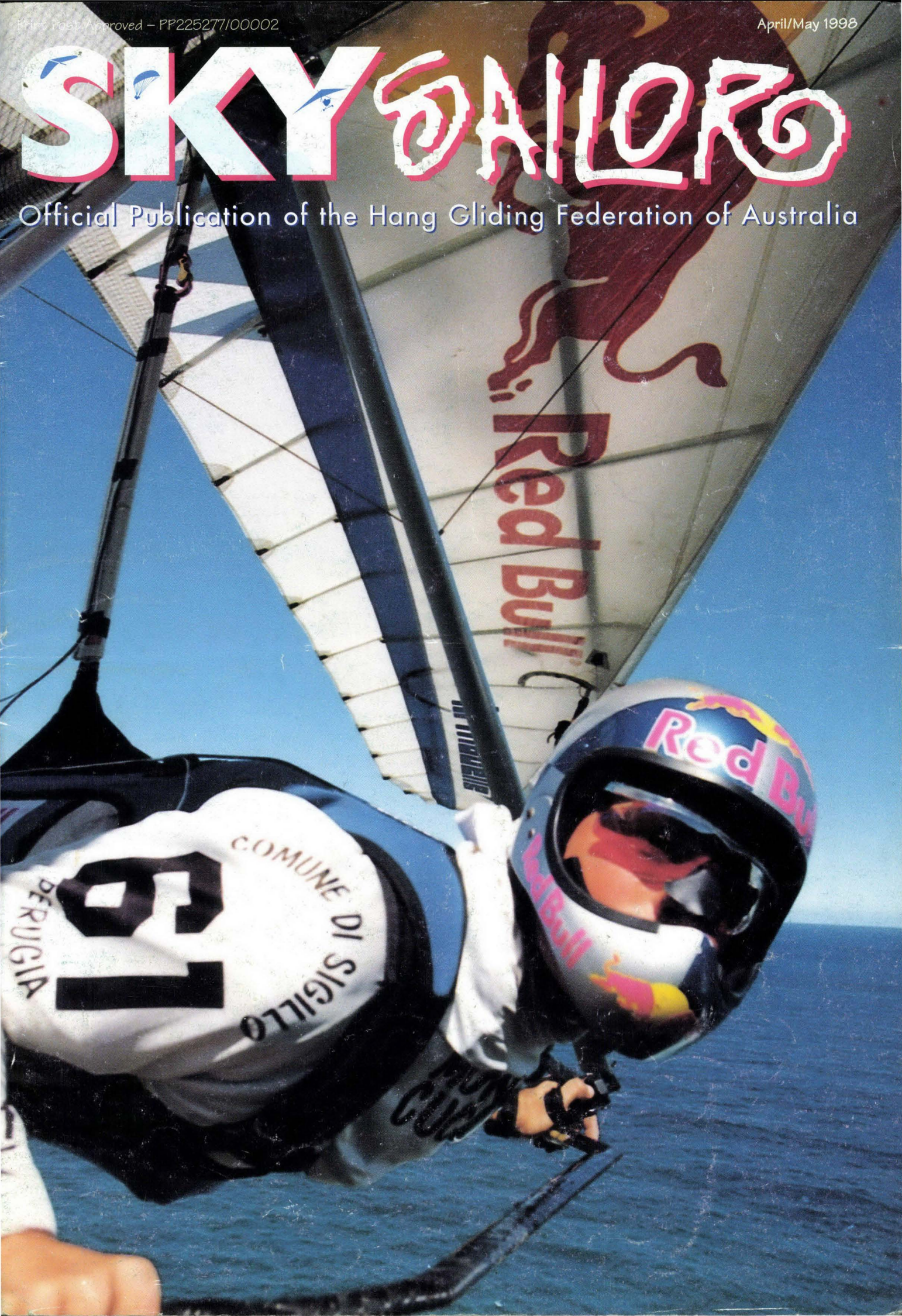


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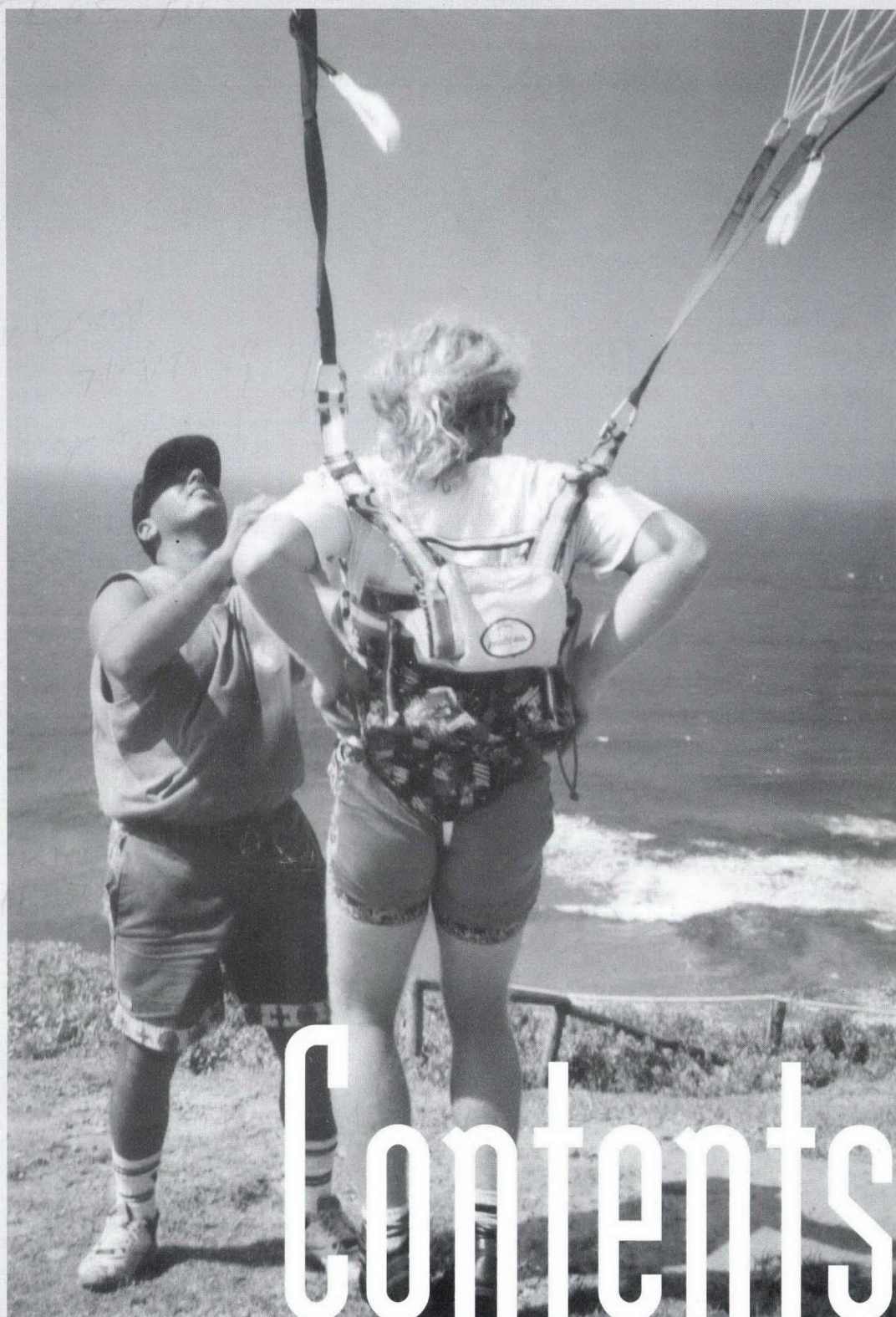
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The Hang Gliding Federation of Australia is a member of Fédération Aéronautique Internationale (FAI) through the Australian Sport Aviation Confederation (ASAC). The Hang Gliding Federation of Australia is assisted by the Australian Sports Commission.



Adam Hunt's first attempts at paragliding may have been a painful experience. Ph: Rowan Watkins

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## Dear Editor...



The sad news this summer were the fatal trike accident of Andrew Humphries and his passenger Amanda Pennington in Western Australia, as well as Belgian hang gliding team member Gilles Le Borgne's death at the World Championships in Forbes. Both were black letter days in this year's competition season. Our deepest sympathies go to their families and friends. At the same time there have been some joyous events and I want to especially congratulate Chris Boyce and Jackie van Gastel on the birth of their baby son Mitch in January this year.

Margaret Steinhardt also counted herself lucky the other week: She was working away in the HGFA office at Tumut airport when her dog gave an alarmed bark. A red belly black snake had come into the office – probably to enquire about joining fees – but was unceremoniously thrown out by Ian Jarman before work could continue as normal.

A big thank you to all those contributors who inundated me (well, sort of) with articles this month. I ran out of space and had to put some of them aside for future issues, so don't despair if your article isn't in this issue, your work is appreciated.

This issue is packed with this year's comp reports and will hopefully inspire some of you to take up comp flying – be it for fun or seriously – next year.

The High Adventure short story competition has also come to an end and the winner is announced in this issue – check out the runner-up prizes. Don't you now just wish you'd entered the comp?

Until next time,

► I think the HGFA and the GFA are being unnecessarily coy in their choice of name for the merged organisation. Surely "Soaring Federation of Australia" has a more impressive ring to it? And what a great acronym! Perfect for people suspended in mid-air without motors. I can see our logo now: "What do we rely on? SFA!"

High flights and happy landings,

**Al Giles**

► Many thanks to my good friends who assisted during my accident at the Oz PG Nationals in Bright. Special thanks go to Christa Texler for taking charge and administering First Aid, Chris and Paul for scraping me up and Wade and Chris for transporting me down the hill, back to Melbourne and generally mothering me. Also thanks to Graeme, Hakim, Heinz, et al for their kind words and encouragement. My shoulder will be good as new in six weeks.

On the subject of helmets, I too share Edsel Falconer's concern about hang gliding helmets. Very few hang gliding helmets carry certification of any kind. Those that do, have certification to the "CE 96" standard. I understand that this is a European certification but I am unable to find out any details about CE 96 in conversation with friends or during searches on the Internet. Conversely, the US Schnell Foundation and Australian Standard AS 2063 are thoroughly documented and widely accepted in Australia and the USA.

Anybody purchasing a helmet for flying would be well advised to purchase a helmet which carries a Schnell or AS 2063 label. Specifically a bicycle or motorcycle helmet. There are some excellent full-face helmets available for mountain biking which carry Schnell and AS 2063 certification.

What I would like to see is all dealers advertising the certification standard of their product (as per page 21 of the Feb/Mar issue) and some learned individual writing an article explaining the significance of the CE96 standard. By the way, nice job on the magazine and web site.

**Greg Walsh**

► In the 20+ years that I have been hang gliding, I have seen several poor rating systems come and go. From the early days of the TASSA system to the one we are presently utilising, there has been much argument and heated discussion regarding format, syllabus and implementation.

The system as a whole has improved and has also become more complex. This added complexity unfortunately comes at an expense. Theory exams can take hours to complete if conducted properly and flying schools often charge a fee for this, and fair enough too: they are a business charging for a service they provide.

However, when it comes to processing a rating (and I appreciate this does take time – probably half an hour), the HGFA also charges a fee \$10. The HGFA is not a business, but an organisation set up so we can be self-regulating, not self-penalising. I'm sure the HGFA Board implemented this as a cost saving measure, but presumably, it is the same Board which pushes for pilots to get themselves rated. So, with an excess of \$450,000 in HGFA coffers, why not give members \$10 when they achieve a rating as an incentive, instead of taking it off them?

Now maybe that's going a little too far, but I, on behalf of the SAHGA Executive and any pilots who feel that they have been stung by the system, would propose that this \$10 fee be waived to encourage pilots to achieve their ratings and foster a more favourable relationship between pilots and the HGFA generally.

**Paul Kelley**  
on behalf of the SAHGA Executive

**Phil Brown** mailed in this piece of great journalism from the Jakarta Post, 19 January 1998 concerning an accident during the NZ Paragliding Nationals earlier this year:

### Man Survives Parachute Failure

*Hastings, New Zealand (AP):*

A man narrowly escaped death when his parachute failed at New Zealand's National Paragliding Championship on Saturday.

Lyn Watkins plunged 30 metres after freak winds deflated his parachute during a jump.

He was airlifted to hospital with pelvic and shoulder injuries.

Paragliding competitors wearing parachutes leap off steep hills into wind gusts and see how far they can fly. Watkins said he was in the air for just 10 seconds before he struck turbulence and his parachute collapsed.

*"It's a sport that requires keen judgement and obviously I don't have that at the moment and I have a wife and child to take care of," he said.*

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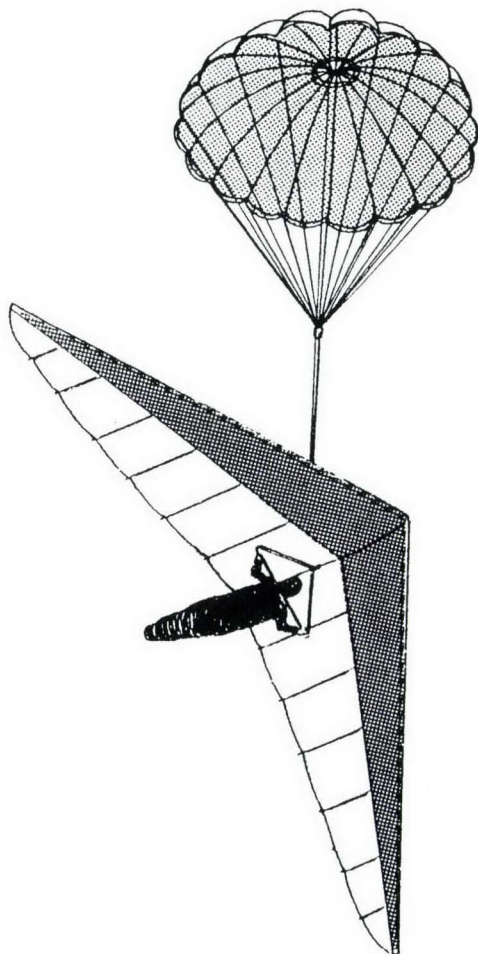
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# OUTBACK

## at the '98 Worlds

DAVIS STRAUB

*The tow paddocks are recently harvested wheat fields, checkerboarded with mowed-in tow lanes. The surrounding area is flat enough, though not as flat as around Hay. Small hills and ridges start 40km to the east. The temperature varies from moderately hot to hot enough! Every day the winds rise out of the west. Welcome to the 1998 Worlds at Malho's paddock south of Forbes, New South Wales.*

**T**he Worlds were scheduled to begin the day after Australia Day, so all hang gliding teams could march in the Australia Day parade in downtown Forbes, all of four blocks long!

### Day 1

On the first day of the competition, a large gaggle formed on the NE corner of the main tow paddock. Lift was light and the gaggle was tightly packed.

As the last few of us were waiting to aerotow, we looked back to see a glider spiralling down from about 2,000ft, just

behind and to the left of the tow paddock. The pilot did not throw his chute. We all watched as another glider came down next to the first one. This pilot had thrown his chute, but the glider was still coming down fairly quickly. The pilot under canopy, Dutchman Art de Koomen, was standing in the control frame. He came out of the control frame and flared at the last minute, his glider taking most of the impact and he only suffered a bruised foot.

Pilots later described that Belgian pilot, Gilles Le Borgne, had been flying off to one side of the 20 pilot gaggle in the same turn

direction, but not in the same cylinder as most of the other pilots. Art had been following closely behind another pilot and had seen Gilles earlier, turning to one side. While watching the pilot ahead of him, Art saw Gilles heading straight for him. As Art was a little lower than Gilles, he pulled in to avoid him. Apparently Gilles did the same and they impacted. It would appear that Gilles was knocked unconscious on impact, because he made no attempt to throw his chute. His glider spiralled down as well as flopping about from side to side. It came down very quickly. Gilles impacted the ground. Art immediately went to him, but it became clear that he was already dead.

This was a distressing way to start off a grand event and we wish to express our sorrow and condolences to Gilles' family and to his team mates.

Pilots continued to climb out NE of the tow paddock and we all got up to 7,500ft and headed out on course to goal at Ballimore almost 100 miles away. The course line took pilots over forested areas a good distance away from the main road to Narromine and many pilots went down just north of Parkes. Everyone was pleased for Oleg Bondarchuk who won the day. He had been flying on his own as the only Ukrainian representative and had had barely enough money to be in Australia in the first place. Austrians Josef Zweckmayr, Gerolf Heinrichs and Manfred Ruhmer came 2nd, 3rd and 4th, showing that they were both fast and flying as a team. 31 pilots made goal.

The Austrian team had come two weeks earlier to Forbes and had practiced flying together for ten days, then taken a 4 day break before the meet. No other team had done this. No other team flew as well.

Allan Barnes (NZ) had been hobbling around Hay with a crutch, but was now walking without it and came in 10th. He had suffered an unbelievable accident while flying to goal in a previous meet. He got tumbled from behind, threw his 'chute, hit some powerlines and was thrown onto a busy road, where he was hit by a truck. In Forbes he was looking better every day and his flying hadn't suffered.

### Day 2

When we arrived at the paddock we could tell the winds out of the west would be strong. A number of pilots declined to fly the task. Some spectacular crashes followed as pilots piled into the ground immediately after take off and lots of aluminum got bent. Aerotowing in strong wind with modern gliders is very unstable and requires very

active flying on the pilot's part to overcome the inherent instability.

Tug and trike pilots agreed that Day 2 had the worst conditions they had ever experienced during a tow meet. A number of team leaders filed official complaints regarding the decision to fly in these conditions. A complaint is short of a protest, but lets the meet director know that a number of teams thought there was a problem with the decision making.

Only 3 pilots made goal, 1st Oleg Bondarchuk, followed by Gerolf Heinrichs and Guido Gehrmann. This kept Oleg in the overall lead with Gerolf and Guido right behind. Oleg had gotten to the start gate more than 16 minutes behind Gerolf and Guido. He caught them up and reached goal with them, but still only made a few points on them.

### Day 3

A most pleasant light wind out of the west. Unfortunately, while the day started with good lift, it soon got too weak to allow any competitors to make goal 20km south of Cowra at Koorawatha. The west wind turned to SW and presented contestants with a headwind after they had made the turnpoint at Manildra.

German Guido Gehrmann, previous winner of the '98 Open Australian Nationals, pulled into 1st place by winning the day. Guido landed a couple of kilometres short of the goal at Koorawatha. Oleg was right behind him and Gerolf Heinrichs was 3rd. Tomas Suchanek and Manfred Ruhmer were further behind and it didn't look like they would be able to dominate as they had in the past.

### Day 5

A short out and return task and almost everyone made it. This started off as the best looking day of the comp. By 11am a distinct line of cumulus clouds reached from NW to SE, just east of the tow paddock. As we got out to the tow paddock just after noon, little cu's popped off to the south and soon overhead.

As soon as the task was announced over UHF radio to the pilots in the paddock, the general response was that the task was too short. The task was to Grenfell, the nearest town to the south, and back to the "B" tow paddock (where car tow teams were towing from).

The line of clouds to the east moved west, just to the east of the course line, and pilots flying the course were able to get up over 10,000ft and fly up and back at cloudbase.

German Martin Oelkrug was originally thought to have won the day, but his start time had been read incorrectly. Guido, Gerolf, and Oleg were the first three pilots, followed by Brad Koji, Mike Barber, then Martin.

### Day 8

This was another booming day and for once a task was called that almost matched the conditions. The task was 208km to Dunedoo, but could have been another 100km further as 87 pilots made goal.

Pilots headed from the tow paddock south of Forbes and NE to Eugowra. The sky was full of cumulus clouds, cloudbase was around 10,000ft.

East and north of Forbes the ground rises and about 50km out you reach rolling hills. There had been a lot of rain in this area this



year and it was quite green and beautiful, very different to Forbes (not to mention Hay). There were still plenty of dry paddocks along the way and plenty of lift. The sky was filled with cloud streets, and all the clouds were working.

Knowledgeable competition pilots would have stayed to the west of Manildra, Cudal and Molong and let the west winds push them toward the Dunedoo goal as they flew north. 3 Austrians finished in the top 10. Gerolf was penalised for a double exposure on the goal clock, a penalty I hadn't heard of before. I had had a double exposure on my clock photo at the Bogong Cup, but meet officials where still able to see the time and I got scored.

