage and use of ELTs can be found in ERSa (Enroute Supplement Australia).

## Harnesses and Parachutes

I have heard of some rather frightening occurrences during club parachute re-pack nights. One report was of a pilot hanging in his pod style hang gliding harness for a “dummy deployment”; an assistant was simulating turbulence by moving the harness into various angles. The assistant raised the “boot” of the harness and the pilot literally fell out of the front of the harness! The “pilot” commented that he had noticed that the rope from the shoulder padding to the centre ring of the harness was worn but he had not got around to replacing it. Obviously if you have a pod harness, or any harness that relies on suspension ropes rather than webbing, such ropes must be frequently checked and replaced if any sign of wear is detected. Free falling out the front of your harness would certainly spoil your day.

Parachute nights have brought other problems to light, such as: one pilot could not get the

parachute out of the stowage compartment of the harness; several others got the ‘chute out but it took several minutes; another threw the ‘chute and the tangled mess of lines that resulted would certainly never have saved him; parachutes were found to have rotted from long term damp; parachute bridles were found to be seriously weakened from UV exposure; parachutes were found to be scuffed from sand penetrating the storage bag.

Practice in throwing the ‘chute is a valuable exercise. It should be done on the ground, in still wind conditions. I recall one pilot throwing his parachute on a beach which resulted in he and two of his mates being dragged off the beach, up a slope and into the rotor before they could collapse the canopy. Bear in mind that the parachute must then be repacked in accordance with the manufacturers requirements. Check your gear – if you are at all uncertain as to maintenance requirements for either harness or parachute, consult the manufacturer.

## Accidents

### No 1

<i>Pilot:</i>	Advanced Pilot
<i>Experience:</i>	800 hours
<i>Aircraft:</i>	Advanced Hang Glider
<i>Pilot Injury:</i>	Minor concussion
<i>Aircraft Damage:</i>	Broken leading edge, broken crossbar, broken keel, small tear in sail
<i>Weather:</i>	0-5kt, minor turbulence
<i>Location:</i>	Inland thermal/soaring site

### Description by the pilot:

After soaring for about fifteen minutes I lost height and resigned to landing in the bottom paddock at 200ft agl. The landing paddock is placed on the opposite side of the valley, slopes up at 30 degrees towards the East, and is about 100 metres long. I noticed that the streamer was indicating 2kt from the North, or across the paddock. I resolved to approach the landing field from the SW, and banked to the right to adjust my approach angle, dropping into hang. I lost a lot of height on the turn to final, and realised that I would not make the nearest edge of the paddock. My glide now brought me in direct line with a powerline running directly across my path. The powerline was insulated, and consisted of a single strand running 15ft above the ground. My height was now about 60ft, and I decided to make a 60 degree left turn to avoid the powerline. I felt my turn was insufficient to guarantee avoiding the powerline, so I altered track again, by another 20 degrees. At this point I was at about 30ft. The new track brought me in line with a 20ft high tree, and I

# MANAGERS' REPORT

realised, too late, that I would not make it cleanly over the tree. I just had time to flare into the top of the tree. I don't remember the time between hitting the tree and landing on the ground on the other side, but the description from other pilots filled this in. The pilots on the launch said that the glider hit the top of the tree, dropping the starboard wing as it carried on over the tree. The port wing remained on the tree long enough for the glider to yaw 45 degrees to the left. The glider appeared to fall out of the tree onto the starboard wing, which broke in two places. The nose and base bar hit the ground next. I remember gaining consciousness on the ground, an indeterminate period after impacting.

## Comments:

Following are a few of things which the pilot says contributed to this accident:

1. Unfamiliarity with the landing area and surrounds. I had only landed here once before, and had not studied the area surrounding the landing field, not even noticing the powerline until I was almost upon it.
2. Too much deviation from the flight plan. The outcome would probably have been better if I had continued on the same path, and landed under the powerlines, or avoided making that last turn, which took me into unknown territory.
3. Too little planning before the final approach. I should have had a contingency plan for landing short a lot earlier.
4. Neglecting to realise that a 2kt crosswind in the landing paddock would have made very little difference to an uphill landing, and that I could have continued on the original approach.

## No 2

**Pilot:** Intermediate PG Pilot  
**Experience:** 93 hours  
**Aircraft:** Intermediate paraglider  
**Pilot Injury:** Nil  
**Aircraft Damage:** Nil  
**Weather:** Light wind at launch  
**Location:** Coastal soaring site

## Description:

Soon after launching the wind began to increase. The pilot was enjoying the added height he was getting and neglected to watch the wind on the water. He noticed other pilots heading down to land so he headed out to sea and used "big ears", speed system and "B" line stall to lose height. He finally got down onto low cliffs behind the beach, but then found that he could not make headway into the wind; he applied "big ears" and speed system but found

that he was heading to land

on houses in front of the main ridge. He slowed the glider and was blown backwards, up and over the ridge, over powerlines and behind the site. He was now over forest, facing into wind and still going backwards. He approached a house and headed for the back yard. Prior to getting into the yard he encountered severe rotor and a partial collapse, he applied brake to counter the collapse and headed for a gap between some trees. As he approached the ground he was turned toward a tree, quickly flared and grabbed the tree. The canopy was blown clear of the tree and threatened to drag him out of the tree to the ground 20ft below. He released the canopy and waited until rescuers arrived with a rope.

## Comments:

The pilot now carries dental floss in his harness and is very watchful for changes in weather conditions. He said he has never flown so fast in his paraglider – especially backwards!