Manfred Ruhmer won the day, with a number of his Austrian team mates close behind.



### Overall

As the meet progressed, Manfred and Tomas slowly climbed out of the holes they had originally dug for themselves. They eventually finished 3rd and 4th respectively. Oleg did well each day, although he did not finish fast on the days that many pilots made goal. He ended up 2nd behind Guido, 600 points back.

Guido Gehrmann was consistent. First winning the Australian Nationals and then the Worlds, he never made a serious mistake. He held on to stay up in light conditions and won on days when no one made goal. On the fast days, he was always near the top.

The Austrian team was outstanding. They flew as a team and their top notch pilots were seriously committed to doing well, winning the overall World Team Championship in convincing style.

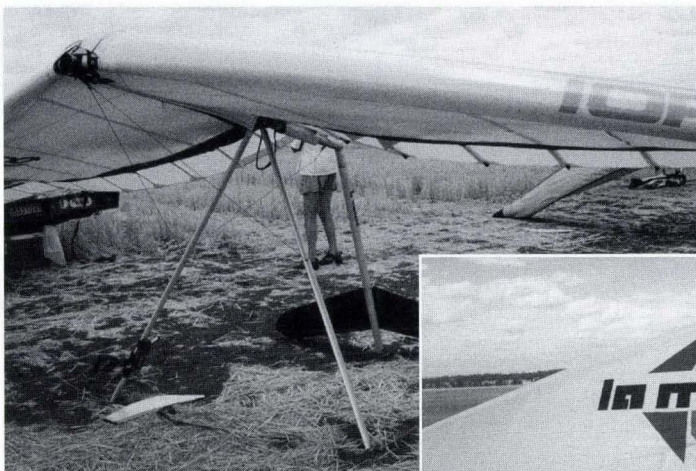
Australia is a great place to have a World Championship. Not only is the flying superb, but it is a great break from the winter weather of the northern hemisphere. Coming to Australia does not interfere with other competitions and the Australians themselves are unbelievably helpful and friendly. It would be nice to be able to come to Australia every year and fly in their well organised competitions.



Aerotowing operations during the Worlds at Forbes. Left: Craig Worth gives hang gliding pointers to two visitors from CASA at the tow paddock. All photos: Paul Haines and Val Wallington

## OUTBACK at the '98 Worlds

The La Mouette Topless showed some innovations: The front and back wires attach halfway up the downtubes to reduce drag and the tail provides extra stability. There was some discussion on the net concerning devices for increased stability on topless gliders. See next column. Ed



Photos: Paul Haines

### 1998 Worlds hang Gliding Championships – Final Results

#### Individual

1	Guido Gehrmann	GER	La Mouette Topless
2	Oleg Bondarchuk	UKR	Aeros Stealth
3	Manfred Ruhmer	AUT	Icaro Laminar ST 14
4	Tomas Suchanek	CZE	Moyes CSX 5
5	Serge Tastet	FRA	Icaro Laminar ST 14
6	Gerolf Heinrichs	AUT	Icaro Laminar ST 14
7	Christian Ciech	ITA	Icaro Laminar ST 14
8	Andre Wolf	BRA	Icaro Laminar ST 14
9	Erminio Bricoli	ITA	La Mouette Topless
10	Attila Bertok	HUN	Moyes CSX 5
15	Rohan Holtkamp	AUS	Moyes CSX 5
18	Kraig Coomber	AUS	Moyes CSX 5
21	Drew Cooper	AUS	Moyes CSX 6

#### Teams

1	Austria	Manfred Ruhmer, Gerolf Heinrichs, Rupert Plattner, Josef Zweckmayr, Toni Raumauf, Robert Reisinger, Markus Goller, Martin Kirchner
2	Germany	Guido Gehrmann, Jobst Baeumer, Christof Kratzner, Bob Baier, Lukas Etz, Martin Oelkrug, Gerald Woll, Jos Guggenmos
3	Italy	Christian Ciech, Erminio Bricoli, Alessandro Busca, Karl Reichegger, Ignazio Bernardi, Davide Guiducci, Filippo Oppici, Ceriano Ercole
4	Australia	Rohan Holtkamp, Kraig Coomber, Drew Cooper, Steve Moyes, Geoff Tulloch, Grant Heaney, Dave Adams, Michael Jackson

### Safety Innovations as discussed on the net:

A recent innovation in Class 1 is a hinged stabiliser attached to the keel. This is free to hinge at the leading edge so that it floats, producing no resultant force when the glider is at positive angles of attack (and it doesn't restrict the landing flare). Should the wing go to a negative angle of attack the hinge hits the stop and the surface produces some restoring force downwards on the rear of the keel. A further innovation in operation in Australia has a connection between the hang strap of the pilot and the control surface. The surface does not move in normal flight but its angle changes should the pilot weight be removed from the hangpoint (i.e. it pushes down on the keel as soon as the straps are loose).

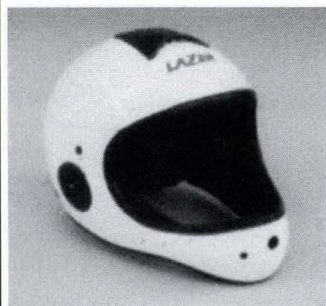
Gordon Rigg, Rigg@btinternet.com

Bautek is also fitting a system to their Twister. Cross Country and Fly & Glide had articles on this, but for all those who don't read German I'll describe it: The side wires are hinged to a spring loaded system that detects whether they are tight or slack. If they are slack, a cable lifts up the tip sticks. Bautek says that the setting of the tip sticks in normal function can be two centimetres lower than normal (good for speed), while, once activated by the side wire system, they lift to 6cm higher than normal. A picture printed in Cross Country showed a glider with ridiculously high tips, but once it's airborne, the cables go tight and lower the tips automatically. I like this system better than fitting a door to my keel...

Bart Doets



## Soaring!

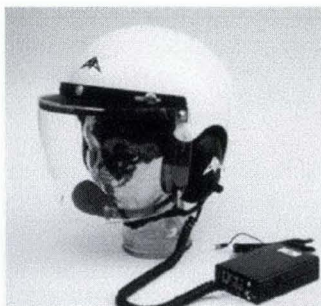


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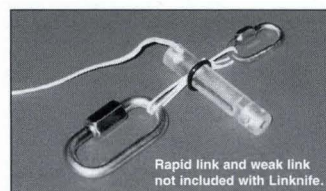
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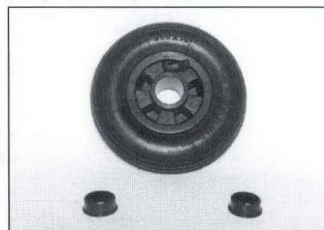
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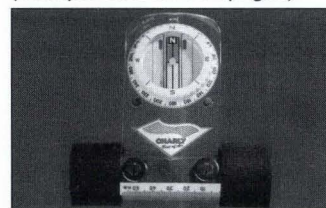
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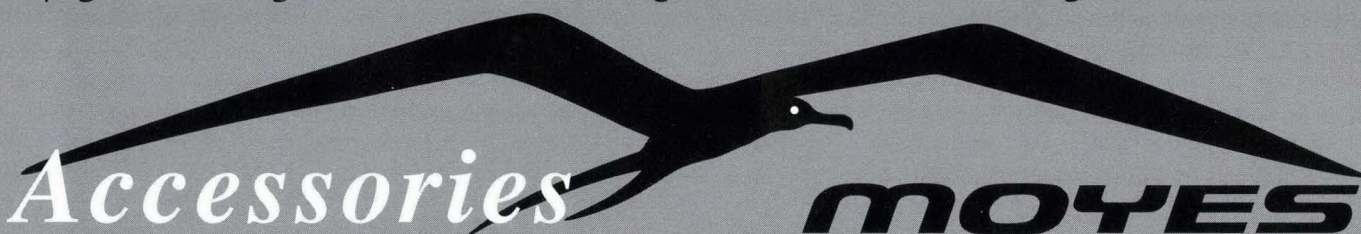
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In the paddock. Photo: Top Shots

# The Oz Nationals

SANDRA HOLTKAMP

*With memories of hot days, huge dust devils, long tasks and very late nights at last year's Australian Nationals, it was with some relief, for me at least, that this year's competition was somewhat more relaxed.*

Registration took place on 27 December with a total of 116 pilots entering the competition. The Welcome Briefing must have been one of the shortest on record as our illustrious leader Mike Zupanc "Zupy" welcomed everyone to Hay and the competition, explained a few rules, asked for teams who could take a couple extra pilots and concluded with, "See you here at 11am tomorrow." Not one big on words is Zupy! However, if you want someone to set a task or two or three (or was that eight by the last day?) – you can't get better.

The first day of competition saw a task that turned out to be a tad too easy for most: 89km. Start gate for the day was Walwa homestead and goal at Toms-Lake tank.

Out of the 116 pilots 61 made goal – the free beers at goal obviously didn't go too far. Oleg Bondarchuk placed 1st for the day just 2 points in front of Jobst Baeumer who was actually fastest along the course with a speed of 43.57km/h and an elapsed time of 1:49:46, 3rd was Allan Barnes. Highest placed Australian was Rohan Holtkamp (=8th) with an elapsed time of 2:02:10.

After yesterday's effort it was decided a longer task was in order. This time a 133km task with Walwa homestead again being the start gate for the day and goal at Mossgiel. Apparently too easy again as 68 of the pilots managed to make goal. Today, however, was Guido Gehrman's day. He finished in top position followed by Martin Oelkrug and Steve Elkins in 3rd. First Australian was Joel Rebecchi in

4th position. Martin had an extremely fast time of 51.21km/h along the course and an elapsed time of 2:23:53. We needed more difficult tasks or more beer at goal!

Day 3. Time to start sorting out the men from the boys. Start gate today was on Sidonia road followed by a turnpoint at Gunbar and then headwind back to Croidon Station, a total of 117.7km.

Even though this proved a difficult task for many, it also brought the biggest smiles to many pilot's faces. That night stories circulated at headquarters that some pilots had flown at least 20km past the turnpoint heading for goal, snagged a thermal which unfortunately only saw them landing back just 2km past the turnpoint. A hard, but rewarding day, especially for those few who managed to make it to goal. In fact 24 made it. 1st for the day was Martin Harri who also had the fastest time of 4:00:59 along the course and a speed of 29.3km/h, followed by Ernst Schneider who was flying one of the two Exxtacys in the competition with Guido Gehrman placing 3rd. Highest placed Australian was Kraig Coomber in 11th.

New Year's Eve and the task committee were hoping to set a huge task with the pilots ending up at Wangaratta in Victoria. However, with a change in conditions the goal was decided to be Oaklands (a word which would later send shivers down many pilots' spines) a total distance of 171.9km. Not one pilot made it to goal. Guido Gehrman came closest with only 19km to go. Equal 2nd for the day were Serge Tastet and Oleg Bondarchuk closely followed by

Franz Herrmann and David Adams of Australia in 5th place for the day. Although many pilots made it back to civilisation for the big countdown into 1998, there were many others who saw nothing other than a few kangaroos and other local wildlife. A couple of pilots did not make it back to Hay until well after the sun had come back up again.

New Year's Day saw a lot of very weary pilots at headquarters and some pilots back out on the road were still collecting their gliders and equipment which had been left out the night before. It was a strong wind day and a lot of pilots were glad to hear Zupy call the competition task for the day as laps of the local swimming pool.

2 January and day 6 of the competition was also cancelled due to strong winds. Even though these two days were cancelled, it would have been possible for the more experienced pilots to achieve record flights with cloudbase in excess of 15,000ft. Since the competition was open to pilots of all experience levels, the safety of all competitors was given a higher consideration to that of achieving record flights.

After two days of no flying all the pilots were happy to don their flying suits and get back into their gliders. Today's task was from Croidon Station to a turnpoint at Booligal tower and goal at Mossiel. A total of 135km.

Again no pilots made it to goal and the beer was once again safe. Closest to goal was Guido Gehrmann with only 9km left to go followed by Christof Kratzner and Oleg Bondarchuk. Highest placed Australian was once again, David Adams in 6th.

The second last day of competition saw pilots heading out on a 169.9km task with start gate at Walwa homestead, a turnpoint at Booligal tower and goal at Ivanhoe. 12 pilots made goal with Oleg Bondarchuk finishing 1st, flying the fastest time of 4:20:34 along course at a speed of 39-12km/h. Guido Gehrmann was 2nd with Davis Straub, flying the other Exxtacy, in 3rd place. Kraig Coomber was highest placed Australian in 4th.

Final day of competition and Oaklands was being bandied around as the goal for the day, much to many pilot's dread. Finally goal was set at Merriwagga, a total distance of 93.2km.

On this day, 65 pilots made it to goal, some of these for the very first time. One pilot rang into HQ a few hours later stating he had been at 8,000ft above the goal area, couldn't see it and had gone on

to fly to Hillston! 1st for the day was Mario Alonzi, followed by Christof Kratzner and then Davis Straub. Highest placed Australian was Rohan Holtkamp in 5th.



## Results

### Top Australians

1	Kraig Coomber	5,713	(5th overall)
2	Rohan Holtkamp	5,678	(7th overall)
3	David Adams	5,619	(8th overall)

### A Grade

1	Guido Gehrmann	6,178
2	Oleg Bondarchuk	6,102
3	Jobst Baeumer	5,989

### B Grade

1	Phil Schroeder	3,049	(62nd overall)
2	Hugh Satchell	2,853	(69th overall)
3	Warren Hall	2,071	(81st overall)

### C Grade

1	Tony Lowrey	3,059	(61st overall)
2	Jon Clements	2,943	(66th overall)
3	Geoff Coombs	2,867	(67th overall)

### Ladies

1	Marie-Jo Rufat	4,521	(30th overall)
2	Nikki Hamilton	4,370	(33rd overall)
3	Tove Heaney	4,161	(42nd overall)

### Masters

1	Mike Barber	5,701	(6th overall)
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### Exxtacy Class

1	Ernst Schneider	5,003	(18th overall)
2	Davis Straub	4,370	(34th overall)

*We would once again like to congratulate all pilots for their effort at the competition and special congratulations to all those who made goal and/or turnpoints for their first time. Thanks to Zupy whose organisational skills were outstanding and his humour just as good. Also thanks to John for preparing the paddock; Mike and Elle for their effort with the film developing; Rohan Holtkamp and Alan Beavis for trying to keep Zupy under control with the task setting; Tony Lowrey for doing the temp traces and the community of Hay for once again supporting the competition.*



Most of the pilots and crews on the final day of competition.

Photo: Mike & Elle of Top Shots

# 1998 Corryong Cup



Above Mt Elliot. All photos: Graeme Garlick

GRAEME GARLICK

*The Corryong Cup was held between 19 and 25 January 1998 and was once again a great fun competition. To make it even better, the local Wedgie, Mrs Elliot, seemed to be in semi-retirement and very few pilots were harassed. She did, however, seem to have an apprentice in training so watch out next year!*

**A** total of 65 pilots competed in one of the most relaxed and fun comps in the contest calendar. Available pilot positions were filled early in the process and quite a number of pilots missed out on entering this year, so get in early next year if you are keen to enter.

Practice Day, 19th: An open distance task was set by the comp director, Wayne Potocky, with cash prizes and cartons of beer for various achievements. Weather conditions

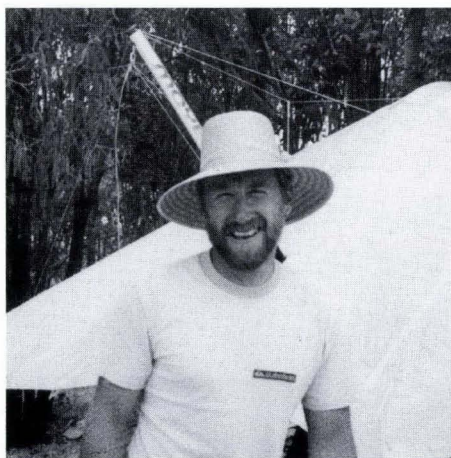
were not great with light cycles up the face of Elliot and a completely overcast sky. As is always the case, some managed to get away no matter the conditions and the best flight of the day went to Glen Salmon. Other prizes went to Greg Pound (spot landing), Mark Robertson (1st to launch) and Stuart Malone and Dave Jones (1st to the airport).

Day 1, 20th: The task on the day was Elliot-Jingellic-Cudgewa-Tintaldra-Corryong airport. Moderate NW winds and abundant cumulus clouds greeted us. Cloudbase on the day was 10,000ft. In hindsight the 110km task was difficult with a great percentage of the field on the ground somewhere between launch and turnpoint 1. The Tintaldra pub seemed a popular spot for terminating the

flight. No pilot managed goal. The best flights on the day were from Glen Salmon (82km), Phillip Ray and Paul Ryan (77km). A number of other pilots did well to partially complete the course.

Day 2, 21st: The task was Elliot-Cudgewa-Jingellic-Corryong airport, a distance of 87km. The sky looked great with base once again at 10,000ft. A number of up and coming pilots achieved PB's and many pilots managed to fly a reasonable distance around the course. To make life interesting, the great sky controller determined that the area surrounding TP2 was in shade and regularly subject to rain showers for the majority of the day, making it hard to get past this point if you were unfortunate enough to get low. A total of 15 pilots made goal and the winners of the day were Bernie Baer, Peter Hood and Greg Holt. A number of pilots reported going over the falls past vertical due to strong lift on the day which peaked at 1,800fpm at times.

Day 3, 22nd: The task called was Elliot-Kangaroo-Tooma-Kangaroo-Corryong airport, 87km. The day did not look as consistent as the previous 2 days although some decent looking clouds were about. Numerous pilots made TP1 but were not able to find further lift to continue. Conditions were unusual and some pilots experienced thermal cores up to 2,000fpm on average with abundant lift over high



Comp director, Wayne Potocky.



ground while other pilots struggled to find enough lift to complete the relatively short 1st leg. Launch timing was critical and those who did not reach TP1 high, generally bombed out. A number of pilots achieved TP2 and better. Best flights on the day were Franco Chetcuti (goal), Bernie Baer (79km) and David Lamb (53km).

Thursday evening the traditional BBQ was put on by the Tourist Association. Over 100 pilots and friends attended. The comp provided drinks with pilots making gold coin donations to cover the costs of the Tourist Association. Food and social atmosphere on the night were great.

Day 4, 23rd: Fresh and gusty conditions on launch saw the day eventually canned. Pilots amused themselves with fishing, swimming, bush walking and other activities. A number of pilots took the opportunity to book in with the local masseuse for a muscle restoring massage. One pilot had been awarded a massage by the comp organisers when he'd complained his old bones couldn't take the stress of competition any longer.

A spit roast was put on by the Tintalra pub on Friday evening. Everyone seemed to enjoy themselves. The only downside of the evening was the number of uninvited guests turning up to boost the numbers and causing a bit of a problem for the caterers.

Day 5 & 6, 24th & 25th: Both days offered unflyable conditions. Sunday saw some huge CuNim development creating abundant lift and a number of pilots elected to fly after the day was cancelled. 3 free-flying pilots were unfortunate enough to be in the air when the gust front hit the Corryong area. Wind strengths of 40-50mph hit with little warning. A number of chase cars pursued pilots still in the air to be available for them when they finally landed. To say these guys were shaken and relieved when they finally landed safely would be an understatement.

Presentation Night, 25th: The Courthouse Hotel was the venue for our wrap up night for '98. Pilots and friends all enjoyed a great smorgasbord and plenty to drink. As usual for this contest numerous prizes were given away, complete with a raffle draw. Money raised from the raffle was donated to the Corryong hospital. The major prizewinner was Allan Bush who walked away with a new Moyes helmet. A special presentation of a box of chocolates for each driver and partner was made in recognition of everything they go through just so we can have a good fly.

Once again the Corryong Cup was heaps of fun. The club will be working to improve



Craig Turner gets his Shark ready.

a number of areas next year and I thank all pilots for both their compliments and criticisms. They will be all taken on board and considered for next year. One suggestion which was given by a lot of pilots was to scrap the practice day and include it as a comp day to allow a full 7 days of flying. This will be instituted next year.

Results	
1 Glen Salmon	SX
2 Franco Chetcuti	Xtralite
3 Rob De Groot	SX
Teams	
1 Rick Martin	Xtralite
Bruce Daniels	Shark
Phillip Ray	Laminar
Rob De Groot	SX
Best Veteran	
Franco Chetcuti	Xtralite
Encouragement Award	
Richard Cook	XT

*The Blue Mountains Hang Gliding Club would like to thank all those who, officially and unofficially, assisted in the preparation and running of the Cup. A special thank you to the drivers and partners, without you the comp would not have succeeded.*

*The club would also like to acknowledge the support of the following sponsors of the Corryong Cup: Moyes Gliders, Parachutes Australia, Airborne Windsports, Glenn and Sue Connors, Canberra Hang Gliding Centre, High Adventure Airpark, Sydney Sky Sailors, Sydney Hang Gliding Centre, Panthers, The Edge Maxvision Cinemas, Towong Shire Council, Air Support, The Courthouse Hotel, Hogg's Bakery, Mt Mittamatite Caravan Park, Colac Colac Caravan Park, Ultralight Flying Machines, various local Corryong businesses, Wingtech, Roger C. Browns, A.C.R., Future Wings and The Upper Murray Tourist Association.*

## Corryong Cup Postscript: About those TP films...

DAVID MIDDLETON

The only black mark on an otherwise excellent competition was a number of allegations of turnpoint cheating. This is a perennial problem at the Corryong Cup, so on the third day the organisers decided to call in the TP films from all pilots who had claimed at least one TP during the duration of the comp. Film was to be handed in on the last day. This request was repeated at several briefings and a conspicuously labelled box placed in the operations room on the last day for the purpose. The box was even passed around at the presentation dinner.

From 60 pilots who claimed at least one TP during the duration of the comp we collected only 20 films. More alarmingly, we only received 10 films from the top 20 placed pilots. It is a matter of pure conjecture as to why 40 pilots failed to hand in their TP films.

It was decided to develop and examine the films from the top 25 pilots. This consisted of 12 films only. Out of a total of 46 turnpoints examined, using competition rules, 31 were correct, 11 were out of sector but otherwise correct, 4 were wrong or unrecognisable and 1 showed no day board photo.










I would like to note that the prize-winners did all hand in their films and there is no doubt on their validity.

It is my belief that the organisers have a duty to make the competition as fair as possible for all competing pilots. The overall result would be happier pilots and greater credibility for the competition. I think that a majority of pilots would support a tightening of the examination of TP photos and their application to the score sheet as would be done in a real comp and that this would in no way reduce the fun element of the Corryong Cup.












I would appreciate comment on this from pilots who attended the Corryong Cup, particularly the regulars, some of whom I know have been coming down for many years, to help us formulate a policy for the '99 Cup. So please phone me on 02 96236961 with your opinion or write through the pages of Skysailor.

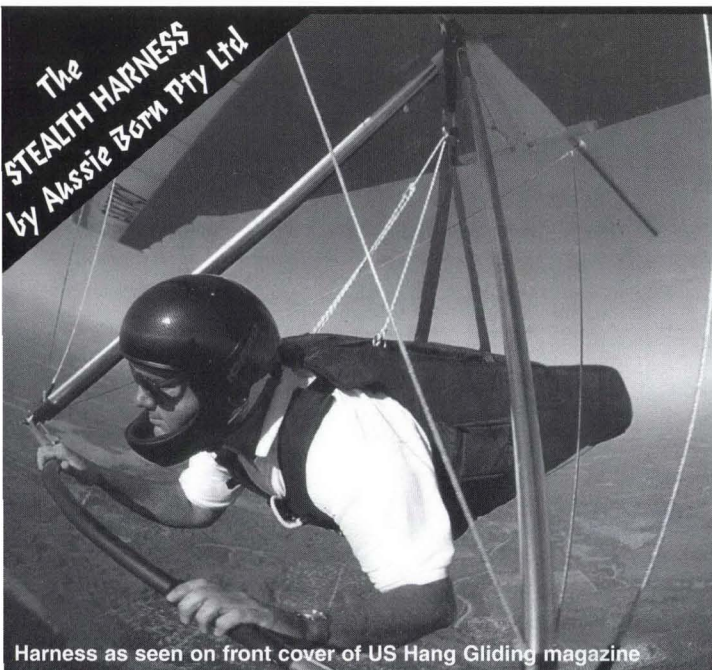


# Competitions & Events

Event	Date	Venue	Details & Entry Requirements	Contact
<b>Australia</b>				
State of Origin 2 	Rd 3: 10-12 Apr 98	Manilla, NSW	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.
 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).
Canberra Fly-In 	25-26 Apr 98		It's on again! Come & join us in Canberra for a fun week-end of flying. Ideal for low airtime pilots, HG & PG pilots welcome. Entry fee: \$15, proceeds go to the local Bush Fire Brigade.	Duncan Kelly, ph: 02 62805605 (w) or 018 625091 or Rachael Bain, ph: 02 62784442.
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.	See fax form on page 17. Tony Dennis 0418 574068, fax 03 57626227.
Canungra Classic & SE QLD Titles 	10-17 Oct 98	Canungra, SE QLD	The Champions' Competition. 4 previous winners have all gone on to be Australian National Champion. Entry fee: \$100 (incl. map & 3 films). Site fees: \$35. Registration & Calcutta 9 Oct. Open, B, C Grade, Masters & Ladies trophies. Requirements: Int or higher, databack camera. GPS recommended. Closing date for entries & full payment 31 Aug 98 (Late fee \$30).	Tim Cummings, PO Box 116, Canungra 4275, ph: 0418 778422, email: <a href="mailto:tim@eis.net.au">tim@eis.net.au</a>
<b>Overseas</b>				
 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 bridges) 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>
Mondial de l'air 	21-24 May 98	Gap-Tallard, France	An international classic meet for all aviation enthusiasts. Based at Gap-Tallard airfield, the venue is the Southern Alps. <a href="http://www.gap-tallard-aero.com/mondial">http://www.gap-tallard-aero.com/mondial</a>	Carnaval Aérodrome, Tallard Ph: +33 4 92541990, <a href="mailto:carnaval@gap-tallard-aero.com">carnaval@gap-tallard-aero.com</a>
UK National Leagues 	22-26 May 24-30 June	Mid-Wales, UK X Monte Cucco, Italy South East Wales, UK	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	Grand Bornand, 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>
Northern Paragliding Open 	23-28 Jun 98	Le Grand Bornand, France	Beat a Swede! Comp includes Nordic Championships & Swedish Nationals & has FAI status. Experienced pilots are welcome. For registration & further info check out <a href="http://www.netconnection.se/airmail/sm">http://www.netconnection.se/airmail/sm</a>	Jonas Svedberg, email: <a href="mailto:Jonas.Svedberg@swipnet.se">Jonas.Svedberg@swipnet.se</a> or Herman +46 31445 778.

# Competitions & Events

Event	Date	Venue	Details & Entry Requirements	Contact
<b>Overseas</b>				
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.
11th Alpen Open 	15-19 Jul 98	Gnadenwald near Innsbruck, Austria	Entry fee: Austrian Shillings 1,500 (US\$100=ATS1,250), payable by 15 Jul 98. Prize money for 1st 15 places. Entry requirements available from organiser.	Drachenfliegerclub Innsbruck, Ph/fax: +43 522453904.
1st Annual Sun Peaks Air Carnival & The Open 	18/19 Jul 98	Sun Peaks Resort, Mt Tod, Canada	Free entry – Everyone welcome – Great prizes. Paragliders, flex wings & rigid wings welcome! Handicap scoring system. Registration fee: CND\$20	Ian McArthur, ph: +250 5788402, email: <a href="mailto:ianmc@direct.ca">ianmc@direct.ca</a> , <a href="http://www.interactive-ad.com/hanggliding/">www: interactive-ad.com/hanggliding/</a>
 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 Canadian World Cup & Canadian Nationals 	5-10 Aug 98	Sun Peaks Resort, Mt Tod, Canada	Nationals, World Cup X/C & Speed Gliding Championship. HPAC m/ship & HAGAR required. Registration fee: CND\$100 (before 5 Jul 98), CND\$125 (after 5 Jul 98).	Ian McArthur, ph: +250 5788402, email: <a href="mailto:ianmc@direct.ca">ianmc@direct.ca</a> , <a href="http://www.interactive-ad.com/hanggliding/">www: interactive-ad.com/hanggliding/</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 showers), hot food at favourable prices, pick up info service, free participation in all official programs.	HGFA 02 69474328 or Hungarian Aeronautical Association, H-1093 Budapest, Lónyai u. 44, ph: +36 12170351, fax: +36 12177222 email: <a href="mailto:ordody@mail.matav.hu">ordody@mail.matav.hu</a>
NZ Speed Gliding World Cup 	6-12 Sept 98	Coronet Peak, NZ	Entry fee: NZ\$175. 3 practice days prior to competition.	Geoff Dossetor, Paul Chisnall, <a href="mailto:xtr77110101@xtra.co.nz">xtr77110101@xtra.co.nz</a>
'98 Maninjau Fun Fly-In 	4-14 Sept 98	Maninjau, West Sumatra, Indonesia	Organisers: Ir. H. Juanda No 5, Bekasi 17141, Indonesia <a href="http://fliieg.com/indonesia/~sumatra.html">http://fliieg.com/indonesia/~sumatra.html</a>	Anwar Soerjomataram, Ph: +62 21 8841915, fax: +62 21 7970924, email: <a href="mailto:anwisata@cbn.net.id">anwisata@cbn.net.id</a>



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# NEWS

## Notices to all Pilots:

### *Landing in the Tawonga bomb-out paddock in the Kiewa Valley:*

We are no longer allowed to use the paddock that has been in use for several years. Please use the paddock directly to the north of it, where the windsock and stile are.

*NEVHG Club*

### *Due to the change of land owners Tarana hang gliding site east of Lithgow is closed.*

Do not fly this site as you will not be welcomed by the new land owner.

*BMHG Club*

## HGFA/GFA Meeting

The joint meeting between the GFA and the HGFA has been rescheduled from 6 June to the new date of 20 June. The venue remains the same.

*HGFA Administration*

## Is your weightshift/ powered aircraft currently registered?

Please check your details and phone Margaret at the HGFA office with any changes on 02 69472888.

*HGFA Administration*

## New FAI approved Electronic Barographs

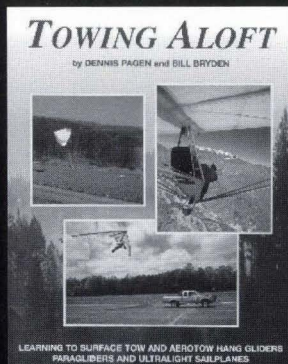
*Bräuniger IQ Competition & IQ Competition/GPS*, software version 2.0, case sealing: 2 tamper proof seals over screw holes, restrictions: 0-6,000m, -20°C to +50°C.

FAI-CIVL hereby declare that the above barographs conform with FAI-CIVL requirements in "Standard for Electronic Altimeters with Memory (ver 8 14/08/92)". Flight record printouts made by the instrument will be accepted as barographic evidence of flight performance in support of FAI record and badge claims in Class O airports (hang gliders and paragliders), provided the instrument was used in accordance with the relevant sections of the FAI sporting code and the official observer procedure was followed.

In case a major design fault or weakness is detected after the approval of the instrument, the certificates may be temporarily void and restored after corrective action has been taken to support conformance. In this case notice will be given to the manufacturer and the public by relevant information channels.

*Acceptance of printouts doesn't constitute an endorsement of the instrument or guarantee of quality of materials, workmanship, reliability, accuracy, freedom from defect or malfunction. FAI and its officials refuse any and all liability for loss, lost profits, damage or injury resulting from the use, inability to use or possession of the above instrument. It is the user's responsibility to determine if the instrument is suitable for his/her purposes. The instrument should not be used for determining flight levels in controlled airspace unless it has been certified for such use by civil aviation authorities.*

*Per Arne Soldal, FAI Chairman*



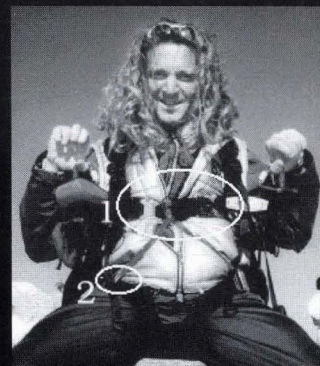
A new book from hang gliding guru Dennis Pagen deals with all forms of towing.

Icom's new airband (VHF) radio for sport pilots, the A22 Sport.



Jimmy Facher shows how the Get Up system works:

1. The chest strap uses two inside males and two outside females.
2. From inside the leg strap buckles, two straps run into one and connect to the chest strap.



## New Pagen Book

*Towing Aloft* from Sport Aviation Publications is a new book by Dennis Pagen and Bill Bryden. This manual covers stationary winch, static line, payout winch, boat towing and aerotowing for hang gliders, paragliders and ultralights. Safety and procedures are the main focus of the book, with techniques described from the pilot's and tow operator's point of view.

Towing Aloft targets towing students whether they are new to flying hang gliders or paragliders or just new to towing and retails for \$57. *Currently available from Moyes Delta Gliders, (02) 93164644, Fax (02) 93168488 or your local Moyes dealer.*

## Icom A22 Sport

Based on the popular Icom A22E, this new radio has been introduced to the Australian sport pilots market.

With more pilots wanting to use or carry an airband radio, there has been a demand for a quality, reasonably priced VHF radio without extras, like GA headset cables, included in the A22E deluxe version. The A22 Sport was developed to suit the budget needs of sport aviation pilots without sacrificing quality. It is a fully functioning Icom handheld airband radio matched to an Icom AA battery pack and can be powered from its own battery or from an external source, such as a car or microlight battery. Approved for use in Australia, it comes with a full factory backed guarantee and is priced around \$499. Further information from Ultralight Flying Machines 03 94312131 or other Icom dealers throughout Australia.

*Ultralight Flying Machines*

## GET UP – a system that may save your life

In Italy last year two fatal accidents occurred because they took off without closing their leg straps. Although it may seem quite impossible to forget such an obvious pre-flight check, it has happened to other pilots around the world.

Italian paraglider pilots Andrea Bonavita and Paolo Fabbri, invented and patented a new system, GET UP, to stop this mistake from happening to anyone else. The system retains the pilot in the harness even if he has forgotten to secure the leg straps and allows him to easily sit down.

This simple modification to your harness consists of the insertion of a second buckle on the chest strap:

When the pilot secures the chest strap on both sides, the leg loops are automatically detained by a double line strap which can carry up to 600kg, linking them to the chest strap.

Italian harness maker, Woody Valley, has already included the GET UP system in some models and soon a kit will be made available to add this security device to all existing types of harnesses.

*For information: Paolo Gavelli, Via Renato Serra 3, 47100 Forlì, Italy, e-mail: paologgi@mbox.queen.it*

## Moyes Gliders new email address

You can reach Moyes now on [moyes@moyes.com.au](mailto:moyes@moyes.com.au)

Check out the new home page: <http://www.moyes.com.au>

## Sky Adventures, Stories of Our Heritage

### *Legends and Stories about the Early Days of Hang Gliding and Paragliding.*

Sky Dog Publications have released their 2nd book, edited by Jim "Sky Dog" and Maggie Palmieri and illustrated by Mike Vorhis. This 500+ page book is produced in a new expanded 8 1/2 x 11 inch format.

The book is dedicated to Francis Rogallo with a cover shot by Andreas Busslinger showing hang gliders and paragliders in flight. The inside cover contains multiple photographs of Francis Rogallo and his magnificent flying inventions. Several unpublished articles by Francis Rogallo introduce the book to the public.

The book aims to define the heritage of both hang gliding and paragliding through the very words of those who were there during the earliest periods of our sport. The book is filled with articles from over 70 contributors from the United States, UK, Europe and Australia, although South America is represented with a magnificent tale of paragliding in Colombia. There are over 25 unique illustrations, 25 pages of photographs and poems about the sport. The appendix contains all books ever written about hang gliding and paragliding and biographical information about each contributor.

Retail price is US\$30.95 incl. p/h overseas. A special pre-publication offer of US\$26.00 incl. p/h overseas is in effect until June 1998. Sky Adventures will be available in print by June/July.

*Send orders (check or credit card) to: Sky Dog Publications, 6511 Deepwoods Dr, Roanoke, Virginia 24018-7645, USA*

*Jim Palmieri*

## Hang Gliding Nationals in Western Australia

It has become obvious that several questions need to be answered prior to eastern states' pilots deciding to fly in the Nats in WA. I will try to address some of these questions:

- Two comps will be held, the State Championships 9-17 January followed by the Australian Nationals 22-30 January.
- Glider transport to WA will be arranged so that gliders can be left at location of the last eastern states comp and will be transported to Wyalkatchem in WA from there.
- Local tow & retrieve drivers will be available in limited numbers.
- Briefing room is air-conditioned with a bar similar to Forbes.
- Next door to the briefing room is a breakfast room. Breakfasts will be served each day prior to morning briefings.
- Across the room are swimming pools.
- Maps will be marked with all turnpoints, goals and a scale, with all GPS coordinates, elevation and brief description on the reverse.
- GPS downloading available at registration day.
- Road network in WA's wheatbelt is excellent, max. walk out 3km.
- Laundry service available.
- Group discounts have been negotiated with major airlines and hire cars are available in abundance.
- Comp director is Michael Zupanc.

As you are aware we recently lost Shady (Andrew) and Amanda, a tragedy that affected us all very deeply. I can't put into words the sad feelings I have. We will all miss the Shade.

## WA Paragliding Web Page

The Cloudbase Paragliding Club of Western Australia now has a web page at <http://www.cygnus.uwa.edu.au/~madmike/paraglid.html>

*Mike Duffy*

## Airwave's Wing-Flex System helps win the Worlds

Airwave's new wing-flex system, used on their comp prototypes during the 97 comp season and incorporated into their new designs, helped John Pendry win the Worlds. The 1st glider to use the system was the XMx proto flown to victory by Peter Brinkeby in Brazil in February 97. Since then a flood of successes has followed, all flying XMx protos using the new wing-flex system.

### *How the wing-flex system works*

A typical paraglider has 4 line attachments per rib and the position of these attachments is normally proportional to the length of the rib. This means the line attachments at the tip of the glider are much closer together than those at the centre of the wing. As a result the tip accelerates more than the centre of the glider during acceleration and the glider is more likely to suffer from tip collapses. On a wing-flex glider the position of line attachments is not proportional to the rib length. The spacing of the line attachments increases as you move towards the tip. Position of the A,B and C line attachments all follow the sweep back curve of the leading edge, whereas on conventional gliders the C tabs would be seen to sweep in the opposite direction, following the trailing edge. This positioning of the line attachment points linked to the correct accelerator system offers a glider with increased stability at speed.

*For more information contact Sydney Paragliding Centre.*

*Airwave Gliders Ltd*

## Airwave TripleX

The XXX is Airwave's new comp glider for 1998. Developed from John Pendry's 97 World Championship winning glider, it incorporates Airwave's Wing-Flex system, giving the wing more stability at speed. The XXX is an evolution of the XMx. It has the same responsive handling and incorporates a new aerodynamic profile which is able to withstand turbulence better, thus reducing the tendency to collapse in turbulence, particularly when combined with the Wing-Flex system. The internal diagonal bracing system is also different and the sail is now supported on every 3rd cell instead of every 2nd cell as in the XMx and XM, enabling the overall line length to be reduced to 350m. The reduced sizes of the gliders improve the high speed glide and stability while sink rate and climbing ability of the XXX remain excellent despite the smaller size (Acpul Competition grade/DHV pending). *The XXX is available in S, M, L and XL from Sydney Paragliding Centre.*

*Airwave Gliders Ltd*

## 1998 South Australian Hang Gliding Competition

### Results after 7 Rounds

1	Scott Robinson	5,271
2	Anthony Cross	4,965
3	Garry Fimeri	4,645
4	Brent Telford	4,541
5	Paul Kelley	4,519
6	Ian Andrew	4,104
7	George Kambas	4,014
8	Sue Hansen	3,658
9	Chris Charters	3,365
10	Colin Hansen	3,125

*Chris Charters*

## WANTED

- ▶ Enthusiastic pilots wanting to experience 3 weeks of flying in the Swiss/French Alps.
- ▶ Why not make the break this winter and take up this opportunity to further your flying skills – and enjoying the trip of a lifetime.
- ▶ Pilots of all skill levels are welcome.
- ▶ The tour starts on Monday the 13th of July 1998.
- ▶ Booking deadline is the 1st of May 1998.