## No 3

**Pilot:** Advanced Pilot  
**Experience:** 600 hours  
**Aircraft:** High performance hang glider  
**Pilot Injury:** Sprained ankle  
**Aircraft Damage:** Broken keel, both inner leading edges, RH crossbar, battens; sail damage  
**Weather:** 15kt wind, strong turbulence  
**Location:** Inland soaring site

## Description:

After flying for a short time in strong, rough thermals, the pilot was at about 2,000ft agl and circling over forest in a 45 degree bank and climbing, the inside wing dropped suddenly and the glider side slipped vertically for about a second; the wing then tucked under and though he had a strong grip on the bar, the pilot was thrown into the sail. The glider immediately broke and went into a violent spin with great centrifugal force. The pilot assessed the situation and after around six seconds at about 1,000ft agl, threw his reserve. It opened after about three seconds with a severe jolt and the spinning slowed enough to allow the pilot to radio for help. The rate of descent was still very fast as the pilot hit the trees and lodged in the forest canopy about 50ft above the ground. He was rescued after ground crew arrived 40 minutes later and climbed the tree.

## Comments:

The combination of strong lift and strong wind can result in extreme turbulence. On such days it can be better to forget flying – it is

always better to be on the ground wishing you were up there than being up there wishing you were on the ground. An inspection of the glider by the manufacturer concluded that the pilot's body hitting the keel caused it to break first, the rest of the glider then folded, allowing the pilot to fall behind the rear of the glider. As the glider spun there was no control frame near the pilot which allowed him to readily throw the 'chute free of the wreckage. The pilot said that had he had some dental floss in his harness it would have saved him at least half an hour in the tree.

## No 4

**Pilot:** Intermediate Pilot  
**Experience:** 80 hours  
**Aircraft:** High performance hang glider  
**Pilot Injury:** Fractured lower arm, fractured lower leg, facial lacerations  
**Aircraft Damage:** Total – major airframe and sail damage  
**Weather:** 10-15kt wind, moderate turbulence  
**Location:** Inland soaring site, cliff launch

## Description:

Launch at this site is very rough in moderate or crosswinds, both prevailed. After some hesitation the pilot commenced the launch run with a wing down and an inadequate run. As the glider left the ground it turned left and impacted the cliff face, then tumbled 100ft to level ground below. After assessing and stabilising the pilot's injuries a rescue helicopter was called.

## Comments:

Cliff launches must be approached with extreme caution, particularly in turbulent conditions. An aggressive, controlled launch technique is vital. The pilot's helmet suffered multiple cracks in the accident. Facial lacerations were caused from the frame of the pilot's sunglasses and will leave permanent scarring without plastic surgery. The SSO reporting the accident suggested that safety glasses\* rather than normal sunglasses would have prevented the lacerations.

**Fly safely,  
Craig Worth**

\*Safety glasses with 100% UV protection (Tested to Australian Standard) are available in different lens colours from most hardware stores and warehouses at very low cost. The Ed.



# Hang Gliding Federation of Australia Schedule of Fees

PO Box 558, Tumut NSW 2720 Phone: 069-472888, Fax: 069-474328

Cap in green, red, blue & navy	\$15
Polo Shirt with embroidered HGFA logo in white, green & navy (sizes 16 to 22)	\$30
Rugby Top with embroidered HGFA logo in navy & green (sizes 16 to 22)	\$50
Embroidered badge	\$6
Car stickers	\$1.50

Topographic maps for all areas at discount prices.

Please add \$3pp for all orders. Discounts available for bulk purchases. Cheque, money order, bankcard, visa and mastercard accepted, phone orders welcome. Actual prices may vary from those shown. Terms: payment with order. Delivery 14 days when ex stock.

† Charged at \$80 per half day of inspection plus travel expenses (max. \$250 per inspection/approval).

# Includes all updated material from Level 1.

## HGFA Schedule of Fees

### Membership Fees

12 months (FULL) Membership \$110

### State & Regional Development Levies

West Australia	\$25
South Australia & Northern Territory	\$30
Victoria & Tasmania	\$20
ACT	\$35
Sth NSW & Nth NSW	\$25
Sth QLD & Nth QLD	\$20
Additional Family Member (12 months)	\$55
Short Term Membership (4 months)	\$50
Visiting Pilot Membership (4 months)	\$45
Trainee Membership (TM) 10 Days available through instructors only	\$15
(6 issues) "Skysailor" Subscription only	\$55
Overseas (sent Airmail)	\$90

### Certificate & Insurance Fees

Certificate and Endorsement Issue fee	\$10
Powered Operations Insurance Levy	\$20
Passenger Endorsement annual renewal fee	\$175
Instructor Certificates annual renewal fee	\$175
Instructor with Passenger Carrying Endorsement annual renewal fee	\$300
Training Facility – Inspection and/or Approval fee†	\$80
Microlight Instructor Examination & check-flights (payable to Microlight Examiner)	\$50
Microlight Aircraft Registration (Initial issue)	\$100
Microlight Aircraft Registration (Renewal)	\$50

Level 1 Club Coach (Valid for 4 years)

Issue & renewal – includes FAI Sporting Licence, manuals, etc)	\$30
Level 2 Competitions Coach (incl. ACC training course, registration & manuals, etc)#	\$30
FAI Sporting Licence	\$10
Replacement FAI card	\$10
FAI International Pilot Proficiency Identification Card (IPPI) Non-competition flying overseas	\$10
Competitions Manual	\$10
Tow Guidelines	Nil
Replacement Operations Manual	\$10
Replacement Operations Manual Binder	\$15
Log Book	\$5
There is no charge for PHG Temporary Satellite Facility approvals.	