FOR AN INFO PACK OR A VHS VIDEO ON THIS ADVENTURE, CALL CHARLY FELLAY AT MELBOURNE PARAGLIDING CENTRE ON

**03 97792400 or 0418 103084**

# NEWS

## New World Record attempt – 100km Out and Return

In early 1997 Rohan first went to Eucla on the SA/WA border and broke Tomas's record (set at Stanwell Park in '96) for an 100km out and return on an Airborne Shark with an average speed of 54km/h.

Tomas, flying a CSX5, went to Eucla in December 97 to smash Rohan's record with an average speed of 74km/h and now Rohan, flying a CSX5, returned in February '98 to regain his record with an average speed of 76km/h! Congratulations Rohan!

Tomas's 200km out and return record is still intact, though Rohan did set a new record for 300km out and return in 5½ hours.

## New provisional FAI hang gliding record

*Category: Feminine (single place)*

*Out and return:* 136.2km

*Site:* Eucla, Australia, 9/1/98, Nikki Hamilton (UK)

*Hang glider:* Type to be advised

*Current World Record:* 132km (Tove Buas-Hansen, 6/7/89)

*Category: General (single place)*

*1. Speed over an out and return course of 100km:* 74.1km/h

*Site:* Eucla, Australia, 9/1/98, Tomas Suchanek (Czech Republic)

*Hang glider:* Moyes CSX 4

*Current World Record:* 64.64km/h (Rohan Holtkamp, 9/2/97)

*2. Speed over an out and return course of 200km:* 73.3km/h

*Site:* Eucla, Australia, 10/1/98, Tomas Suchanek (Czech Republic)

*Hang glider:* Moyes CSX 4

*Current World Record:* 54.88km/h (Rohan Holtkamp, 9/2/97)

*3. Speed over an out and return course of 300km:* 55km/h

*Site:* Eucla, Australia, 12/2/98, Rohan Holtkamp (Australia)

*Hang glider:* Moyes CXS 5

*Current record:* No record registered yet

*4. Out and return distance:* 331km

*Site:* Eucla, Australia, 12/2/98, Rohan Holtkamp (Australia)

*Hang glider:* Moyes CXS 5

*Current record:* 310.3km (joint record: L. Tudor (USA) and G. Loyns (UK), 26/6/88)

*5. Speed over an out and return course of 100km:* 76km/h

*Site:* Eucla, Australia, 15/2/98, Rohan Holtkamp (Australia)

*Hang glider:* Moyes CXS 5

*Current World Record:* 64.64km/h (Rohan Holtkamp, 9/2/97)

**Sub-class: O-2 (Hang Gliding - movable aerodynamic surfaces)**

*Category: General (single place)*

*1. Speed over an out and return course of 300km:* 59km/h

*Site:* Eucla, Australia, 12/2/98, James Neff (Canada)

*Hang glider:* Exxtacy 160

*Current record:* No record registered yet

*2. Out and return distance:* 331km

*Site:* Eucla, Australia, 12/2/98, James Neff (Canada)

*Hang glider:* Exxtacy 160

*Current record:* 76.4km (G. Worthington (USA), 23/7/77)

*3. Speed over an out and return course of 200km:* 65km/h

*Site:* Eucla, Australia, 15/2/98, James Neff (Canada)

*Hang glider:* Exxtacy 160

*Current record:* No record registered yet

*4. Speed over an out and return course of 100km:* 70km/h

*Site:* Eucla, Australia, 15/2/98, James Neff (Canada)

*Hang glider:* Exxtacy 160

*Current record:* No record registered yet

## Blue Mountains Hang Gliding Club

We have recently returned from running the 1998 Corryong Cup. Once again this competition lived up to its reputation of being a great fun relaxed competition. See report on page 10.

On an unhappy note, due to a change of land owners Tarana hang gliding site east of Lithgow is now closed. Do not fly this site as you will not be welcomed by the new land owner. The club is currently seeking out other suitable launches in the area.

*Future events (visitors are welcome to attend):*

*Water Landing Night,* 20 March, contact 02 96286245, \$5 per person. Supervised by qualified diver.

*Winch Tow Day,* 26 April, contact 02 96236961, club membership required

As usual, our meetings are held on the last Tuesday of each month at the Sportsmans Hotel, Kildare Road, Blacktown. Visitors are more than welcome to attend.

*Graeme Garlick, President*

## Cairns Hang Gliding Club

Our sincere sympathy to all those who have had flood damage from the cyclonic storms. Please let us know if anyone needs assistance.

Condolences too to all who have been earthbound for the last few months! Ian and Broderick broke through on Saturday 24. They were having a grand time at the Gillies, until they became "boxed in" by storms. Scudding down from the heights, they were able to get to ground – Ian at the turf farm and Brod (due to 180° wind shift) in the vicinity thereof. Then began the long task to retrieve their distant vehicles, now marooned by the tropical downpour on the muddy scrub road... Oh, the joys of hang gliding!

Kevin Gilligan was awarded his instructor's rating. Kevin's hard work is to be reflected in the benefits now available to the new beginners. All the very best, Kevin, in all you are doing.

Our first meeting of the year was well attended, with newcomers as well as old hands where Nev and Bernie filled us in on their flying safari around the Australian comps (including Forbes International). Meanwhile the change in weather has been more conducive to lawn mowing. Nev was about this pursuit at the Rex two weekends ago. White caps on the waves but no fliers! The following weekend (21 February) saw this altered, with 7 pilots sampling the lift.

*Lance Keough*

## Dynasoarers

Already this year has seen several club fly-ins. Tony Hughes, Warwick Spratt and I flew at Stanwell Park and Blackheath over the Christmas period. We had two excellent flights at Stanwell from Hell Hole to Bulli Pass. This was the first time I had flown over this awesome coastline and was very impressed. Tony was the only one lucky enough to fly at Blackheath.

Ted Remeika organised a fly-in for new members who did not have a lot of experience inland. Dean and Darren Jepson, Michael Brennan, Stephen Rose all enjoyed good flights at Ben Nevis and Ted and Ian Haig were both happy with their cross country flights.

Rob van der Klooster, Warren McDonald, Phil Campbell, Andrew McKinnon, Warren Bodle and visiting pilot Hans all flew for 2 hours down at Flaxman's Hill near Warnambool. It was a great day's flying in 20mph WSW winds. Flights down to the Bay of Islands and almost down to Childers Cove were achieved. Phil Campbell added a bit of excitement to the day by landing out near the Bay of Islands. Warren McDonald will report on club members' achievements at the comps in the next issue. Congratulations are in order for Richard Nash who passed his intermediate licence and to Peter Hannah for being the 13th person to achieve the Jan Juc to Apollo Bay run (see page 34).

We have seen several mishaps at Spion Kop this summer with people perhaps being a little complacent on launch. The main problem has been not having their wings level and pushing out after

launch. Fortunately no one has been badly hurt. Always remember to be switched on, have your wings level, have a good, strong positive launch and don't push out close to the ridge.

We had a very interesting committee meeting very close to the birth of my first child. Tony Hughes as usual was cracking jokes, which promptly broke my wife, Vicki's water. Some time later our daughter Caitlan was born. (We thought about calling it Tony but then thought better of it!)

Ian Haig is going to hold an aerotow endorsement at Lovely Banks for any pilots interested. The proposed dates will be of course weather permitting and you will need to give Ian a call to confirm.

*Happy Flying*  
*Peter Hannah, President*

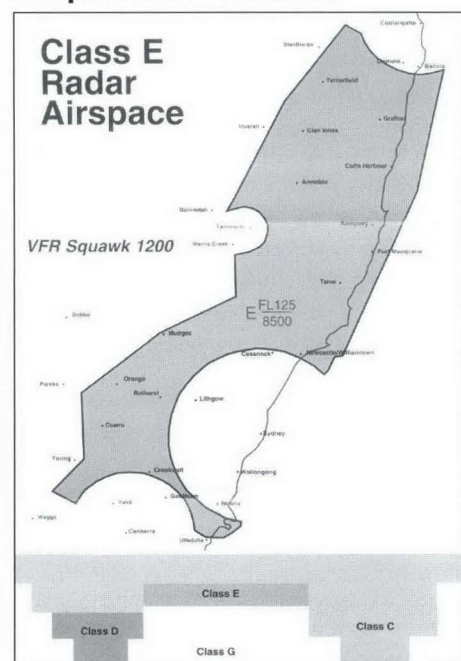
## Taking the Jump

Last Wednesday, 18.2.98, I took Steve Ruffles for a tandem skydive over Porepunkah from 10,000ft. Bit of a switch, since he trained me to hang glide a year ago. On the same load, with another tandem master, was his lady Lisa, also a trike pilot. After landing, Steve proposed to her and I guess she accepted since I believe they left to buy a ring. Some guys never learn!

PS: See the APF's web site at <http://www.apf.asn.au/~apf/>

*John Chapman, APF Technical Officer*

## Airspace 2000 – Class “E”



You may have noticed some references to this in the media over the last couple of years, and probably thought that this wasn't going to have much effect on HG and PG.

Well, the new airspace maps came out last month and one of the new features is Class “E” airspace which covers most of the seaboard of NSW and almost half the land area (see map).

This is a new designation that mixes VFR traffic and IFR (we are VFR), and it starts at 8,500ft AMSL and continues to above 10,000ft. The requirements for VFR traffic in Class “E” is the carriage of a VHF radio and the use of a transponder.

Several changes to the charts have been made to fit Class “E” into the system of airspace but the most obvious around Canberra is the loss of 1,000ft from what was controlled airspace starting at 9,500ft. So, for example, the Class “C” airspace over Tove's flight park now starts at 8,500ft.

A more serious change can be seen on the Visual Terminal Chart for Tamworth which includes Manilla. Virtually all airspace east of Manilla is overlaid with Class “E” so what was unrestricted airspace (for us up to 10,000ft) now has rules starting at 8,500ft AMSL.

It is not certain to what extent this applies to our craft. Craig Worth has told me that CASA have stated verbally that these restrictions were not meant to apply to gliders. Also our rules refer to “Controlled Airspace”, not to the current designations of “B”, “C”, “D” and “E” classes of airspace.

Craig is drafting a rewrite that allows us access to Class “E”.

There is also a “Special Note” attached to the Class “E” airspace information paper which states that: *‘Aircraft NOT capable of powering a transponder AND operating outside 40 nautical miles of Class “D” towers at Coffs Harbour and Tamworth are not required to carry a transponder.’*

Unfortunately Manilla is well within 40nm of Tamworth.

## *The Latest as of 20 February 98*

CASA are not going to continue in the immediate future with Class E airspace although it is not dead in the water. Regular Public Transport aircraft are still pushing for the carriage of transponders in Class E by VFR aircraft.

Also, I believe a legal threat by the Gliding Federation based on the lack of consultation by CASA has resulted in the removal of the 40nm restriction around Tamworth which will help our situation at Manilla. (Need to check this – rumour control only!)

*John Chapman, APF Technical Officer*

## National Trike Gathering and Murray Trip

The National Trike Gathering happens on the weekend 30/31 May at Wangaratta aerodrome.

On the Monday 1 June 98, the Murray Trip will begin, ‘til Monday 8 June, the Queens Birthday public holiday. The South Australian pilots are expected to leave 2 days earlier on 28 May for arrival in Wangaratta on the weekend of 30/31 May. The trip is open to HGFA and AUF registered trikes, ground transport (minibuses) and drivers will be provided, accommodation will be organised and 3 MAS Chief Flying Instructors will accompany the group. Cost: \$250 per trike with pilot and \$150 passengers – this covers the cost of minibus hire and running costs and payment of costs for drivers for the 10 days. Cost of accommodation is not included. Arrangements for accommodation can be made beforehand for those who require it. For participating pilots the following minimums are required: 50 hours flying experience, cross country rating and VHF radio equipped trikes. We are taking steps to ensure this large group trike flight is reported by local and national media.

Please use the fax form below to register.

*Tony Dennis, Chief Flying Instructor*

## Murray Trip 98 & National Gathering Wangaratta

*Please complete the following form and fax to 03 5762 6227.*

Name		
Contact Phone No	(h)	(w)
HGFA/AUF No		
Aircraft Type	Hrs flown	
Passenger		
<b>Circle your requirements:</b>		
I will attend the National Fly-In (30/31 May 98)Wangaratta airport	Yes	No
I will be participating in the Murray Trip 98 (1-8 June)	Yes	No
I require transport and accommodation for	1	2 people
Do you require: oil/saddle bags/ VHF antenna/puncture repair kit/ flying suits/stone nets/other?		

*Note: All aircraft must be VHF radio equipped and pilots must have cross country rating and passenger flying where required. Transport will be provided for fuel/luggage/pilot and passenger during the trip. We would prefer no private vehicles. The SA group will depart Strathalbyn on 28 May for Wangaratta.*

## March issue of Air Sports International

Now on-line at: <http://airsports.fai.org>. January and February back issues are also available on this site. Do browse through it.

We welcome your comments and suggestions. Articles and letters to the editor are most welcome. Write to: [editor.airsports@fai.org](mailto:editor.airsports@fai.org)

*Atul Dev, Editor-in-Chief & Publisher*

## CIVL review of Jury and Accident procedures

French team pilot, Vincent Sprungli, expressed his written concern over some incidents at the '97 Paragliding Worlds and '98 Paragliding European Championships, CIVL have considered and are actively reviewing the issues raised.

Generally, Continental and World Championships are the first time the meet director has organised an event of this calibre. The steward's role is to make sure the event is of championship standard.

However, currently the steward's role is only advisory. The meet director may choose to ignore the advice. The steward can then bring the incident to the attention of the jury, however, the jury can only take action if a protest is received.

*Following the events at the '97 Paragliding Worlds CIVL are:*

- formalising the training of stewards and jury members
- sending the steward to the Pre-Championship event, so (s)he can identify weaknesses and make recommendations, etc
- involving the steward in the discussion of Local Regulations
- reviewing the role and power of the jury and steward
- publishing a handbook of guidelines for organisers of World and Continental Championships.

To address the issue of 'inexperienced' jury members, a jury and steward training session will be run by Dennis Pagen at the forthcoming CIVL Plenary Meeting in Lisbon (March '98). This session will become an annual event and hopefully address the majority of typical issues that jury members are expected to make decisions on.

A jury and steward handbook was published in '97 by CIVL (available from FAI). In addition CIVL are currently compiling a historical list of protests and subsequent jury decisions to be added as an addendum to the handbook. This will enable jury members assessing a protest, to refer to relevant past decisions.

With regard to accident procedures CIVL and the PWCA are working in collaboration to establish formal procedures and obligations of the rescuing pilot(s). CIVL are also looking at formalising a ruling on the scoring of pilots who assist at an accident.

## CIVL invites constructive feedback from pilots

CIVL (Commission Internationale de Vol Libre) are responsible for category 1 competitions (World and Continental Championships). CIVL, competition organisers and jury members strive to do their best to make sure that the rules and regulations are set and interpreted in a fair and sporting spirit. Recently there has been controversy over some of the rules and regulations at these competitions. CIVL would therefore like to invite pilots who have represented their nation at the World Air Games, World and Continental Championships to give constructive feedback on any aspects of the rules that they would like to see improved.

Feedback on this and any other CIVL issue should be sent to the pilots National Delegate (details of who this is can be obtained from the FAI Web site at [http://www.fai.org/~fai/directory/civl\\_members.html](http://www.fai.org/~fai/directory/civl_members.html) or by email at [info@fai.org](mailto:info@fai.org)), who will then forward it to the relevant subcommittee.

*Sarah Fenwick*

## FAI Environmental Commission Code of Conduct

Following the adoption by the FAI General Conference in Rio (October '97) of a FAI Statement of Policy on environmental questions, the FAI Environmental Commission has moved quickly to implement General Conference's instruction that Environmental

Codes of Conduct be developed for all air sport disciplines.

A general Code of Conduct, applicable to all air sports, has been drawn up by the Commission and can be seen in draft form on the FAI website at

[http://www.fai.org/~fai/environment/code\\_conduct.html](http://www.fai.org/~fai/environment/code_conduct.html).

FAI Air Sport Commissions are being invited to comment on this general code, and to set about drafting their own specific codes, in amplification of the general principles. A final version of the complete Code of Conduct will be published later this year.

Anyone involved with air sports and who has professional expertise in the area of environmental protection and conservation is invited to comment on the draft code. Comments may be sent to the FAI Environmental Commission at [envir-com-l@fai.org](mailto:envir-com-l@fai.org).

Those interested in the interaction between air sports and the environment may subscribe to the FAI's public mailing list on environmental matters by sending an email to [envir-info-l-request@fai.org](mailto:envir-info-l-request@fai.org), mentioning 'subscribe' in the Subject line.

## Joint declarations on airspace and the environment

The three main organisations concerned with sporting and recreational aviation in Europe, the Federation Aéronautique Internationale (FAI), Europe Airports (EA) and the International Council of Aircraft Owners and Pilots' Association (IAOPA) have moved a stage further in their joint determination to further the cause of general aviation in Europe.

At a recent meeting in Luxemburg, leaders of all three organisations adopted the following declarations:

### *Airspace*

1. All airspace users must have free and equal access to European airspace without discrimination.
2. Airspace users should not be required to pay for services they neither need nor request.
3. Within Europe, there should be uniform application of the ICAO airspace classifications. Exceptions that complicate airspace structure and restrict free movement of air traffic are unacceptable.
4. Free VFR access to airspace may only be restricted for justifiable operational reasons. If changes to airspace structure are proposed, the legitimate airspace user organisations must be consulted.

### *Environment.*

1. IAOPA/EA/FAI wish to ensure that the right of adequate access to airspace is maintained, whilst fully acknowledging their members' duty of care towards nature and the environment. They pledge to work in a co-operative and positive manner with governments and other interested organisations on environmental issues.
2. Recognising their intrinsic interest in maintaining and protecting the environment, they agree to encourage their members to adopt reasonable, efficient and generally affordable methods of environmental impact reduction.
3. IAOPA/EA/FAI insist that all actions on environmental questions which affect general aviation must be based on sound scientific evidence, and be taken in consultation with the legitimate airspace user organisations.
4. They agree to co-operate on the development of environmental guidelines for each general aviation discipline.
5. Nothing in the above policies should be allowed to erode aviation safety. For flight safety reasons, IAOPA/EA/FAI seek to ensure that environmental requirements imposed on aviation should be validated by aviation regulatory bodies."

All national member organisations of the three international bodies, as well as local clubs and individuals, are urged to make use of these policy statements in their contacts with governmental and other regulatory bodies.

# Queensland Rainbow Connection

# 235km

GODFREY WENNESS




The Nationals in Mexico were in full swing, but at 4pm I was heading north for Texas. It was Sunday, February 1, and things were looking good. The usual one or two early low saves were behind me and the GPS showed 140km from Borah with 50-60km/h glide speeds. The Omega and I were a good 40km ahead of schedule compared to the other 200km flights in November. The cloud streets were like lift freeways and for a change it felt like it would be a big one. My left index finger was still aching like crazy after being savagely crushed under a 400kg steel cattle grid we'd loaded that morning. Feeling almost nauseous with the constant pain, I considered landing at 160km. Only the day was too good to woos out on and the thought of excessive numbing FourX convinced me to continue.