## Membership Application

Please complete in BLOCK letters

Surname \_\_\_\_\_ Given Names \_\_\_\_\_

Address \_\_\_\_\_

State \_\_\_\_\_ Postcode \_\_\_\_\_

Birth Date \_\_\_\_\_ Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Club \_\_\_\_\_ Occupation \_\_\_\_\_ Sex M / F

### Please read and sign Membership Declaration below

Please provide the following information and tick appropriate boxes:

HGFA Number (if known): \_\_\_\_\_ Instructor \_\_\_\_\_

Membership Type: New Member ☐ Renewal ☐ Re-joining Member ☐ Family Member ☐

Visiting Pilot Member ☐ Short Term Member ☐ Subscription Only ☐

Discipline: Hang Gliding ☐ Paragliding ☐ Microlighting ☐ Parascending ☐

### Membership Declaration (must be signed to gain membership)

I, the undersigned, wish to apply for renewal of my HGFA membership and HGFA Pilot Certificate/s and Endorsements.

Please note: The constitution provides for a limitation of liability no persons such as officers, instructors, safety or duty officers and competition organisers and their helpers to an amount which can actually be recovered under the HGFA insurance policy. If for any reason no amount is recoverable, the liability is nil.

I understand that membership entitles me to Pilot Certificates and Endorsements to operate the specified aircraft in accordance with Civil Aviation Regulations and the HGFA Operations Manual and Third Party Liability Insurance within Australia (\$1,000 excess).

I am aware that the HGFA is assisted by the Australian Sports Commission, and as a result understand that the HGFA Doping Policy condemns the use of performance enhancing substances as both dangerous to health and contrary to the ethics and ideals of sport.

I hereby agree to abide by the constitution, rules and regulations of the HGFA.

Member's Signature \_\_\_\_\_ Date \_\_\_\_\_

### Payment Details

HGFA Membership fees (\$110 Full or \$55 Family, \$30 Joining fee) (For family members, please provide name of full member with whom you reside.) \$ \_\_\_\_\_

Regional Development Levy (Determined by your State/Region of residence – see above) \$ \_\_\_\_\_

Weightshift Microlight Levy (\$20) (For HG & PG motorised endorsement also) \$ \_\_\_\_\_

Total Amount due (and enclosed) \$ \_\_\_\_\_

I wish to pay by: Cheque ☐ Postal Order ☐ Credit Card ☐ Card Number \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Expiry Date \_\_\_\_\_ / \_\_\_\_\_ (Visa, MasterCard, Bankcard only)

Cardholder's name \_\_\_\_\_ Cardholder's Signature \_\_\_\_\_ Dated \_\_\_\_\_

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Email: rightalt@benalla.net.au

## ACT/NSW



### **Tarago Flight Park**

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The last weekend of each month is an open towing weekend. All pilots are welcome and tow endorsements can be obtained.

Agents for Moyes and Airborne

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## South Australia

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- Tandem Hang Gliding
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Larry Jones – Judy Manning

Ph: (08) 85563030, Fax: (08) 85574113,  
Mobile: 018 815094.

## New South Wales



### **SURF ONTO HIGH ADVENTURE'S NEW WEB SITE on**

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### **Air Support**

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As well as training, we also offer many ranges of gear, including custom made AIR SUPPORT harnesses. Enquire for brochures and price lists for new or 2nd hand gear. Call Forrest on 02 94502674, 0412 273552 (8am-8pm).

### **BYRON AIRWAVES Hang Gliding School**

- Lessons & full instruction available.
- 20 years hang gliding experience with training all year round.
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066 290354, mobile 014 615950.

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- *Paragliding license courses* – a week of quality tuition using the latest techniques & equipment for only \$850 (inc. accommodation).
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So come flying with Manilla Paragliding, where the person who shows you the mountain, owns the mountain!

Phone Godfrey Wenness on: 02 6785 6545  
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### **Sydney Hang Gliding Centre**

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Hang Gliding Courses, Refresher Courses, Instructional Tandem Flights and Gift Vouchers. Equipment and Accessories.

Available 7 days. To arrange your

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Per small B/W picture or logo scanned \$10  
Special typesetting \$1 per line

First few words appear automatically in bold.  
These rates take effect from 1 December 1996.

Deadline is the 1st of the month, four weeks prior to the issue in which you want your ad to appear. Payment is in advance.

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**DEADLINE FOR THE NEXT ISSUE:**  
1 March 1998



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## HANG GLIDERS AND EQUIPMENT

### New South Wales

**Aero 170** nov, GC, new side wires, as new bag. Ph: Andrew 02 49907578.

**Apco Jet-Stream** harness, suit 178-190cm, with May Day 30 parachute. Harness has an H-frame with a streamline construction made out of heavy duty cordora. Only used 3 times, chute is new, \$1,200. Ph: 02 42680048, 018 251765.

**Desire 151** adv, white TS, sky blue/white US, GC, spare DT, tip fairings, manual, \$1,700. Ph: 02 48682869 after 4pm weekdays.

**Harness**, front entry pod-lite, suit 5'4-5'8, EC, \$350 ono. Ph: Paul 02 99138707 or 0411 145742.

**Mars 150** nov, as new condition, must sell. Ph: Graham 02 62581940.

**Mission 170** int, dk blue/lt blue/white, GC & flies well, 60 hrs of TLC over the last year, incl. wheels, manual, batten profile, spares. \$850. Can try it at Bright, ACT or Stanwell. Ph: John 02 62816830, 0412 159472.

**Moyes 165XT Pro** int, fl. yellow scrim L/E, blue/white/orange sail, faired king post & DTs, speed bar; black and fl. yellow Moyes pod, low hrs, looks great, \$3,200 ono. Ph: Mick 02 46253641 (Campbelltown).

**Moyes GT** int, large italian glider, GC, white with rainbow US, \$350 ono, can be used for homebuilt trike. Ph: ole 065 597762, cheap long distance transfer available.

**Shark 144** adv, top condition & flies well, pink/white, only 40 hrs old, \$3,500. Also:

**Shark 144** adv, GC & flies very well, violet/white, 120 hrs, \$2,300. Both gliders were bought 2nd hand & are now in better cond. than when they were bought due to meticulous owners. Both ready to test fly after the 10 Feb 98. Owners returning overseas. Ph: Gloucester Aero Club on 02 65581274.