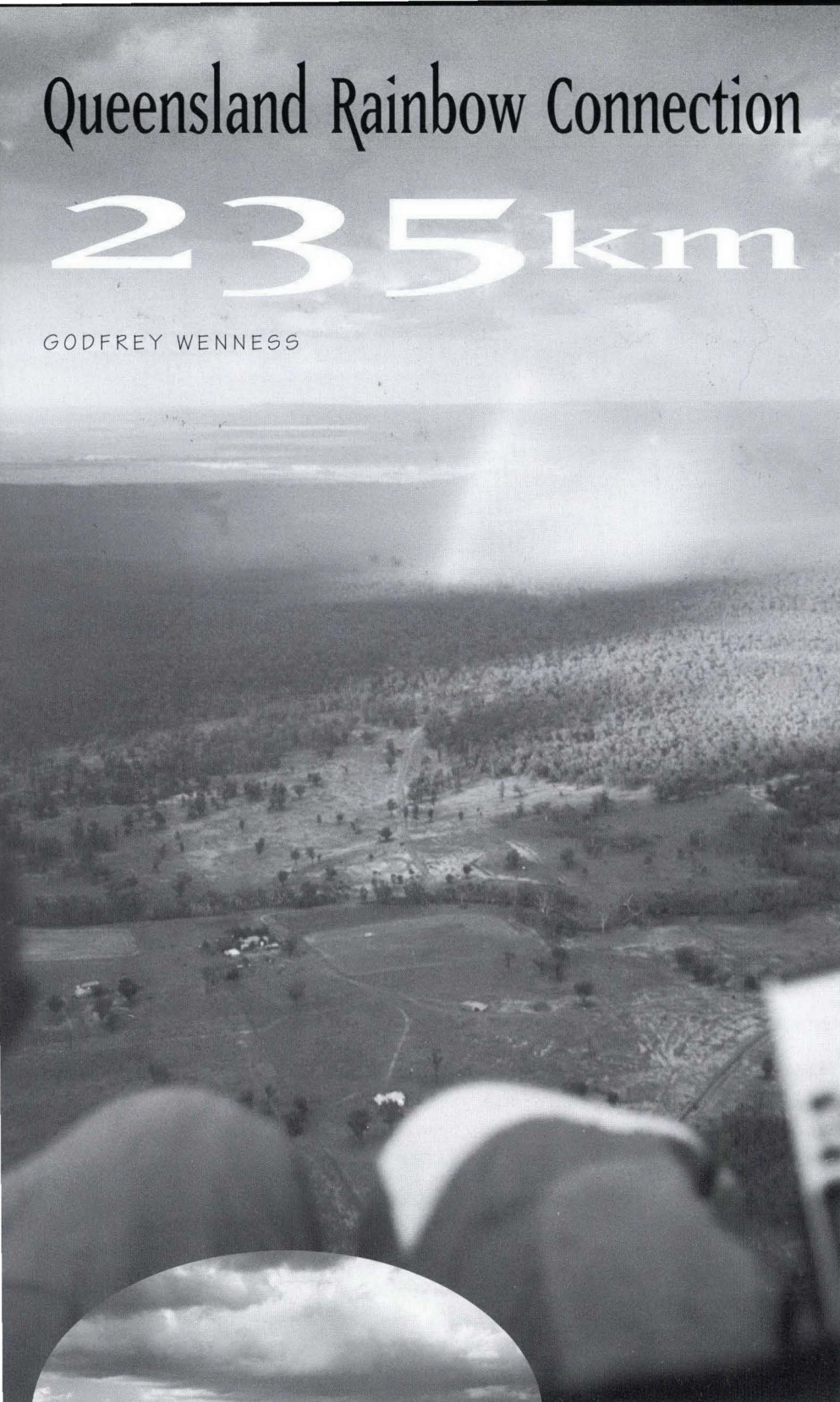
"No – sleep – til Queensland" (accompanied by thrashing air guitar) – with a bit of a lyric change, the Beastie Boys' Brooklyn number was blasting away as I crossed the border 15km west of Texas. I've been wanting to do that for a while now and then ring the Queensland boys (John Bofting et al) for their promised pick-up and an all expenses paid booze cruise to the Gold Coast, but alas, they were all down south struggling with valley winds and climbing comp ladders. Next time guys!

Fire up the GPS and surprise: 217km – a new personal best and still going. A super low save and climbing up under the next cloudstreet with still at least 1½ hours to fly made 270k's look easy, only one problem: The rainbow to the right of track was heralding something that the glitzy "beautiful one day, perfect the next" brochures don't mention – rain. The street looked really dark in places. 230km out and thermalling a tight core I analysed the bases to pick a winding path through the potential bad spots. Even the best plans can be thwarted by that Mother Nature and passing through 1,800m a postcard rainbow right in front played out my hand. Welcome to sunny Queensland!

There was no pot of gold (nor a FourX) on the ground when I landed just south of Inglewood, QLD, after 6 hours 10 minutes. But it was 235km from Mt Borah and it was another Aussie Open Distance record as well as, again, the longest hill launched flight in the southern hemisphere.

A few well earned XXXX's and a night of yarns in Texas capped the day off nicely. PS: They didn't work like a Panadol. 

*Thanks to Martin Carpenter for the retrieve and Vic 'n Tom's Shop (Manilla) for messages.*



Above: Setting up my landing approach after the 235km flight – bummer about the rain!



Above: It's starting to look dark.  
Right: The river marks the QLD/NSW border – but where's the dotted line?  
All photos: Godfrey Wenness





# BIG CITY FLYING

Scott tows up from the Berlin airfield. Photos: Scott Hannaford

SCOTT HANNAFORD

While in Germany recently, I visited a flying friend of mine, Henrik Hilsbos. Henrik was the one who had talked me into getting my licence. I had done quite a lot of flying with him in the early stages and he was always coaxing me away from lectures and out onto the hill. As soon as I called him to let him know I was in Germany, the first thing he said was, "Great! Let's go for a fly!"

This was music to my ears because as it was winter, the prospect of flying had not crossed my mind. Henrik assured me that even though there wouldn't be many thermals around, we could always try our luck and have a few tows anyway, just for fun.

After a death-defying Nintendo-like ride through the streets (and footpaths) of Potsdam on the back of Henrik's moped with a 25kg pack on my back, we arrived at his flat and waited for the fog to clear. As I contemplated the logistics of carrying a hang glider on our shoulders while riding the moped down the Berlin Autobahn, Henrik explained to me that his club was fortunate enough to have exclusive use of an old Russian airfield and that all club members could keep their gliders on site. A relic of the former communist rule over East Germany, it was of little use to anyone except the hangies. Almost as if designed for gliders, the site is several square kilometres of flat ground, allowing for towing in any direction, with nice little roads for the cars, and the 50 or so hangars which used to house Migs now make for perfect hangars in which to store a hang glider or two.

We were blessed with a sunny morning, and all was looking good for a weekend of flying. We decided to camp at the airfield to maximise our flying time. We arrived around 10am at the aptly

named village of Flugplatz and I was introduced to the 10 or so other pilots who were all keen to hear about flying in Australia. In my naivety I thought to myself, "Gee, that's quite a few pilots for one winch, especially in winter!"

The wind direction was called, winch was set up and we began towing. Each of us had a couple of tows just before lunch. As the clock stuck 1pm, as if an announcement had been made for free beer, cars started arriving from all directions and before I knew what had happened there were close to 50 hang gliders and paragliders strewn everywhere, each with an impatient pilot waiting underneath. I scratched my head at the spectacle and thought, "Well, I'm not at Tarago anymore!" I was glad I'd had a couple of tows earlier, because the turnaround time was now around 2 hours between tows due to the queue, not leaving much time for dawdling in between. I had a couple more tows, determined to make the most of them, but it was not to be my day and my lack of experience saw me spend a total of 15 minutes in the air and the rest of the afternoon on the ground. Henrik however, managed as usual to defy gravity and the winter air, and punted around overhead



Left: Scott waiting his turn. Above: Ex-military hangars are put to good use.



Above: Our on-the-spot camp site. Oval: Henrik poses on his moped.


for around an hour before he got hungry and came down.

By this stage the circus was well under way, with people yelling instructions at each other, people driving the tow cars like lunatics to get the winch back in time for the next tow, and pilots bustling each other out of the way, pushing in and generally being obnoxious and concerned for no one's welfare except their own. These pilots actually looked stressed out by the whole commotion and I wondered what they must be like at work if this was how they relaxed.

As the sun began to go down, the hordes of cars disappeared just as quickly as they had arrived. It was again just Henrik, myself and the small group whom we had started the day with. While sitting around the campfire

that night, I mentioned what I had observed that day, and the other pilots agreed that the attitude of these weekend pilots was a problem. I was told there were two main types of pilots in the club, and the larger group were those who came once a month on a weekend and wanted to fly as hard as possible for the short time they were there. These pilots were not interested in the social aspect of the club, they just expected everything to be ready and waiting for them when they arrived. They were also not the ones who spent all day on the radio helping other pilots or retrieving tow ropes. This was left to a small group who appeared to receive little or no thanks. It then occurred to me that even the winch operators were simply there to make money, charging \$15 a tow and not hanging around any longer than was necessary.

I used to think Henrik was so lucky to be in Europe where the sport is so popular, but now I understand why he used to tell me why he enjoyed flying in Australia so much more than at home.

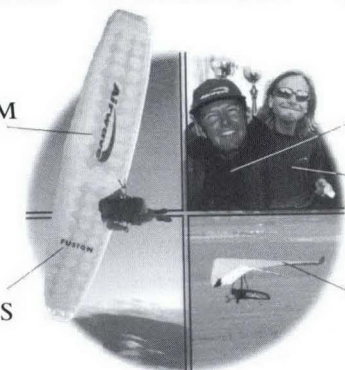
One of the nice things about the sport of hang gliding at least in my club, is that it is not competitive. I've always had friendly people helping me learn, coming out flying with me, and encouraging me to enjoy myself, not to become a "hero" pilot who has to do better than everyone else. I'm a big advocate of competitions, but I think they have their place and I'd like to think most pilots fly for the sheer love of the sport, preferring to enjoy each other's company rather than beat each other every time they fly. I believe this is something to keep in mind so we can maintain the excellent rapport most pilots have with each other, especially as the sport continues to grow in Australia. 

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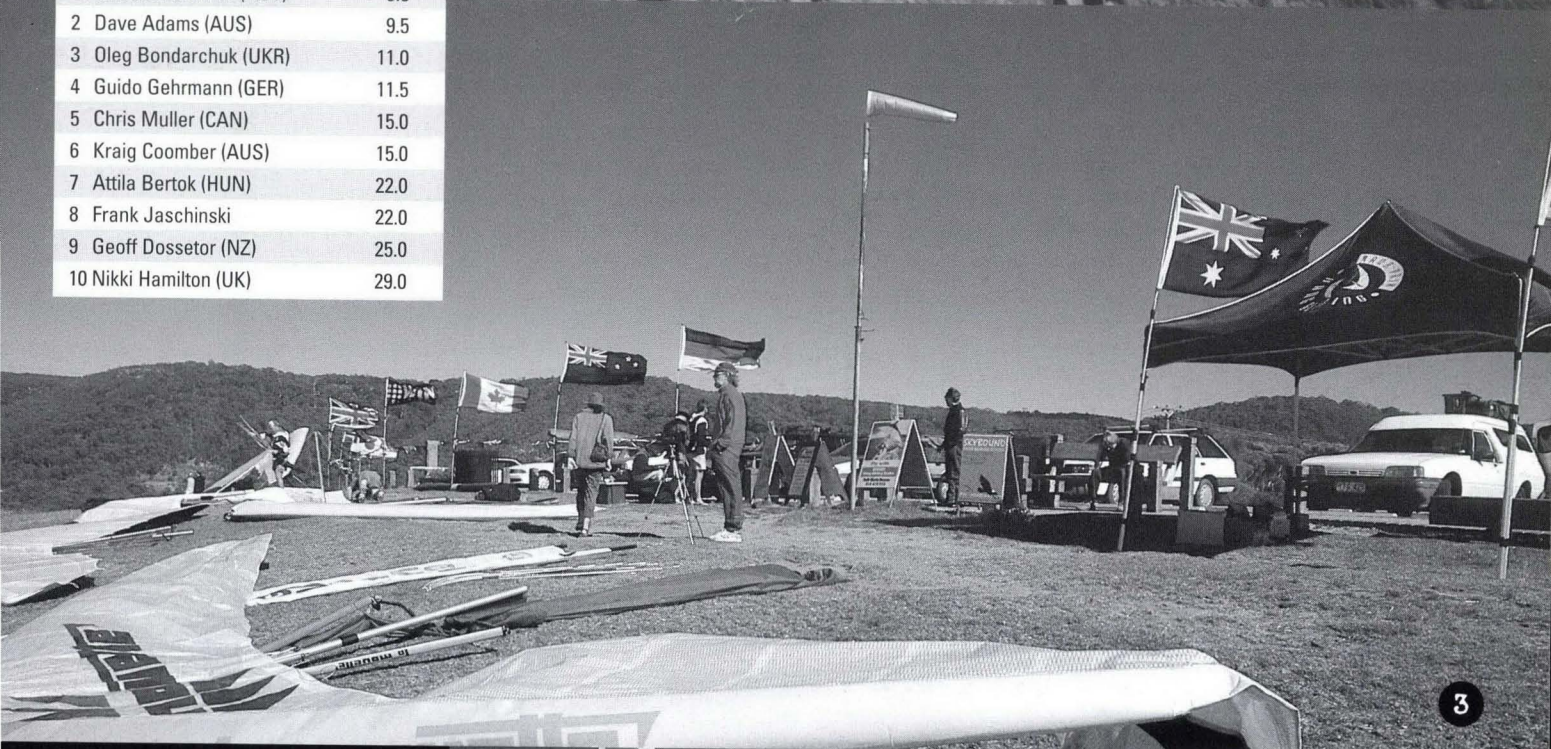
# The Speed is on!

IMAGES AND RESULTS  
FROM THE 1998 AUSTRALIAN  
HANG GLIDING GRAND PRIX

TUMUT - STANWELL PARK



Slalom	Score
1 Dave Adams (AUS)	1:32:14
2 Manfred Ruhmer (AUT)	1:37:68
3 Oleg Bondarchuk (UKR)	1:41:54
4 Chris Muller (CAN)	1:42:60
5 Attila Bertok (HUN)	1:42:81
6 Guido Gehrmann (GER)	1:43:57
7 Geoff Dossetor (NZ)	1:46:95
8 Kraig Coomber (AUS)	1:51:12
9 Frank Jaschinski	1:56:21
10 Tove Heaney (AUS)	2:07:32
Freestyle	Score
1 Guido Gehrmann (GER)	16.8
2 Chris Muller (CAN)	15.9
3 Manfred Ruhmer (AUT)	15.4
4 Kraig Coomber (AUS)	14.1
5 Dave Adams (AUS)	13.9
6 Oleg Bondarchuk (UKR)	13.8
7 Frank Jaschinski	13.4
8 Geoff Dossetor (NZ)	13.2
9 Attila Bertok (HUN)	12.9
10 Nikki Hamilton (UK)	12.8
Match Racing Final	
1 Manfred Ruhmer (AUT)	
2 Oleg Bondarchuk (UKR)	
3 Kraig Coomber (AUS)	
Grand Prix Summary	Totals
1 Manfred Ruhmer (AUT)	5.5
2 Dave Adams (AUS)	9.5
3 Oleg Bondarchuk (UKR)	11.0
4 Guido Gehrmann (GER)	11.5
5 Chris Muller (CAN)	15.0
6 Kraig Coomber (AUS)	15.0
7 Attila Bertok (HUN)	22.0
8 Frank Jaschinski	22.0
9 Geoff Dossetor (NZ)	25.0
10 Nikki Hamilton (UK)	29.0



1. Guido Gehrmann during the Freestyle event at Stanwell Park.
2. Pylon Racing at Tumut.
3. The show begins at Stanwell Park. Cameras and gliders are getting ready for the big event.
4. Some spectacular Freestyle flying was performed for the judges.
5. Speed Racing – very fast and close to the ground.

All photos: Robert Griffith, Chameleon Photographics



JANETTE McLAREN

Since most national teams had decided to get themselves organised for the upcoming Worlds, numbers were down this year. With only 94 pilots, groups could be a bit smaller and launch a bit more relaxed – well, that was the theory anyway.

The comp was under a bit of a cloud in the beginning: A large bushfire was burning only 80km to the south. If things got worse, the whole Kiewa Valley would be closed to hang gliders as Mt Beauty airstrip would become a major reloading point for planes carrying fire retardant.

A wonderful task committee was appointed: Alan Beavis (attended all 10 Bogong Cups, along with scorer Wes Hill), Nelson Howe and Joel Rebecchi.

**DAY 1** NE winds with plenty of high cirrus and smoke were about to block out the lift. Short tasks were called: Group 1 – Mt Buffalo to Kancoona and back to Mt Beauty airstrip (48km). Group 2 – Tawonga Gap to Gundowring Upper and back to Mt Beauty airstrip (51km).

Conditions meant no one wanted to launch. The last pilots got off from Buffalo

at 5pm! Oleg Bondarchuk met the local wildlife when a wedgie ripped his sail. Several other pilots suffered the same fate during the comp. 13 pilots from Group 1 and 4 pilots from Group 2 made goal, but Muddy's databack wasn't printing times and he was only given the distance.

**DAY 2** The day dawned with low cloud and rain about. Don, from the Bureau of Met, couldn't even be bribed into providing good weather with a bottle of red wine. At least the rain had almost brought the fire down south under control. We seemed bound to end the drought by putting on a hang gliding comp.

Group 1 headed to Tawonga Gap in hope, with only a 44km task to Running Creek and back to the airstrip being called. Eventually cloud lifted enough for pilots to launch. 24 pilots bombed out, but most of the rest managed to at least get the turnpoint. No one made goal. Bob Baier and Masaki Ono were closest with 34km, but only earned 300 points for their efforts.

Group 2 headed to Buffalo to attempt Group 1's task from the previous day. The cloud never lifted enough and the day was canned.

**DAY 3** The skies were clear this morning, but thunderstorms were predicted for the afternoon and did eventuate as well as start another fire close to Tawonga Gap launch. Fortunately the rain that followed helped the local fire brigade to put the fire out.

Group 1 headed back to Tawonga Gap. Their task sent them out to the flats at Milawa (68.5km) and they were keen to get

off the hill early. Launch director John Adams had a hard time keeping everyone happy. 17 pilots made goal and times were fast. Mike Jackson won, averaging 37.4km/h in a time of 1hr 49min.

Group 2 tried Buffalo again, with a turnpoint at Angleside and Milawa as goal (57.6km). 20 pilots made it, with Davis Straub fastest in 1hr 37min.

**DAY 4** Thunderstorms were forecast again. Towering cumulus were already developing by 10am. Group 1 had a straight 74km task from Buffalo to Bullioh. Only those off the hill early got away and of the first 17 to launch, 16 made goal. 13 bombed out. Joel Rebecchi won the day in 2hr 12min.

Group 2 fought it out in open window and virtually the whole field launched during this time. They had to fly from Tawonga Gap to Dederang and Bullioh (72km). Everyone got away and 19 reached goal. Nelson Howe was fastest in 2hr 10min.

**DAY 5** Thunderstorms again, with reasonable strength winds from the north. Buffalo could have been fairly unpleasant to launch from so Tawonga Gap and Emu 2 were chosen. Bullioh was again named goal to try and avoid the thunderstorms which, unfortunately, arrived too early and forced pilots to land out on the course. The day was cancelled. The message was passed around fairly quickly and all pilots managed to land reasonably safely in the gust fronts.

**DAY 6** Very strong winds were already about at altitude and the pilot

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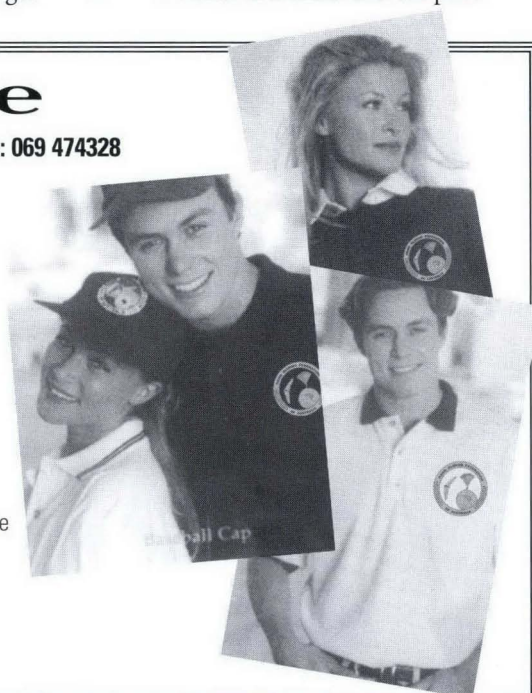
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briefing was delayed to 10am so that the Bureau of Met guys, Don and Ric, could release another weather balloon to test whether the winds had strengthened – they had. Thunderstorms were predicted yet again, so the day was cancelled. Some pilots headed up to cooler Falls Creek and confirmed the wind strength for us.

**DAY 7** The cut had occurred. It had poured with rain overnight and was still very gray first thing in the morning. Several pilots turned up to the briefing, expecting the day to be cancelled. The locals knew better. The forecast showed wind to be reasonable at launch height but to increase to 46km/h at 8,000ft. Predicted thermal strength was only weak, with a strong inversion at 6,000ft.

The top group headed to Emu 1 with Gundowring N and Running Creek as turnpoints and Mt Beauty airstrip for goal (87km), no thunderstorms were predicted! The day turned out way better than expected and 40 out of 51 pilots made goal, some even reported flying in wave. Oleg won the day in 2hrs 26min.

The 2nd group launched from Emu 2, Gundowring N was the turnpoint and goal Mt Beauty airstrip (85km). 13 pilots reached goal, the fastest was Yoshi Tonomura in 2hr 30min.

At the end of the day, a very strong katabatic wind came in and forced quite a few pilots to land just short of goal. Mike Rose, Bret Hazlett, Steve Gale, Takashi Sunama and Will Greenwood all landed within 100m of the goal line.

**DAY 8** The Met guys realised they'd under-called yesterday and predicted a boomer day. The task committee went to town. Top Group: Mt Buffalo, Gundowring N, Tawonga, goal at Milawa airstrip (159km). There was a general groan. Pilots realised it would be a long task, so were keen to get going early. Unfortunately, conditions turned out to be nowhere near as good as the day before and the going was tough. 12 pilots made goal, with Oleg fastest again in 5hr 25min and Masaki Ono the last to get in in 5hr 48min.

The 2nd group had a 99.5km task from Emu 1 to Gundowring Upper, Porepunkah and Milawa airstrip. Steve Elkins and Ray Cassar made it. Ray was the only pilot at goal with a kingpost!

Steve Gale caused a bit of concern. We heard that a pilot had crashed just south of Gundowring, but no other details. It turned out a passer-by saw him crash, went to check on him, found him unconscious, and got onto his radio to let someone know he had crashed. It took several hours to get the full details and call off the search party. After a brief visit to hospital he was let out feeling a bit sore and sorry for himself but not really too badly off.

**DAY 9** A 208km task was announced at briefing, followed by severe groans until they realised it was a joke. Group 1 was given a 95km task from Mt Buffalo to Kergunyah and back to Mt Beauty. They got up to launch and decided that conditions were unsafe for launching and cancelled the day.

Group 2 managed to get off Emu 2 with a 56km task to Gundowring Upper, Kancoona and back to Mt Beauty. They encountered strong headwinds on course and Yoshi Tonomura flew furthest – 16km and got 65 points for it.

**DAY 10 The Final Day:** Only 100 points separated Oleg, Nelson and Bob. Strong winds were predicted from the north together with a strong inversion. A race to Bullioh was called, with the top group using Emu 1 and the 2nd group Emu 2 (53km).

Conditions weren't nice and nobody particularly wanted to launch. Chris Muller from Canada, flew as a wind dummy and gave us all a fright by dive bombing the crowd with only about 1m to spare! Finally conditions began to mellow and pilots began launching around 4pm. Only 3 pilots got to goal. Nelson and Oleg landed about 6km short. Bob Baier was first in 2hrs 15min, giving him enough points to win the competition. Mike Barber was the last pilot into goal – a few seconds before 8pm. The goal officials had been just about to leave. The last pilot didn't get back from his retrieve until after midnight, but we did manage to have presentations by 10.30pm.

#### Results

##### Open

1	Bob Baier (D)	Bullet RCS	3,665
2	Oleg Bondarchuk (UKR)	Aeros Stealth	3,648
3	Nelson Howe (USA)	Wills Wing Fusion	3,640

##### A-Grade

1	(9) Joel Rebecchi	Moyes CSX5	3,086
2	(10) Paul Murdoch	Moyes CSX5	2,942
3	(15) Mike Jackson	Moyes SX6	2,594

##### B-Grade

1	(40) Phil Schroder	Airborne Shark	1,691
2	(44) Derek Wagner	Moyes Xtralite	1,550
3	(50) Chris Charters	Enterprise Combat	1,161

##### C-Grade

1	(8/G2) Paul Barry	Airborne Shark	1,776
2	(12/G2) Matthew Bower	Airborne Blade	1,648
3	(14/G2) David Wellington	Enterprise Elite	1,585

##### Masters

1	(5) Jos Guggenmos (D)	Bullet RCS	3,372
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##### Ladies

1	(41) Sybille Fischer (D)	La Mouette Topless	1,689
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##### Top of the Cut (G2)

1	Steve Elkins (GB)	Java Comp	2,625
2	Ray Cassar (AUS)	Moyes Xtralite	2,396
3	Yoshi Tonomura (J)	Moyes CSX3	2,063

Thanks to our sponsors of the 1998 Bogong Cup: Settlers Tavern, The Alpine Shire, The Bureau of Meteorology, Mt Beauty Bakery and numerous local businesses.

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# JUST A MINOR MIRACLE



JOHN CHAPMAN

John on the way to a more successful launch than the one in this story.

Well my life didn't flash before my eyes, but I did have about 3 seconds of flight with time enough to think "This is going to hurt!"

When we arrived it was a fairly normal day on Pig Hill outside Canberra – light easterlies up the face with some stronger cycles, but also some wind crossing from the south.

**"If I can't get off in breeze up the face**

**I'll just wait for a lull and launch in nil wind."**

I'd always been confident in my running in light winds. This is what I had done the day before at this site when I was demo-ing my Mission to a prospective buyer, and I'd found lift out in front and had a nice little fly.

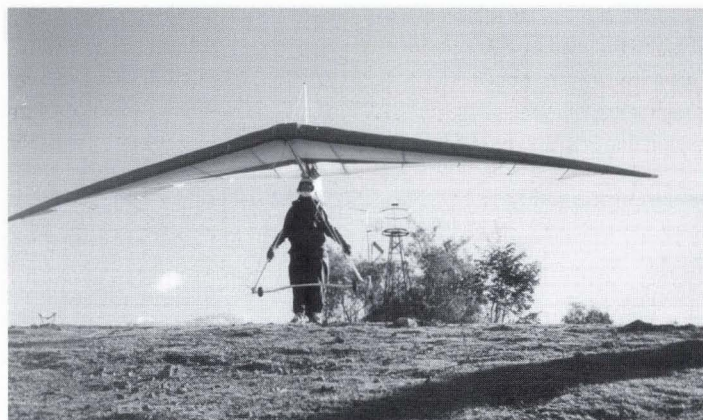
For those of you who don't know Pig there's a photo of the site in the last Skysailor on page 31. It's a wide launch which we'd done some more work on this season. It's clean and steep and usually quite safe given the respect due any inland launch.

So here I am on launch again, my new (for me) Sting 154 keeping the sun off and still light southerlies coming across right to left. Two pilots had already launched and were working some lift well out in front and I wanted to be out there.

**Still southerly, wait for a lull – it goes quiet out in front and on both sides there is not a leaf moving, wings level, pull in and go, HARD!**

As usual in very light conditions there are those couple of extra steps before the wing starts to get lighter, but now I'm up to about step 6 or 7 and I've still got most of the 30+ kilos. No way to stop – run it out still accelerating, go to trim but together we're still heavier than air.

At the bottom of the clearing are all the rocks and logs we've rolled down the hill while clearing, just nicely positioned to help me stop. After about 10 steps and running flat out I'm nearly out of room, push right out and we stagger into the air with the left wing low. I know I can't clear the taller trees but at least I've cleared the log jam.



Launch at Pig Hill.

Photos: John Chapman

**This is the 3 seconds of airtime I mentioned, time to think now because with my arms straight I can't do anything else.**

Mushed right out the glider is stalling, the left wing drops into regrowth and we spin in. Half a second later I'm standing on the ground with my Sting and I facing directly back up the hill. I have a scratch on my leg (from flying in shorts), a burn on my arm from a side wire and a broken outer leading edge (RHS).

That's it, 70+ hours and my first broken glider. I spent the next 3 hours getting us both back up the hill and onto my car while listening to other pilots flying one of the really great days off Pig. I made the best of my time while muttering under my breath about people with no sensitivity and straightening aluminium. I think I also mentioned that it's better to be lucky than rich. Thanks to Airborne's service we were flying again the next week.

At our next soul session (ACTHPA's monthly meeting) no one could suggest anything specific I had done wrong. I probably would have been happier if they could have and I could have fixed it. The general consensus was that I had launched into slight sink. The next time I'm standing on launch in light conditions, I expect I'll wait for something to come up the face instead of rushing down to look for it!





# High Adventure Short Story Competition

Sponsored by High Adventure Airpark

## The Stories

Altogether there were 14 great entries over the last 3 issues. Judging them proved a difficult task as everyone had their personal favourites.

## The Judging

3 judges were asked to mark their preferences in order of 1 to 14 with the favourite receiving 14 points, the second 13, etc.

## The Judges

To achieve a cross section of the pilot population, we selected:

**Scott Hannaford** – a novice hang glider pilot and journalist by trade. Scott lives in the ACT and is off to a study tour in Germany. An article on his last trip to Berlin appears in this issue.

**Steve Hocking** – the long serving administrator of the NSW Association, Steve has been a great help to generations of pilots.

**David Bowyer** – a retired journalist, airline pilot and ex-RAAF member, David is now an intermediate paraglider pilot and often enjoys a flight at Stanwell Park.

## The Prize

First prize is a holiday of 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. But there's more!

*Lee Scott, sponsor of the competition:*

"It was good to see so many stories and they made some good reading. Because of this impressive response, High Adventure Airpark will give everyone who entered the story competition a free weekend for 2 people in our private cabin. Call High Adventure on 02 65565265, fax 02 65565477 or email [highadv@midcoast.com.au](mailto:highadv@midcoast.com.au) to talk to Lee about booking your weekend.

*Scott Hannaford:* "Overall the standard of the stories was good. I especially enjoyed, "A Day Away" because it was a classic short story with humour, development and a great twist at the end. I judged the stories according to the interest created, theme, originality and whether they were in the format of a story, rather than just an anecdote."

*Steve Hocking:* "Well, I've been asked to shuffle these stories, or else. The exceptional ones for me were "Fig Jam", Jon Orders must be mad, bad and dangerous to know. Send him off to High Adventure before it's too late; "Just Like Disneyland", I trust the saintly Michelle

Batterham, is still getting great highs with little penetration even with full accelerator on, whatever all that means; "Cloud Suck", Gilbert Griffith survived what we all dread, as did "Simplicity of Flight", the ever cool David Phillips, even though he, too, has trouble with his zip. The others were all so human, crazy and full of wonder – I see myself in them every day." *David Bowyer:* "I enjoyed "At the Top", "A Day Away" and "Fig Jam" the most (what does Fig Jam actually mean?), followed closely by "Just Like Disneyland" and "The Simplicity of Flight". I did notice that there were only two paragliding entries – we must be an illiterate lot!"

## ...and the Winner is

Top Five		Score
A Day Away	Rob Julian	37
Fig Jam	Jon Orders	36
Just Like Disneyland	Michelle Batterham	36
The Simplicity of Flight	David Phillips	29
So Why Pig Hill?	Peter Muffet	28

As you can see, it was close. Nevertheless, congratulations to **Rob Julian** who amused everyone with his story "A Day Away". Enjoy your trip to High Adventure!

To all other entrants, thank you for entering the comp and have a great weekend at the High Adventure Airpark, you deserve it!



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## Spot the Difference



Photos: Carol Binder

CAROL BINDER

Mystic Flight Park Spot Landing Comp & Mt Buffalo

Centennial Spot Landing Comp.

**A**fter long consideration (a whole 5 minutes at a NEVHG club meeting), I was asked to take on the task of running a hang gliding competition for the Mt Buffalo Chalet, who are currently celebrating their centennial year. First we had to decide whether to combine it with a paragliding comp, but the Buffalo launch isn't suitable for paragliders. Totally confused already, confronted with negativity by other pilots, uncertain of my own ability and with no prior experience in running an event, etc – I said "yes".

I decided on a spot landing competition with launch sites at Mystic and Buffalo and two spots. One spot was at the Mystic LZ, the other at the Porepunkah airstrip. This gave pilots a choice and a bit of a challenge.

The staff at Mt Buffalo Chalet were fantastic in helping and encouraging the competition. Their main objective was to attract attention to their centennial year, while ours was to have fun and create positive exposure for our sport. During winter I work as a snow reporter, so my established relationship with the media was a bonus.

7 January was chosen as the day of the comp, smack in between Hay and the Bogong Cup, and before the PWC. I was completely overwhelmed by the support of the township of Bright, who contributed gifts and prizes. The Bright Visitor Centre was our base and owner, David Chalwell, was very helpful in arranging space for our BBQ.

The day of the comp arrived and so did the weather: the first rain in 6 weeks. 50 pilots registered on the day, with paragliders launching at Mystic and hang gliders at Mt Buffalo. Between showers, pilots

# West Australian

TRIBUTE TO ANDREW HUMPHRIES: THE SHADE  
MARK THOMPSON

This year's WA State Hang Gliding Competition suffered from the tragic loss of Andrew Humphries. "The Shade", as he was known, was the driving force behind hang gliding in Western Australia and had taught many of us to fly.

The loss of Andrew has left a huge vacuum in hang gliding WA and his eccentric and electric presence will be sorely missed.

**T**he WA State Hang Gliding Competition was hosted in Wyalkatchem (Wylie) situated 200km NE of Perth. A mixture of ground towing and aero towing was used. 22 pilots registered on the practice day of the comp with a total 4 teams poised to fight out the coveted team's trophy. Wyalkatchem is currently bidding to host the 1999 Australian Hang Gliding Nationals.

### Day 1: Wylie - Goomalling - Northam 105 km

This was a 105km task to Northam via Goomalling. The wind was favourable on the 1st leg to Goomalling, however everybody, except one pilot, experienced a 10km headwind for the last 40km to Northam. The day started off with a 5,500ft ceiling which lifted towards the end of the day and pilots were getting cold at 8,000ft.

First in at goal was Gary Wright in just under 3 hours, the next two into goal were the Prof (Andrew Sanders) and Bomber (Mark Thompson) in closer to 4 hours. 5 pilots made goal with more than 70% of the field between 2-15km short. The day was fully valid.

### Day 2: DNF - RIP Andrew Humphries

### Day 3: Wylie - Ballidu 95 km

The window opened late, at 2.30pm, due to the days previous event. A race to Ballidu was called with a tailwind of 10-15km/h.

Two pilots made goal, Kiwi Dave (Dave Wellington) and Shaun Wallace, both with great effort as lift was broken up and only to 4,000ft for the first 50km before rising to 6,000ft. In 3rd position



were given the opportunity of two flights, with their closest landing to the spot recorded. Scoring was between 12pm and 6pm and only a few pilots decided to remain on the ground.

Not the best conditions, but not bad either; the lack of thermal activity probably encouraged more pilots to enter. With the HGFA making efforts to promote the sport to a wider audience, we were

# Hang Gliding State Titles

was Rob Berndes who managed to cover over half the distance. The rest of the field was scattered from bomb-out to 30km along the course. The result was a low scoring day with the maximum points awarded being under 400.

## Day 4: Wylie - Wongan Hills - Dalwallinu 140km

A task to Wongan Hills (85km), then Dalwallinu was called. Unfortunately the wind direction changed and pilots found themselves drifting NE at 10km/h whilst the course line required them to fly W/NW. Lift was going to 5,500ft.

Gary Wright almost made the turnpoint in 4 hours and received a well deserved 177 points for his effort. Mr Bubble (David Lines) and Bomber were a long way behind, flying approximately 30km along the course line, and the rest of the field was scattered between 20km and bomb-out.

## Day 5: Wylie - Kalannie 100km

A race to Kalannie. Today we got the drift right with a 0-5km tailwind. Thermals went to 6,500ft with Mark McCumber blowing through the inversion to 7,700ft.

Three pilots made goal, Gary Wright in just over 2 hours, Shaun Wallace and Bomber behind him. The rest of the field was scattered between just short of goal and the bomb-out with a large group south and north of the Cow Cowing salt lakes. This was the day that the Sky Junkies bared their butts – not a pretty sight.

## Day 6: DNF - The Shades Funeral

## Day 7: Wylie - Beacon 95km

A race to Beacon and the course line pointed N/NE with the drift at altitude WSW but only light. Thermals were going to 6,000ft, but long glides in between made sure that harness zippers received a good work out. Most pilots found themselves below 1,500ft between most thermals and often lower than 1,000ft.

Nobody made goal, but a large group of pilots landed between 8-15km from goal. Equal 1st were Bomber and Kiwi Dave with Shaun Wallace only 200m behind.

## Day 8: Wylie - Mukinbudin 73km

Last day of the competition and a shorter race to allow early retrieves. Thermals were strong to 6,000ft and the wind at altitude was a 50km tailwind.

As a result 8 pilots made goals in times from just over an hour to

just under 2 hours. 1st for the day was Gary Wright followed by Bomber and then Shaun Wallace.

## Turkey Award

The nominations for this year's turkey award for the act of greatest stupidity included:

Max Brown – after 4 days of competition he was still unsure of the radio channel his team used for pick-ups.

Flatch (Gordon Marshall) – excited about his flight he forgot to retrieve his harness, vario, radio, helmet, etc. from the paddock he landed in.

Bomber – very minor incident in which a 4WD rolled into the back of an opposing team's Ford.

Sam Blight – forgot to use those leg loop things on his harness whilst towing.

Brett Adams – glided back to bomb out because the paddock looked like a good one to land in.

The winner was Scurge (Mark Stokoe), who landed in the smallest paddock in the WA central wheat belt which was surrounded by the biggest paddocks in the WA central wheat belt. The paddock was also the only charcoaled paddock for miles and Mark landed on his guts, changing the subtle tones of his entire harness – Nice one Scurge!

### Results

#### Individual

1	Gary Wright	Xtralite	3499
2	"Bomber" Mark Thompson	Shark	3089
3	"Kiwi" Dave Wellington	Elite	2760
4	Shaun Wallace	Xtralite	2705
5	Phil Knight	Blade	2537
6	Karl Ruckriegel	XS	2299
7	Mark McCumber	Desire	1989
8	Gordon Marshall	Shark	1958
9	Mark Stokoe	Shark	1918
10	Sam Blight	Blade	1499

#### Team

1	Thermal Dynamics	Newman/Western Soarers	3518
2	Dust Devils	Avon Valley	3492
3	Sky Junkies	Western Soarers	3241
4	CMF	Western Soarers	1766

#### Intermediate

1	"Spike" Jon Orders	Airborne Blitz
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#### Novice

1	Brett Adams	Aero
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### Spotlanding Results

Paragliding			Hang Gliding	
1	Bohdan Phillipa	1.2 m	1	Mark Jeffrey 0.6m
2	Barbara Scott	2.5m	2	Alan Beguis 1.2m
3	Rosie Fletcher	3.0m	3	Oliver Barthelmes 3.55m
Fun Prizes				
PG	Bill Graham	51m	HG	Stuart Cayzer 42m

Thanks to all helpers: Russell "the Love Muscle" Ferrier, Warren Boadle and Ann Moss, Geoff Guest, our splendid guitar/sax player, Dave of Wing Trips and Steve Ruffels of the Eagle School. Thanks to sponsors Moyes, Airborne, Mt Buffalo Chalet and Bright Visitors Info Centre.



lucky to have Win TV, Prime TV and Edge FM filming and giving live talk backs and crosses on the day.

Overall, all went well and the only stress we encountered happened when our borrowed BBQ caught fire due to a full oil tray. Next year, we may run the comp over a few days, making it even more fun and bringing the two sports together as one big family.



# PARAGLIDING TURKEY

HAKIM MENTES

*It's late afternoon and I am flying over Oludeniz.*

*The scenery is magnificent, the colour of the water below changes from light blue to dark blue to green as the depth increases.*

*The flight is extremely smooth and I'm cruising above the lagoon in light lift, performing extreme wingovers and practising spirals. This is a welcome change after five days of frustration for not being able to fly.*

**T**he last member of the team, Stuart Dennis, was waiting for us at Istanbul airport when we arrived to pick him up – his plane had arrived earlier than expected. Craig Martison had arrived early that morning and Bohdan Phillipa had been in Istanbul for a couple of days, spending most of his time trying to withdraw money from his credit card account using a temporary card which had been given to him after he'd been robbed in Peru. It was extremely difficult to convince very busy and stubborn bank personnel to withdraw money from a temporary credit card supported only by a faded photocopy of a passport (the photo was possibly taken when he was a kid) which showed no resemblance with Bohdan.