**Shark 144** adv, EC, low hrs, 12 mths old, \$3,600 or offer. Ph: David 02 94169496.

**Shark 144** adv, 50 hrs, VGC, lovely to fly, white/gray US, \$3,300, available March. Ph: Allan 02 99705465 or 02 92592782.

**Sting 118** int, 20 hrs airtime, rainbow colours, ideal for weight range 45-60kg, \$1,500 ono. Ph: 02 95411579.

**Sting 154** int, EC, 70 hrs, green/gray US, \$2,200 ono. Ph: Steve 015 597096.

**Sting 154** int, new cond., low hrs, bright colours, harness to suit 5'8-6'1. Ph: 02 49332289.

**Tandem Moyes X2**, white LE & TS, dk & mid purple US, white TE, EC, never touched sand, only flown Sundays. \$2,900. Also: **Tandem Airwave V2**, new dk blue LE, white TS, lt blue/yellow US, white TE, GC, flies nice, \$2,000. Also: **Mars 150** nov, GC, \$300. Pod harness GC, suit medium size pilot, \$200. Ph: Jason 02 4940865 or 015 636384.

**UP Dream 220 tandem glider**, new wires & LE panels, blue/fl. yellow, cheap & cheerful, \$1,400. Also:

**Wills Wing Falcon 170 SkyFloater**, nov, brand new, blue/fl. red, \$2,999.

**Wills Wing Falcon 195 SkyFloater**, nov, brand new, blue/fl. yellow, \$2,999.

**Moyes Mars 170** nov, blue/white, \$900. Ph: Chris Boyce 02 4294 4294.

**Xact harness**, 5'10, w/PA chute, Moyes 3 ring releases, radios & headset, prices neg. Ph: 02 49873255 (w), 02 49886146 (h).

**X2 210 Blue & White** \$3,000; Also: **GTR 162** exp int, best offer; **XS 155**, 169 exp int, best offer; **Mars 170** (x3) nov, \$400-\$900. Ph: Ian Duffy 018 439612 or 02 43885513.

**X2 tandem** with castoring wheels for aero-towing, only \$2,200. Also: **Mars 150**, 170's, **Buzz 154's**, **Gyro 180** nov for immediate sale, make an offer. **XT 165** int, 60 hrs, for quick sale priced at \$1,800. Ph: 02 65565265.

**XT 165** int, GC, low hrs, fl. pink/gray/white US, speed bar & manual, \$2,500 ono. Ph: Graham 02 64587283.

**Xtralite 137** adv, 30hrs, like new, \$2,995 obo. Ph: Greg 018 232343.

### Queensland

**Aero 150** nov, white, lime LE, new LE, top & side wires, speed bar & good bag. Ph: Tony 07 38314524.

**Aero 170** nov, only 60 hrs use, GC, \$1,400 ono. Full face helmet \$90, wheels \$50. Ph: David 07 38766036.

**Bullet CG slider pod harness**, black with yellow stripe, suit pilot 5'4"-5'10", VGC. \$250. Ph: 07 32042995.

**Moyes Extreme** harness, black, suit 6' pilot, 70-80kg, brand new. Ph: Pat 07 49706812 (w) 07 49793414 (h).

**Moyes GTR** exp int, GC, \$150. Cocoon harness, GC, suit 5'9, \$50, helmet, GC, \$20. Ph: Kim 07 32888417.

**XS3 155** adv, GC, lovely handling, \$600. Ph: Brett 07 38004558 or 32736113 (h).

**Xtralite 164** adv, GC, 3 yrs old. Ph: Steve 07 49750232.

### Victoria

**Aero 165** nov, new cond., only 10-15 hrs old, suit new buyer, EC hang glider in Melbourne, \$2,500. Ph: Tony 0418 574068 or 03 57623292.

**Danny Scott Twister** harness, blue, suit 5'7, medium build, suit side mount chute, GC, \$450. Ph: Gary 03 95609820.

**Flytec 3005** vario/altimeter, VGC, \$400. Ph: 03 97354396 or 015 543592.

**Foil 152C** adv, white LE, red/gold US, approx. 100 hrs, \$800. Ph: Rob 03 94815378 or Neil 03 94805534.

**Moyes pod harness**, blue, M-L; Wasmar vario/alt; Hall ASI with bracket; Moyes base bar mittens; Car/aero tow bridle. All in VGC, \$600 the lot Ph: Ian 03 52831345.

**Moyes XS 155** adv, blue LE, mauve/white US, king post hang, new top rigging, priced to sell at \$1,000. Ph: 03 52554445.

**XS 155** exp int, king post hang, \$600. **XS 155** exp int, manual & profile, \$650. **Desire 151** exp int, as new, \$1,400. **Combat I 152** adv, low hrs, \$1,200. **Combat II 152** adv, manual & profile, \$1,600. **Sjöström** vario, 2 hrs use, manual, \$350. **Moyes pod (L)**, 6'/90kg, blue, \$280. **Helmet**, red w/radio switch, \$60. Ph: Steve (03) 98733473.

**XT 165** int, only 15 hours airtime, speed bar, pod harness to suit pilot 5'10 and Avocet watch type alt/vario. All VGC, \$2,600 the lot. Ph: 03 98426494.

**XT 165** int, with wheels, barmitts & canvas bag, \$2,500. **Danny Scott Twister** harness, suit 5'8, \$400, **Sjöström** vario, \$360. Ph: Andrew 03 97909085 (w) or 03 98904894 (h).

**Xtralite 147** adv, dk blue/lt blue US, pink LE, VGC, urgent sale, \$1,900 ono. Ph: 03 57501555 (Bright).

### ACT

**Gyro 145** nov, blue/white/pink, EC, less than 12 hrs airtime, make an offer. Ph: Susan Martin 02 62415544 (w) or 02 62369000 (h).

**XT 165** int, VGC, purple LE, yellow US, white TS, speed bar, new wires, manual & batten profile. Ph: Peter 06 2950881 or Leonie 06 2500353.

### South Australia

**ATOL payout winch**, complete with launching platform, pressure control, parachute, battery connecting cable etc. Can also be used for foot launch, suitable for PG. Approx 3,000ft of rope. Recently serviced and 100% reliable. \$1,950. Ph: 0412 020490 or 08 82815481.

**XS 142** adv, easy handling, one careful lady owner, fins included, \$600 ono. Ph: Sue 08 83771641.

**Xtralite SX4 149** adv, approx 18 months old, EC, power rib, fluoro lime green and silver, read the article page 34, Oct/Nov Skysailor, 351km, will go quick, \$4,000, will trade in. Ph: Steve Papai 015 389545 or 08 82728603.

### Western Australia

**Aero 145** nov, pink LE with blue/white US, low hrs, VGC, \$2,000. Harness, parachute & other extras available. Ph: Matthew 08 93453027.

**Aero 165 Race** nov/int, GC, \$1,200 ono. Ph: Mike 08 93441948 or 018 919576.

**Harness Moyes pod**, bright colours, EC, suit pilot 5'8" also parachute, EC. Ph: 08 94015930.

**Mission 170** int, 35 hrs, EC, white TE, blue LE, red US. Also: **Skyline** harness, EC, suit 5'8-6' pilot, must sell, \$2200 ono. Ph: Neil Manuel 08 98626043, nm@bigpond.com

**Mission 170** int, VGC, speed bar, blue LE, yellow US, white TS, \$1,000. Also: **Moyes pod (M)**, EC, \$300, Icom IC40G, incl. headset & AA spare battery pack, as new, \$500. Ph: Ian 08 93899937 (h), 014 886705 (w).

### Tasmania

**XT 145** int, sweet glider for the lighter pilot, F1 orange/green MS, white top, speed bar & scrim LE. \$2,000. Ph: Mick 03 62285117.

### PARAGLIDERS

Please note: All paragliders offered for sale must state their DHV or Acpul certification standard, otherwise they will be labelled with 'No Certification Information Supplied (NCIS)'.

### New South Wales

**Airwave Alto 30**, Acpul certified, in VGC, 3rd in Australian Nats last year, perfect for up & coming int pilot, priced to sell at only \$3,000 ono. Also: **Quantum M** paraglider NCIS, low hrs, suit newcomer into the sport, only \$2,000. Ph: 02 65565265, email flyhigh@midcoast.com.au

**Airwave Samba 26** Acpul int/perf, suit 65-85kg pilot, VGC, test flyin Newcastle, \$2,400, check it out. Ph: Jason 02 4940865 or 015 636384.

**Apco Xtra 28** NCIS, 50 hrs airtime, hook in 70-80kg, very fast canopy (20-51km/h), int-adv, ideal for 1st high perf., will last over 500 hrs, special silicone coating material, \$2,200. Ph: 02 42680048.

**Firebird Navajo 27** 10A, 1B, 1C, int/adv, EC, 50 hrs airtime, still crisp, ideal first XC canopy, \$900. Ph: Richard 019 656296.

**Swing Axis II 26** 11A, 1C, EC, pink/purple/white, clean & crisp, speed syst., trimmers, no porosity or tears. Too good to sit in my cupboard, best offer. Ph: Suzy 042 943732.

### Queensland

**Adventure F2** Paramotor, GC, \$4,500 ono. Ph: Bob 07 49466305.

**Edel Space 24** 12A, EC, only 3 hrs airtime, yellow/white/pink, suit 70-95kg, \$1,500 with harness & backplate. Ph: Brett 07 38004558 or 32736113 (h).

**Edel Space 24** 12A, 75-95kg, green/white, only 10 hrs airtime, EC, incl. Airwave harness, urgent sale, offers. Ph: Helen 07 49549332.

**Paratech P50 27m<sup>2</sup>** 12A DHV2, 70-85kg, responsive int canopy, purple TS, white US, VGC, \$1,950. Also: Mint cond. **Apco Contour** harness, 4450, Kevlar backplate & foam airbag system. Ph: Tony 07 38314524.

### Victoria

**Edel Apollo 22** NCIS, suit nov pilot, weight range 50-70kg, VGC, \$1,000 ono. Ph: Alison 03 52561461.

# Classifieds • Classifieds • Classifieds • Classifieds • Classifieds

## Western Australia

DK Beat Power unit for paraglider, 250cc, lightweight & powerful, GC, runs well, must sell, going O/S, \$4,500 ono. Ph: 017 962818.

## ACT

Edel Quantum M NCIS, pilot weight 60-75kg, excellent Nov glider, safe, reliable, easy wing, in EC (no coast & no tress), bright yellow, still has the crispy feel to it. Only 19 hrs airtime, you can't go wrong for \$3,200. Ph: Boaz Fischer 0414 417753.

## TRIKES

Please note: All powered hang gliders (trikes) offered for sale must state their registration number, otherwise they cannot be accepted for publication.

## New South Wales

Airborne Edge T2-2695, \$15,000, tow system & full instr., only 120 hrs, as new. Avail. with caravan/trailer, fully enclosed, extra cover, helmet, new intercom, radios, GPS. Ph: 02 49873255 (w), 02 49886146 (h), 018 490907.

Edge Executive T2-2658, with full instr., elect. start, tow system & engine only 10 hrs since rebuild. Comes with a new Wizard wing with only 5 hrs at a price of only \$15,900. Ph: Lee Scott on 02 65565625 or email highadv@midcoast.com.au

Quantum 462 trike T2-2766, full instruments, log books, TT 65 hrs, A1 condition battery, front light, strobe, 4 blade Prolga prop, radio noise suppression, training bars, comms & helmets, \$19,850 ono. Ph: Don 0419 421257 or 02 60369529.