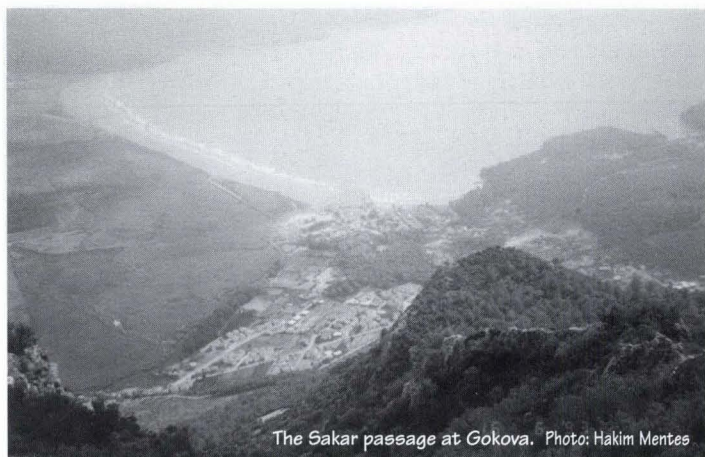
That night we stayed at my sister's place in Istanbul, had an early night and left home at 10am next morning, 2 hours later than planned. For the rest of the trip being late became the norm rather than the exception. Our plan had been to stop and fly on the way to our next destination, but the wind was too strong to even bother looking for a site. The next two nights we stayed at my parent's house in a small village in a valley surrounded by mountains. After meeting the locals over a quick lunch, we were off to find a ridge soaring site along the Marmara sea. Unfortunately, the wind remained strong all afternoon and the few possible sites didn't have good take offs or landing grounds. At the end of the day we returned home very tired, without having flown, but with some cheap and delicious locally grown olives and vegies for dinner.

During the weather forecast everybody stared at the TV and despite their lack of knowledge of Turkish everyone got a rough idea of what was happening. It didn't look good, rain was expected with strong northerly winds and watching horrific traffic accidents on the news made everyone nervous about the upcoming drives, especially at night. For the next day we decided to visit Gallipoli, with a flight on the way if possible.

It took us 4 hours to reach Gallipoli and we spent far longer there than originally planned. On the way home there was a problem with the ferry and we waited 3 hours to cross Dardanell Straight. By 2am we arrived at home.

Next morning we (including my sister as a retrieve driver) headed south to warmer and drier places. After a 10 hour drive covering 800km, we reached Altinkum (Golden Sand)-Didim, a busy tourist town jampacked with all night pubs, bars and a gigantic open air disco decorated as an ancient city, but no flying site nearby. Here most of us forgot the main purpose of our trip. Breakfasts were at noon, dinners at 11pm and bed time at sunrise. The 10 hour trip had been boring and tedious for everybody except Stuart. He had spend the time practicing useful Turkish phrases such as "Senin gozlerin cok guzel (you have beautiful eyes)" and had kept busy in the back of the minivan. After stopping at Didim, he proudly produced a gigantic ballast bag which could be used as a waterbed as well, and a handmade GPS pouch. He was so well equipped, he could have manufactured a glider if required. We laughed at him every night while he set up his mosquito net using lamp holders, window handles and nails on the walls, etc. But he always had the last laugh while we fought off mosquitoes all night.

The nearest flying site was in Oren, a small town 2.5 hours drive away. Next day, we arrived there at noon and received site information from a friendly nearby hotel owner with a keen interest in promoting the sport in his town. He described the way to launch and pointed out the highest mountain rising virtually vertically from the beach. The trip to launch took  $\frac{3}{4}$  hours on a dirt road which lead to a fire observation tower manned constantly during summer. The rangers were very hospitable and served us tea while we waited for conditions to turn favourable. Two concreted take-offs (good for hang gliders, but terrible for paragliders) at 800m asl faced S and SE. In the front was the Egean sea, on the left a long ridge and on the right a vast flatland. At midday the sun was cooking the cliff face in front of take-off and produced enormous thermals. A handkerchief would have been sufficient for flying! We decided to wait until thermals slowed down and, while we sipped the tea the rangers prepared for us, we regularly measured the wind strength and direction. After 5pm the wind slowed down and we got ready for take off, but within 15 minutes, before we had even laid down our gliders, it started blowing over the back! We'd missed it and returned to Altinkum promising to be back first thing in the morning.



The Sakar passage at Gokova. Photo: Hakim Mentès



were in the cabin, at the back and on the roof. The trip started from the beach where it was stinking hot and humid, but after  $\frac{3}{4}$  hours hair raising driving we were at 1,700m asl and everybody

In Altinkum life starts at sunset and ends at sunrise for most mortals and we were no exception. After finishing our dinner at 11pm we were shortlisting the bars to visit. Bars, disco and watching the sunrise on the beach was the routine procedure before going to bed. A few hours sleep and we were back on the road to Oren, keen to fly from this beautiful site. Unfortunately, the bad weather was following us, on the way it rained, rather unusual for this time of year in this part of Turkey. The sky was cloudy and it was blowing over the back. Around 12am it cleared up and as soon as the sun appeared, thermals became too strong for us. Early or late summer would be perfect timing for this site.

Instead of waiting until the evening we decided to move on and check out another site on the way to Oludeniz. It took 2.5 hours to reach Gokova via a dirt road along the coast, rather than the main highway through the mountains. At Gokova Bay the wind was too strong for landing in the valley, despite that we decided to drive to the take-off. The road to the top was very good, mostly along the main highway then followed by another 3km of dirt road. Again take-off was located near a fire observation tower at 900m asl. The scenery was even better with a very long ridge on the right hand side. According to the rangers most pilots followed the ridge for a 3 hour out-and-return flight. Despite the beauty of the place it was too risky to fly.

The next leg of the trip lasted 3 hours and we were at Oludeniz. Desperate to fly, we arranged accommodation quickly and by 7pm we headed to a nearby town to fly a small training site. Stuart took off, followed by Craig, then Bohdan. The narrow hill was a couple of hundred meters above the valley and still ridge soarable although the wind slowed down before I had walked back to the car to bring my own glider up. The night was long and beautiful at Oludeniz but not as good as Altinkum – Oludeniz is a place to visit in the daytime. We celebrated Craig's birthday in a manner he will never forget! Birthday celebrations here last a few nights.

This was the day we would fly from Babadag. The bus was packed full, people

shivered from the cold. The site was quite big and covered with gravel. Some tandem pilots took off in front of us and, as usual, Stuart was the first in our group to take off, followed by Craig and Bohdan. I was last off after recording them and then hooking up the headcam to the video recorder. When I took off they were nowhere near and my plan for a mid-air group photo fell apart.

Landings at Oludeniz presented a lot of challenges to most pilots. On busy days pilots without spot landing skills had to skip over people and beach umbrellas. In addition to that it was no easy task to concentrate on your final approach and landing while flying over nude bathers. That day we met up with Andy Kemp, Christy Bishop and Andy Abbott who travelled with us for the next few days.

Despite the splendour of Oludeniz, 3 days flying above it was enough for us and we needed new excitements. Stuart and Craig (competitors in the WAG) were keen to travel to the competition site Honaz-Denizli and fly there for a few days before the others arrived. Instead of following the highway to Denizli we took short cuts, followed dirt roads through small villages and ended up spending 2 more hours than if we'd followed the main road. In Denizli the organisers met us and helped with accommodation. Mt Honaz (2,000m asl and 1,100m agl) wasn't cooperating for the first 2 days. Very few early birds managed taking off before the wind picked up while we still stuffed around. Apparently the organisers had moved half the mountain to create a massive take off site and construction of some sheds was still going on in the background. Disappointed with Honaz we tried other nearby sites (Mt Cokelez and Dinamit Hill) which didn't yield any better results.

The 3rd day was excellent and everybody flew. Bohdan did his 1st cross country flight covering 35km and I experienced landing in strong wind with full speed bar on, but no forward speed. Out of habit I made the mistake of flaring as soon as I touched the ground. In no time I was on the ground, on my back breaking backward speed records, lifting a big dust cloud and digging a deep trench in the hard ground. I managed a backward somersault, landed on my feet,



## POST WORLD AIR GAMES TRIP TO TURKEY

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### Includes

Transportation, fuel, accommodation, food (Breakfast and dinner).

### Sites

At least 7 different sites including; world famous, Babadag-Oludeniz and WAG competition site Honaz Mountain.

### Others

Historical and scenic places visit, thermalling in thermic waters (Turkish bath) and other local activities.

No night flight from Babadag-Oludeniz when it is full moon, it is illegal.

For more details contact Hakim before May 98.

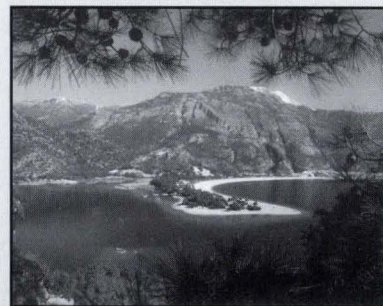
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## PARAGLIDING TURKEY



The traverses at Pamukkale. Photo: Hakim Montes

turned back and ran after the glider. I got it and shoved it into my pack with the assistance of amused locals. Luckily the paddocks were huge and dead flat in this area.

Every evening, landing stories were the main subject of conversation in the car while driving back to the hotel and we decided to get away from this place, travel more, see more and return just before the comp. Our next destination was Kas, one of very few historical towns left in Turkey. The next day, equipped with a vague description, we were searching for a supposedly good flying site on top of a nearby mountain. The obvious target was the highest hill at the back of town. A couple of hours later we were at the top. There were a number TV transmission towers, but that was it. Without the towers and supporting cables, it would have been an excellent place to fly. On the way back, we decided to try a different road which turned into a very rough trip. In one section the vehicle got stuck in loose stones fist size and larger. Everybody had to get out and push the minivan downhill! The next morning we realised one of the tyres was badly damaged and had to be replaced. Luckily, it had not burst while travelling at high speeds!

We travelled through interesting landscapes, plateaus, villages and climbed to the top of an 800-900m asl ridge. The Mediterranean sea was under our feet and the Greek islands were a few k's offshore, definitely in gliding distance from the nearby ridge. Conditions were perfect for flying: moderate wind and a couple of reasonable take-offs only requiring a bit of clearing. Unfortunately, our map didn't cover all the dirt roads we had been following and the nearest possible landing ground looked miles away. It wouldn't have been a problem to glide down there, the problem was how to drive there. In addition, nobody wanted to spend the middle of such a hot day clearing the ground and we wanted to be back at Denizli before too late.

We kept following the dirt road along the ridge, parallel to the main highway, but up high and with magnificent scenery. Our joy turned to worry when the dirt road diverged from the main highway and climbed uphill instead of down while our fuel was running low. Where were we? There was nobody to ask directions. Eventually we came across a bitumen road and the rest was easy. Pamukkale (the town we stayed in during the WAG) appeared in front of us after 10pm and our dinner was still waiting for us as the hotel owner had been informed about our late arrival.

The next day was the official training day. The comp had started and our joint trip was over.



*I would like to thank my sister for spending 3 weeks with us despite not being able to speak a single word of English. Bohdan, Craig and Stuart for coming along and making such a trip feasible. Andy, Christy and Andrew Kemp for joining us and help keep the cost down. If you missed the 1st trip and are interested in visiting Turkey, please contact me about the next trip.*

## A Response from Moyes Delta Gliders

In response to Peter Pendleton's article (see opposite page) regarding Airfoil's relationship with Moyes Delta Gliders, we would like to correct some information and various misconceptions that the article may create.

Moyes Glider Research and Development has always been undertaken with the key personnel of Steve Moyes, Tomas Suchanek and Juan Corral. Whilst Airfoil Sails have contributed their skills to the manufacturing of sails, they have always been guided by the Moyes R&D team. And whilst we have appreciated any input from Airfoil, R&D initiatives have always been the domain of Moyes R&D. Airfoil, whilst good tradesmen, are not experienced pilots and have not accumulated the vast store of flight and glider experience that Steve Moyes, Tomas Suchanek and Juan Corral have.

Moyes never produced 120 prototypes of the CSX. The claim is highly exaggerated. As one of the world's foremost manufacturers of high performance competitive gliders, Moyes, along with every major manufacturer in the world decided to embark on the creation of a topless glider in order to increase the performance of competition gliders. Not to do so would have meant opting out of the competition market entirely – a move totally contrary to Moyes' competitive philosophy. Aside from cost, it would be unethical and indiscreet to make public the reasons why Moyes Gliders had to dispense with the services of Airfoil. And although Moyes feels nothing but sympathy for Airfoil as Moyes was their sole customer, we cannot authorise the use of their replacement sails as they are no longer subject to Moyes Quality Control nor do they represent current designs. Any use of these sails may place gliders outside of certification standards and as a result will nullify pilot liability in some countries.

**Moyes Delta Gliders**

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# THE END OF AN ERA

Advertorial

DAVID, ROBERT AND PETER  
PENDLETON, AIRFOIL SAILS

**Bill Moyes couldn't believe his luck the day he walked into our Sydney sail loft. Finally, he could stop worrying about research and development for hang glider sails in his rapidly expanding hang glider business.**

This month marks 20 years of involvement in the hang gliding business for Airfoil Sails. More than 20,000 sails have been made at our 5 locations (3 in Sydney, 2 on the Central Coast, 100km north of Sydney).

We have designed 32 models over this period: from the Maxi to the Mega, Mars, GTR, XS, Xtralite, SX, to the CSX. These sail designs represent a significant industry contribution by our small team of dedicated sailmakers. Airfoil Sails was started in October 1977, when two brothers, David and Robert Pendleton, saw a gap in the hang glider market, where they could ply their talents effectively.

For the previous 8 years, both brothers had worked and trained with Kevin Mitchell to design and build sails for gliders in the early 70's. Steve Cohen of Ultra Light Flight Systems was L.R. Mitchell & Sons major customer at that time.

Those were unique times. Hang gliding was a new phenomenon and people were literally crashing out of the sky learning to tame this new and exciting sport.

Late in 1977 saw the arrival of a new hang gliding company called Skytrek. Set up by Steve Powter to pick up on customers that Moyes and Cohen couldn't service, Steve approached David and Robert to manufacture his new range of models, the VK1 followed later by the VK2. Skytrek established itself very quickly and earned a significant market share. At this point Airfoil was joined by our youngest brother Peter to help move things along.

It wasn't long before Bill Moyes came over to see us. He had seen our work for Skytrek and was impressed. Bill had had trouble establishing good relationships with 3 other sailmakers and was desperate to find someone to provide sail design solutions for him. We fitted the bill and Bill could now compete more effectively with Cohen and Powter.

Airfoil now serviced 2 major hang gliding companies and also provided for the sailboat and canvas market locally.

Skytrek's involvement with us lasted 3 years until 1980. In that time we produced 5 models and over 1,000 sails. Steve Powter sold Skytrek to pursue other interests and the company was renamed Enterprise Wings (a very successful company, until its unfortunate fold in 1996). Meanwhile, we at Airfoil decided to move into bigger premises in 1990, to increase production of sails to satisfy our growing market. Moyes were starting to have some success in the competition stakes when Steve Moyes won the US Masters in our Australian flag design of the Mega 2. Moyes' active participation in this new era of sports competition helped them solidify their position in the market place. In combination, Moyes and Airfoil have produced 4 World Championship winning gliders and countless national, state and regional winners flew our products.

Bill's master stroke was to acquire the best and keenest of the up and coming pilots to fly Moyes/Airfoil competition gliders. Tomas Suchanek's ability to focus on getting the edge on his competitors has awarded him 3 of those 4 World titles. The other World title holder flying our sail was Rick Duncan, in the Moyes GTR. Rick and his brother Russell went on to form their own company, Airborne Wingsports, still going strong today with a great future ahead. During the winter of 1990, we decided to move our premises to Gosford, and build a new state of the art sail loft. We were keen to implement the latest that computer technology and the laser cutting table had to offer, so we could refine and streamline the design and production process. This also allowed us to increase our output reliably and effectively.

We instinctively knew in 1993, while putting the finishing touches to the Xtralite range, that we were on a winner again. Not only did Tomas win the World title, the glider design generated 1,500 orders for Moyes and ourselves. The Xtralite story owed a lot to being there with the right product at the right time, knowing that our opposition were floundering on the ground with nothing to offer to their customers. Lady Luck had smiled on us one more time.

After the success of the Xtralite range we moved

onto the development of the SX. These sails incorporated twist technology, an idea Robert Pendleton had observed from the sailboard industry. By making the tip of the glider free floating, it allowed the tip to adjust to the various angles of attack in the relative airflow. This achieved a better climb rate for the glider, softer stall characteristics and also achieved no increase in drag at higher speed.

With the SX range in production for only a short time, we reluctantly agreed to develop sails for the topless carbon gliders. It had become apparent to everyone in the industry, that hang gliding numbers were shrinking and the best way to kick off the market was to develop a glider that retailed for \$8,500-9,000. Unfortunately for Moyes, something like 120 CSX prototypes went out to customers who were unaware that more time was still needed to refine this hybrid. At this time Moyes were also renovating a factory they had acquired at Botany Bay in Sydney which, in our opinion, took more time, energy and money than they could comfortably deal with. Chris Salmon was appointed as General Manager to help them through their hour of need and his first move was to try and control their spiralling costs. We had never charged Moyes for any design fee associated with the development of glider sails, no matter how many prototypes we prepared, although as authors of the sail design, we retain copyright. The price component of the sail that we charged Moyes for the CSX hadn't changed since the Xtralite, \$1,173 for the base model. The retail price of a CSX is \$8,500-9,000, but Chris Salmon now demanded he'd pay no more than \$850 (which was cost price) for the most advanced sail we had yet designed. As a consequence, we decided Moyes would be better off designing and making their own sails. We are very proud of our 20 years of involvement with Moyes Delta Gliders. We wish Moyes well for the future and hope they achieve a very soft landing.

*Airfoil is currently offering the flying public the opportunity, to replace their well loved glider sails with new ones, at very reasonable prices. Airfoil sails invites interested parties in the hang gliding industry to approach us with inquiries, as to the services we provide in the design and manufacturing of hang glider sails.*

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The pier at Lorne and down to Airey's Inlet from Mt St George. Photos: Peter Hannah

# Surfing the Wave of a Lifetime

PETER HANNAH (N°13)

*The day started with a phone call from Ted Remeika.*

*My wife Vicki, due to give birth to our first child at any minute, had given him strict instructions not to call, especially not to go flying!*

**"I'm** sorry for calling, but it's blowing 25-30kt from the East and this could be the day!" This was all I needed to hear. We met at the Bells Beach Winki Pop launch at 10.30am. Launch was relatively straightforward, but my heart pounded in anticipation of what might come. After launch we headed north to Jan Juc, Torquay, to gain the height we needed to cross the first gap at Bells Beach (and to achieve the greatest possible distance). With 500ft we easily crossed Bells Beach Southside and resumed climbing at Point Addis. As we climbed to around 1,200ft, we noticed some interesting cloud formations developing down towards Lorne and the rhetoric over the radio got an air of eager anticipation.

Crossing to Eumeralla was easy with very little height loss. The plan now was to try and gain enough height to fly straight over Point Roadnight, Anglesea, and all the way down to Urquhart Bluff some 6km away. This is quite a difficult section as you have to commit to an inland run over a small township. Ted led off and exclaimed that it was one of the easiest crossings he had ever made and continued down to Urquhart Bluff. After some time I gained enough height

(1,100ft in buoyant air) to attempt the run. I had 700ft over Point Roadnight and decided to commit and continue on the infamous downwind run. The air was also very buoyant for me and I was able to relax and enjoy this usually fickle section. It is amazing what you notice when you're not pointing the toes and puckering the sphincter. This section has beautiful rolling coastal hills with some architecturally interesting houses including a teepee.

The wind strength had begun to increase and there was a sense of urgency to get past the most difficult section. Ted was already a long way ahead and was really putting the pressure on by repeating several times over the radio, "Today is really special and whatever you do, don't bomb out now!" Airey's Inlet lighthouse to Spion Kop is probably the hardest downwind section and has the greatest attrition rate. Today proved to be no exception, I could only gain another 400ft at the lighthouse due to the increasing wind strength.