## Queensland

Radiator for Rotax 582 to replace the single Rotax radiator & keep the water temp. where it should be on those warmer days, \$480. Rotax radiator to suit Airborne trike, EC, \$375. Rear wheel brakes for Airborne trikes, \$175 each, posted. Ph: Russell 07 54450084.

Single trike base with low hrs (no rego), Cucuna 430cc motor, 25l fuel capacity, alt, ASI, pod, electr. fuel pump, 2-blade fibreglassed wooden prop, reinforced GTR wing, \$5000 the lot. Ph: Bundaberg 07 41535623.

## Victoria

Edge 582 T2-2542, VGC, full instr., electric start, EGT, pod cover, engine primer kit, low engine hrs since rebuild, urgent sale \$10,000 ono. Ph: 03 98016404.

Pegasus Quantum 503 T2-2754 DCDI, electr. start, 4-blade Brolga prop, 98 hrs TT, instr: CHT, EGT, VSI, Alt, airspeed, digital tach, compass, voltmeter, dual battery (lead acid + gel cell). Comes with training bars, Comunica helmets & intercom, new lightweight trailer with 2 jerry cans (tows great). As new cond., offers around \$21,000 considered. Ph: Scott 03 95429741 (w), 03 98863789 (h).

## Lost & Stolen

Lost on 8/11/97 at Stanwell Park Kiosk: 1 Danny Scott twister harness mauve & white with helmet. Reward offered. Ph: Dave 02 42673360.

## Wanted

Would you like a paid holiday while learning all about paragliding? Wanted: Drivers, vehicles & tow gear for the next Flatlands National Paragliding comp at Birchip, VIC, 21-28 Feb 98. We expect a lot of European pilots out this summer who will need tow teams and who will be willing to pay drivers. Also Wanted: Anyone with a boat and water skiing gear during the same comp. Ph: Rob Lithgow (comp organiser) 03 52612895 to offer your services.

## Other

Cross Country Magazine subscriptions hang, para and micro flying videos. Contact Carol Binder 0417 311360.

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Following the recent split with Moyes, we are offering you the opportunity to buy replacement sails for the following gliders from the original manufacturer:

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GTR 142,151,162	XS 142,155,169
Xtralite 137,147,164	SX 3,4,5,6
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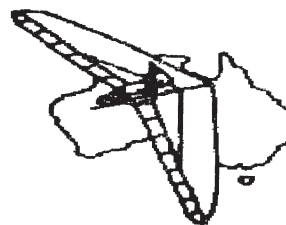
# REPLACEMENT SAILS

## DISCOUNTED SAILS

MARS	150, 170, 190
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GTR	148, 151, 162
XS	142, 155, 169
XTRALIGHT	137, 147, 164
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SX	3, 4, 5, 6
CSX	
MAX	157
ARROW TRIKE	170

## SECOND HAND GLIDERS FOR SALE

X2 210 Blue & White	\$3,000.
GTR 162	Best Offer
XS	155, 169
Best Offer	
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# DIRECTORY



All correspondence, including changes of address, membership renewals, short term memberships, rating forms and other administrative matters should be sent to:

## Hang Gliding Federation of Australia

**Executive Director: Ian Jarman**

PO Box 558, Tumut NSW 2720,  
Ph: 02 69472888, Fax: 02 69474328, ned.hgfa@courier.tas.gov.au

**President: Rohan Grant**

Ph: 03 62337638 (w), 03 62311112 (h), Fax: 03 62333311, Rohan.Grant@ccd.tas.gov.au

**Operations Manager: Craig Worth**

Ph/Fax: 02 65592713, Mobile: 018 657419, hgfaops@midcoast.com.au

**Vice-President: Robert Woodward**

38 Addison Rd, Black Forest SA 5035,  
Ph: 08 2325405 (w), 08 2977532 (h),  
Fax: 08 2237345.

**Secretary: Shaun Keane**

PO Box 81, Lyons ACT 2606, Ph/Fax:  
02 2998792 (h), 0411 722574 (w), actpara@netspeed.com.au

**Treasurer: Jenny Ganderton**

61 Patterson St, Forbes NSW 2871,  
Ph: 02 68521455 (w), 02 68514148 (h).

### Board Members

**Lee Scott**

High Adventure Airpark, Pacific Hwy, Johns River NSW 2443, Ph/Fax: 02 65565265.

**Michael Zupanc**

3 Surch Court, Southport QLD 4215,  
Ph: 07 55325895 (h) or 018 662328; zupy@ozemail.com.au

**Rachael Bain**

11/100 Chewing St, Page ACT 2614,  
Ph: 02 2806033 (w), 02 2548834 (h),  
Fax: 02 2807074.

**Rohan Holtkamp**

RMB 236B Western Hwy, Trawalla VIC 3373,  
Ph/Fax: 03 53492845.

**Keith Lush**

5 Fortune St, South Perth WA 6151, Ph: 09 3679066 (w), 09 3673479 (h), Fax: 09 4741202.

**Microlight Public Relations contact:**

**Paul Haines** Ph/fax/tam 02 42941031.

**Safety & Operations Committee, Pilot**

**Development & Training Committee contact:**  
HGFA Operations Manager.

For information about site ratings, sites and other local matters, contact the appropriate state associations region or club.

## States & Regions

### NSWHGA

Sec: Steve Hocking, 19 Gladswood Gdns,  
Double Bay NSW 2028. Ph/Fax: 02 93274025,  
nswhga@s054.aone.net.au

### Southern Region NSW

1B Park Ave, Tahmoor NSW 2573; Pres: James Nathaniel 02 46810641.

### Northern NSW Region

Pres: Dane Snelling 02 99384420 (w), 02 99799069 (h); Sec: Ian Duncan 02 9189962;  
Trs: Glenn Salmon 02 9180091.

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## 40 Skysailor

Pres: Michael Porter 02 62573099 (w),  
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Trs: Stephen Young 02 62882657 (w),  
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1st Tue/month 7:30pm, "Sky Lounge" Yamba  
Sports Club, Phillip.

### North Queensland

12 Van Eldik Ave, Andergrove QLD 4740; Pres:  
Gerry Gerus 019 617935, Ph/Fax:  
070 34145; Sec/Trs: Ron Huxhagen  
079 552913, Fax: 079 555133.

### HGAWA

PO Box 82, South Perth WA 6151; Pres: Gary  
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McPherson 09 2279266; Trs: Dave Hegney 09  
2917489; Sec: Michael Derry 09 3415271;  
RAPAC Rep: Stewart McPherson 09 3675884,  
0419 919400; PG Rep: Evan Williams  
09 4585454 (h); Trike Rep: Graham McDonald  
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### VicHGPA

PO Box 400, Prahran VIC 3181; Pres: Phillip  
Campbell 03 53343034; Sec: Nic Matthews 03  
95928382.

### TasHGA

PO Box 163, South Hobart TAS 7004;  
Pres: Dave Lytton; Sec/Trs: Hugh Glenn; State  
Co-ord: Mick Calvert.

### SAHGA

1 Sturt St, Adelaide SA 5000; Ph: 08 84101391,  
Fax: 08 82117115. Pres: Stuart McClure 08  
82973452; Sec: Mark Tyminski 08 83766117;  
Trs: Gary Stockton 08 82702910.

## Clubs

### NEW SOUTH WALES

#### Byron Bay Hang Gliding Club Inc

Pres: Brian Rushton 02 66290354; Sec: Chris  
Gavaghan 02 66882213; SSO: Brian Rushton  
02 66290354, 014 615950; Meetings: 1st  
Wed/month 7pm, Bangalow Bowling Club.

#### Central Coast Hang Gliding Club

Pres: Russell Skillen 018 404254; Sec:  
Mark Steele 02 43321277; Trs: Mick Hoipo 02  
43282871; SSO: Ian Duffy 018 439612;  
Meetings: 2nd Wed/month 7:30pm,  
The Entrance RSL Club.

#### Central West Hang Gliding Club

Pres: Len Paton 02 68537220;  
Sec: Jenny Ganderton 02 68514148;  
Trs: Mark Madden 02 63622927.

#### Great Lakes Hang Gliding Club Inc

Pres: Jim Parsons 02 65554077; Sec: Steve  
Tinson 02 65545700 (w), 02 65558091 (h).

#### Illawarra Hang Gliding Club Inc

Pres: George Barrie 02 42855567; Sec:  
Warwick Kelly 02 42261707; SSO: James  
Nathaniel 02 46810641; Meetings: 1st Wed/  
month, Mountain Top Cafe, Mt Keira.

#### Kosciusko Alpine Paragliding Club

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Ryrie 06 2359120, 06 2359060; SSO: Heinz  
Gloor 02 64576019 (w), 02 64567171 (h).

#### Blue Mountains HG Club Inc

Pres: Graeme Garlick 02 96286245; Sec: Alan  
Bond 02 98995351, 9 Finchley Pl, Glenhaven  
NSW 2353; SSO: David Middleton 02 96236961.  
Meetings: Last Tue/month 7:30pm, Sportsman  
Hotel, Kildare Rd, Blacktown.

#### Manilla SkySailors Club Inc

http://gri.une.edu.au/mss  
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Sec/Trs: Felix Burkhard 02 67752395;  
SSO (HG): Patrick Lenders 02 67783484; SSO  
(PG): Godfrey Wenness 02 67856545.

#### Mid North Coast Hang Gliding Association

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Lee Scott 02 65565265;  
Ben Leonard 02 65821966.

#### Mudgee District Sport Aviation Club Inc

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#### Newcastle Hang Gliding Club

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Sec: Michael Bristow 02 49524856;  
Trs: Billo 02 49438996; PG Rep: Ian  
Ladyman 02 49448946; SSO: Ross  
Duncan 02 49431900; Meetings: Last Wed/  
month, Souths Leagues Club.

#### Northern Beaches Hang Gliding Club Inc

Pres: John Clark 02 99972842 (h); Sec: Mike  
Warner 02 94521217 (h), 02 95573188 (w);  
SSO: Mike Eggleton 02 94517127, Forrest Park  
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#### Stanwell Park Hang Gliding Club

PO Box 258, Helensburgh NSW 2508;  
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Karen Lederer 02 42942273 or 0411 362273;  
SSO: Pascal Ferret 02 42943533.

#### Sydney Hang Gliding Club

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Trude 02 98873371; Trs: Greg Wilkinson  
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Sec: Ashley Bennett 02 98718081 (h),  
0418 111399 (w); Trs: Ian Cruickshank  
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Brease 070 558559;  
Sec: Lance Keough 070 912117,  
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Sec: Geoff Craig 079 923137;  
Brian Smith 079 287958.

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Pres: Peter Beard 07 33487150, Peter\_Beard@msn.com; Vice-Pres: Ken Hill 07 55435631,  
kenhill@qldnet.com.au; Sec: Tony Gates 07  
33983241; Trs: Yve Beard 07 33487150,  
Peter\_Beard@msn.com  
SSO: Gordon Mackenzie 07 55450146.

#### Conondale XC Flyers Club Inc

13 Cottman St, Buderim QLD 4556,  
Fax: 07 54451897.

#### Gladstone Hang Gliding Club

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Pres: Pat Purcell 07 49793414;  
Sec: Sandy Gemmel 07 49750232;  
PR: Paul Barry 07 49922865.

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Sec/Trs: Cathy Edmunds 07 54463421;  
SSO: Dave Cookman 07 54498573.

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Cooper 077 792853 (h), fax 077 815230;  
SSO: Graeme Etherton 077 724467.

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### VICTORIA

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03 59623570 (h), M/ship: Mark Jeffree  
03 59689015 (h). Meetings: 3rd Wed/mth,  
Montrose Town Centre Meeting Room,  
Cnr Swansea Rd & Mt Dandenong Tourist Rd,  
Montrose.

#### North East Victoria Hang Gliding Club Inc

Pres: Jeanette McLaren 03 57544910; Trs:  
Dave Romeril 03 57562216; Sec: Karl Texler  
03 57501733; SSO: Geoff White 03 57501244;  
Meetings: 1st Thu/month 7pm, Bright  
Info Centre.

#### Southern Cross Paragliding Inc

Pres: Craig Martinson; Sec: Nicole Matthews  
03 92334000; Trs: Greg Long; SSO: Kevin  
Gingell-Kent.

#### Southern Hang Gliding Club

Pres: Mike Slape 03 5438331 (h);  
Meetings: 1st Tue/month, Anchor & Hope Hotel,  
481 Church St, Richmond.

#### Sky High Paragliding Club

Pres: Richard Worton 03 95835083 (h);  
Vice-Pres: Hamish Barker 03 92917717 (w);  
Sec: Lucy Wickham 03 95835083 (h); M/ships:  
Phillip Taylor 03 95314842 (h); Meetings: 1st  
Wed/month 8pm, Grapevine Hotel, 59  
Wellington St, Collingwood.

#### Southern Cross Paragliding Inc

Pres: Gary Clarkson 0419 319948; Vice-Pres:  
Alister Johnson 0418 323692; Sec:  
Nic Matthews 018 450626; SSO: Jeremy Torr  
03 97705770; Meetings: Last Wed/month.

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Hughes 03 52612415 (h); Trs: Peter Hennah 03  
52632335; SSO: Rob Van Der Klooster  
03 52223019 (h); PR: Warwick Spratt  
03 52531096. Meetings: 1st Fri/month,  
Anglesea Hotel, Great Ocean Rd, Anglesea.

#### Western Victorian Hang Gliding Club

Pres: Phillip Campbell 03 53343034;  
Vice-Pres: Tony Lowry 03 53356194;  
Trs: Sandra Holtkamp 03 53492845;  
Sec: Meg Bailey 03 53356194; SSO: Rohan  
Holtkamp 03 53492845; Meetings: Last Sat/  
month, The Golden Age Hotel Beaufort.

### WESTERN AUSTRALIA

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Pres: David Drabble, 08 93071816; Vice-Pres:  
Rob Stevenson 08 92211338; Sec: Stephen Hoeffs  
08 95275782; Trs: Michael Derry 08  
92840750; www: http://kite.ois.net.  
au/~treetop/hangie/avon/eagles.htm.

#### South-West Microlight Club, Bunbury

Paul Coffey 0416 251161 or 08 97251161.

#### Cloud Base Paragliding Club Inc

Pres: Evan Williams 09 4585454;  
Sec: Julian McPherson 09 22792666; Meetings:  
1st Wed/month, Boulevard Ale House East Vic  
Park.

#### Western Soarers Hang Gliding Club

Pres: Sam Blight 08 93363738; Trs: Nav  
Brennan 08 93397991; Comp coordinators:  
Gordon Marshall 08 94519969, Nav Brennan.

#### Geraldton & Midwest Hang Gliding Club

Pres: Darren Nichol 08 99644457; Sec/Trs: Des  
Hill 08 99216219, 231 Third Street, Geraldton  
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Cylinder No.	1	1	1	1	1	1
ccm	215	215	215	215	80	312
Weight kg	19	18.5	18.5	14	16	28
Drive	reduced	reduced	reduced	direct	reduced	reduced
Tank cap.	8 ltr.	8 ltr.	8 ltr.	8 ltr.	8 ltr.	10 ltr.
Flight time	3	2.5	2.5	2	3.5	2
Max Pilot kg	110	95	95	80	120	180
Blades No	2	4	4	2	2	2
Prop dia. cm	115	95	90	70	113	123

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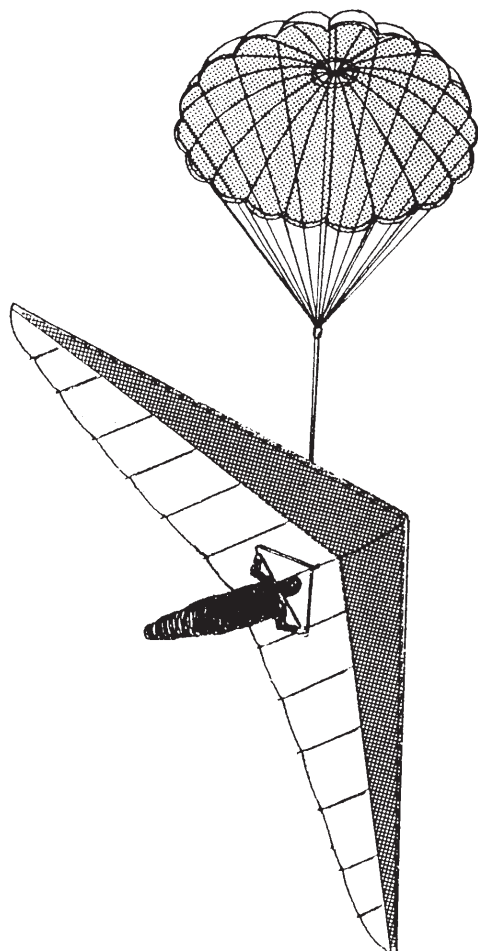
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