Looking towards Lorne along orographic stratus at 2,500ft.

This made my downwind run of 80km very fast and low (I ended up at about 90ft). I was just able to turn into wind at Spion and tuck into the cliff well below ridge height.

I spent the next ten minutes climbing very slowly and finally got above the ridge. Only then was I able to relax and feel a great sense of achievement. Ted very rudely interrupted my self praise with great excitement. The clouds that had formed earlier that day had developed into two sections. Orographic cloud was forming at about 2,200ft and above that was orographic stratus at about 3,000ft.

Once at Spion Kop in an easterly it's just another day at the office to continue down past Eastern View and on to Big Hill. I left Spion with 500ft and climbed the whole way. At Eastern View I also had the rare privilege of flying with, not one, but three wedgetail eagles. It amazed me that the eagles were not even remotely intimidated by my presence and allowed me to share their space at such close range. At Big Hill, I set about climbing up to the orographic cloud forming above me. It took some time, but finally I experienced the incredible lift Ted had been so excited about. Once up, it wasn't too difficult to work up onto the leading edge of the stratus. This was an excellent opportunity to continue down behind Lorne while surfing the leading edge with over 2,500ft, as opposed to the standard route out over the ocean in front of Teddy's Lookout.



Pilot's Glory on the orographic cloud 1,000ft below.

Mt St George was generating even better lift with Ted gaining 3,261 ft. The run down the coast towards Cape Patton was very easy. Looking down onto the orographic cloud was amazing. I could see my "pilot's glory" below me: A rainbow forms in a complete circle with the shadow of the hang glider in the centre.

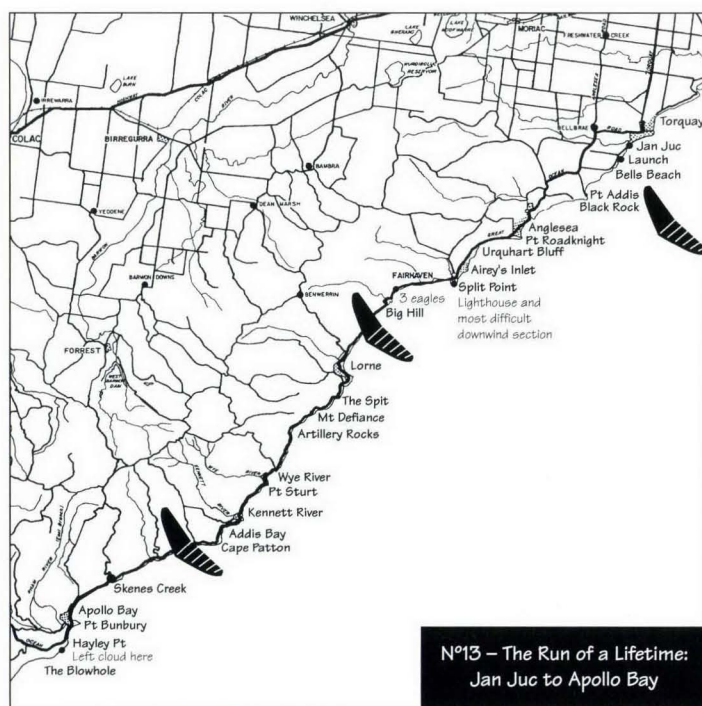
At times I ended up halfway between both cloud formations and experienced incredible turbulence. You had to maintain a fair amount of speed to stay out in front of the leading edge, I therefore had enough speed to stay in control in turbulent air. However, this didn't make it any less scary.

The cloud went at right angles to the coast at Cape Patton so I followed it out over the ocean and "guestimated" where Apollo Bay would be (some 20k's down the coast). I can't stress enough that flying some 10k's out over the ocean without any land references, demanded considerable determination. Finally I couldn't stand not knowing exactly where I was, so I decided to pop underneath the cloud and, to my amazement, found myself about 2k's past Apollo Bay. The tailwind run back was fantastic and I had 2,000ft to burn off directly over the township. After a few celebratory wingovers I landed in front of the main street and, more importantly, the bottle shop.



Wye River from 3,000ft.

My flight had lasted 4.5 hours and had covered about 75km of some of Australia's most exhilarating coastline. It was certainly one of my most memorable flights. One of Ted's past students, Dean Jepson, had been listening to our radio conversations and had decided to follow us with the car (a 2 hour drive) to give us a lift back. This made a most incredible flight perfect. My thanks Dean and Larissa.



Nº13 – The Run of a Lifetime:  
Jan Juc to Apollo Bay

I believe the list of people who have achieved this incredible run is as follows:

1 Angus Walker	8 Rob van der Klooster
2 Peter Muffett	9 Dean Snow
3 Mark Pike	10 Steve Kipp
4 Warren Boadle	11 Peter Greenhill
5 Ted Remeika (6 times)	12 Oliver Bartemus
6 Geoff Coombes (twice)	13 Peter Hannah
7 Robert Ruge	

*This article is dedicated to my daughter "Caitlan" born on the 13th.*

# EXXTATIC FLIGHT

GILBERT GRIFFITH

Woo hoo!

Today I took the afternoon off work (first time in ages)

because Davis Straub kindly and trustingly allowed me to fly his Exxtacy.

**G**ne thing you've got to watch with this sucker: There's not much room under the control frame. I'd put my harness on before hooking in, then wham! I banged my forehead on the front of the keel. My son, James, had offered my helmet to me seconds before – I should've put it on sooner! Nice lump. Davis took a photo of it.

I was a little nervous about flying someone else's expensive glider but take off was easy, not much of a run needed in the 10km wind. The glider self corrects on launch because when a wing lifts, the control cable on that side will activate the spoiler and force the wing back down.

It was a hassle getting up, as Mystic often is, especially with no wind dummies out in front of you. I scratched lower and lower, way down on the spine just near the LZ, for about 15 minutes before hooking a good thermal.

One PG flew straight past me as I scratched, so the lift was pretty marginal. This was no time for experimenting or even noticing the different flight characteristics and I was flying way too fast and doing untidy turns just trying not to bomb out.

Belinda (Davis' wife) took off when I started to sky out over take-off.

Everyone on the hill had been watching me, waiting for the right conditions to take off. I could imagine the pilots on the hill wishing me up. Davis took off immediately after Belinda and a lot of locals were flying by then too.

Once above the hill, lift was plentiful and I was able to play with the flap settings and crank into a few turns to get the feel of the Exxtacy. Very easy to turn and responsive in pitch, necessitating a very light grip in the control bar. The other hangies climbed quicker than me at first, as I was flying way too fast to thermal efficiently. Later I topped out above them but by then I'd figured out that the glider wasn't going to stall when I pushed out in the turns. Some tight climbing turns were easy in the strong but narrow thermals. I estimate a 15mph stall speed with my 85kg hook in weight.

Davis and I topped out at about 9,200ft and followed Belinda to Mt Buffalo. This is where the performance showed. I raised the flaps and pulled in to achieve a fast and remarkably stable glide at about 60mph, overtaking Belinda and leaving Davis for dead. I didn't

bother to stop for bubbles along the way, but noticed that the wing was quite rigid even when I was momentarily weightless in the bumps, the tips moving up and down only a foot or so as they flexed. I arrived at Buffalo take-off dead level and found good lift. Belinda was 1,000ft lower scratching along the Little Buffalo spine before she landed at the Porepunkah strip. Davis arrived 400ft below my arrival point and successfully scratched up from fairly low in the gorge in front of launch, not an easy task.

Meanwhile I climbed out high over the Buffalo Chalet and watched Davis coming up to meet me. I practiced a few steep turns, some stall turns and tried more speed and flap settings, getting the feel of how the glider reacted. Trim speed is variable between about 18mph and 40mph depending on the flap setting and only requiring

about a foot of cord pulled to go from zero to full flaps.

## Totally awesome!

After a while I pulled on some speed and headed back towards Bright, merrily keeping an eye on gliders landing at the Porepunkah strip while passing over at 6,000ft, closely followed by Davis.

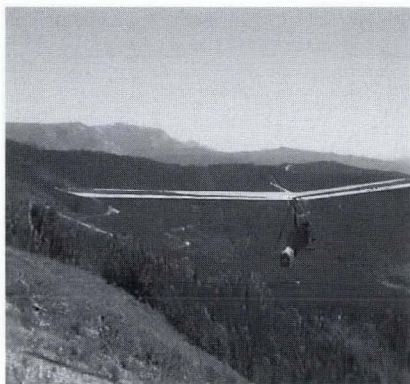
We found plenty of lift on the ridges past the

airport, but I decided to land at the strip, rather than fly back to Mystic, because the airport is a much safer LZ and Belinda was already there, sitting in the shade of the hangar.

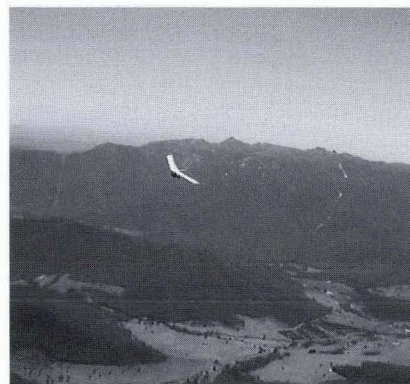
I did a few wangs to get down. Wingovers felt very different because as the speed dropped off, the spoilers had less effect. I had to be careful setting up for a stall turn because the extra weight of the glider meant that I didn't have as much control at the top of the turn. This caused the glider to slip out of the side, where I'd normally just use force to yaw my SX4 into a nose down attitude.

With full flaps the glide was much steeper than on my glider, and to complicate matters there was a boomer of a thermal taking off at the downwind end of the strip, just as I lowered the landing gear and started to fly on the uprights. A few S-turns eventually got me down to a long final in the light (5mph) wind and the landing was a simple no-stepper. It was very easy to keep the wings level on final.

This was a real thrill for me. Davis had made my day – thanks mate.



Gilbert takes off Mystic and enjoys his flight.



Photos: Davis Straub



## Steep Turns – Why Not?

Every year, in all types of aircraft, some pilots like to perform steep turns. Sometimes, given great height and great good fortune, they get away with them. Sometimes other circumstances dictate a less favourable outcome.

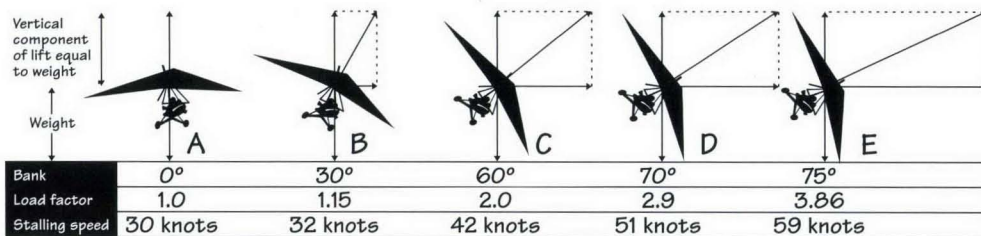
Let's look at the diagram to the right:

We all know that in a sustained balanced turn, the load factor increases with the angle of bank. Unclear about what the load factor actually is? Put simply, it is the "g" loading encountered in flight. More technically, it is the factor by which the lift has to increase in a balanced turn, compared to the lift required for straight and level flight.

So how does load factor affect stalling speed? Simple, the stall speed increases by the square root of the load factor.

Seriously, the problem with steep turns is fourfold:

1. The load factor increases dramatically and may snap your wings off.
2. The stall speed during the turn may exceed your present flying speed causing a stall during the steep turn.



3. You may increase your flying speed (to stay above stall speed in the turn) but then exceed VNE with the same results as in 1.
4. You may stall during the steep turn as in 2. and it may turn into a steep, nose down high speed spiral dive with the same result as in 1. again.

Fortunately, trike manufacturers are well aware of the inherent risks of steep turns, and all certified trikes carry a placard telling you not to exceed 60 degrees of bank.

Steep turns – why not? Why not indeed.

*Readers of Trike Torque 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 Hrs	Type Hrs	Injury
19/12/95	18	Airborne Edge 582	Pilot	202	202	Nil

This was the pilot's third flight of the morning and the wind had begun to strengthen considerably (exceeding 20 knots). To further complicate matters, the wind had swung across the only strip direction and was turbulent and gusty due to a row of trees on one side. The pilot made a good approach with plenty of speed, but in the last few seconds of the landing, a strong wind gust blew the trike sideways and the trike rolled over on touchdown. Both pilot and passenger were uninjured, but damage to the aircraft was extensive.

Date	No	A/c Type	Licence	Total Hrs	Type Hrs	Injury
28/1/98	19	Airborne Edge 582	Pilot	11.7	11.7	Nil

Details are sketchy on this one, but it seems that as the pilot was landing in nil wind conditions, the left wing dropped slightly, so the aircraft landed with a slight left turn initiated. The machine then ran to the edge of the strip where the left wheel hit a soft patch and the machine tipped over, causing damage to the wing and base, but fortunately not to the pilot.

Date	No	A/c Type	Licence	Total Hrs	Type Hrs	Injury
15/1/98	20	Airborne Edge 582	Student	37.1	25	Nil

The student pilot was conducting circuits "solo under supervision" with his instructor on the ground in radio contact. The student had already conducted one hour of solo circuits and had a break for lunch and this was his second session.

Shortly after the last "touch and go" of this second session, at 350 feet during initial climb out, the engine stopped. As this is insufficient height to turn back, the student wisely landed ahead at the end of the runway, but overshot into the scrub, where his left wheel hit a log, tipping the trike over, causing substantial damage.

Date	No	A/C Type	Licence	Total Hrs	Type Hrs	Injury
24/1/98	21	Pegasus Quantum 503	Pilot	80	50	Nil

The pilot and passenger were enjoying some recreational flying, and had just completed a long low pass down the airstrip. During the climb out at the end of this low pass, at 150 feet AGL, the engine seemed to lose thrust. As the trike began to lose height, the pilot realised a landing was an immediate priority in the next 2 or 3 seconds, and with cluttered surroundings including an orchard, power lines and houses nearby, elected to land in the only available paddock. This small undulating paddock was to the left and below the trike, and although the pilot managed to touch down safely, the excess of speed meant the trike carried on through a barbed wire fence and tipped over. Damage to the sailcloth was caused by the barbed wire, plus there was airframe damage when the trike rolled over.

Date	No	A/C Type	Licence	Total Hrs	Type Hrs	Injury
26/1/98	22	Airborne Edge 582	Instructor	–	–	Fatal

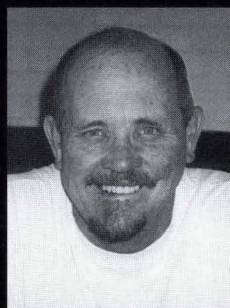
On Monday 26/1/98 at Wyalkatchem, approximately 200km north east of Perth, instructor Andrew Humphries and his passenger, Amanda Pennington, were involved in a fatal accident when their aircraft impacted the ground in a steep nose down attitude at high speed. The accident will be the subject of a coroner's inquiry, and our sympathies go to the families and friends of the deceased.

### Comment:

With accidents 20 and 21, the instructors of both these pilots are to be complimented for having correctly taught their students "never turn back – always land ahead" in the event of engine failure at low level after take-off. However, it seems there is room for improvement in the pre-flight checks, particularly with regard to the amount of fuel on board, as fuel exhaustion is suspected of causing one, if not both of these engine stoppages.

"Always take off with a full tank of fuel if possible" is not a bad motto to fly with. After all, ten dollars worth of fuel is cheap compared with the cost of a new trike!

# OPERATIONS MANAGER'S REPORT



**T**wo trends are appearing in recently reported accidents: pilots flying too slow – too low; and pilots flying beyond the placarded

limitations of the aircraft.

Either of these practices can have dire consequences.

## Towing Procedures

It is hard to believe that there are still pilots in Australia refusing to use weak links when towing. There were about 150 pilots from 25 countries towing at the World Championships, **all with weak links**. Yet there is a group of pilots in Western Australia who know better! (Note following accident report No 1). Section 7.4.3.3 of the Ops Manual states: An HGFA Ground Tow Endorsement authorises the holder to undertake ground tow operations carried out in conformity with the guidelines outlined in the HGFA Towing Procedures Manual. Given that the Tow Manual prescribes that weak links should be used, to tow without one is not only stupid, but is in contravention of CAO 95.8.

## Andrew Humphries' Fatal Accident

The death of Andrew Humphries and his passenger in Western Australia was a great loss. Both were killed when Andrew's microlight impacted the ground at high speed following several high bank turns. A Coronial Inquiry is being conducted.

Andrew's enthusiasm in the conduct of his hang gliding training and microlighting school resulted in many Western Australian pilots coming to enjoy our sports. As an HGFA Board member and President of the HGFA he gained much respect from those of us who grew to know him. He will be sadly missed.

## Fatal Mid-Air Collision

The first day of the World Hang Gliding Championships was marred when a Belgian pilot, Gilles Le Borgne, was killed following a mid-air. The two gliders involved were circling at similar heights (around 2,500ft agl) in two separate cores. Both were turning in the same direction and as their circles overlapped the gliders collided head-on. It is believed that Gilles' head came into contact with the leading edge of the other glider, breaking the leading edge 400mm from the nose. Gilles was seen slumped in the control frame with arms limp, apparently unconscious as his glider spiralled

to the ground. The other pilot landed safely under canopy.

Though this is the first that has resulted in a fatality, this is not the first mid-air in Australia resulting from pilots circling in the same direction, though side-by-side. When this situation arises, circles must be adjusted to rotate around a common centre.

## One Member – One Vote

With amalgamation negotiations between the GFA and the HGFA in full swing, there has been some concern expressed by HGFA members that the current system of "one member – one vote" for Management Board elections may be removed with amalgamation. This is certainly not the case, all proposals put forward at the last meeting I attended (as reported in the L/D circular with the last Skysailor) are preliminary proposals only and are open for discussion and change. It is entirely up to you, the members, to determine the structure of the new association. I encourage you to consider the proposals and attend one of the upcoming meetings to put your thoughts forward.

## Operations Manual Amendments

Around the time you receive this Skysailor you will also get some Ops Manual amendments. There are around forty new pages to be placed in your Manual to bring it up to date. Most of the amendments are self explanatory, they include:

- a new level of Instructor Certificate which will enable experienced pilots to be trained to conduct introductory training flights in conjunction with an established pilot training facility;
- new titles for HGFA Instructors – with the move away from the NCAS instructor accreditation, Level 1 and WM Senior Instructors are now called "Flight Instructors"; and Level 2 and WM Chief Flying Instructors are now called "Chief Flight Instructors";
- details of the new Motorised Endorsement for hang gliders and paragliders;
- changes to the Passenger Carrying Endorsement requirements;
- changes to requirements for microlight pilot certificate and apprentice instructor certificate issue; and
- a requirement that microlights undergo a five yearly inspection by the manufacturer or an accredited service agent.

## VHF Radio Requirements

I have been asked to clarify the wording in CAO 95.8 regarding the use of VHF (airband) radios. The Order states: "...it is necessary... for an authorisation to be held if a person flying a hang glider makes transmissions on aeronautical frequencies other than VHF frequencies."

This paragraph has nothing to do with UHF radio usage. It refers to HF frequencies, which are used for flight control in international controlled airspace. We may not transmit on HF frequencies. However, we may transmit on VHF frequencies; provided we are endorsed as per Section 7.4.5 of the Ops Manual.

Please also note that Section 6.5.10 of the Ops Manual requires that VHF radio be used when flying within 8 kilometres of an RPT serviced aerodrome or within an MBZ. Other than in these circumstances there is no mandatory VHF radio requirement for hang gliding or paragliding ops other than when towing at an airport (as required by the HGFA Towing Procedures Manual).

## Pre-Flight Inspections

Problems have been reported with equipment that should have been detected during a pre-flight check, on both paragliders and hang gliders. Serious damage to the keel of a hang glider was not detected until after the glider had been flown (the damage being the result of an earlier heavy landing where shock loading was transferred up through the control frame into the keel, denting the spar). Reports have also been received of defective lines not being detected on a paraglider. A careful pre-flight is essential; after a hard landing a complete airframe and sail inspection should be carried out (section 9 of the Ops Manual contains inspection criteria).

## Accidents

### No. 1

<i>Pilot:</i>	Intermediate hang glider pilot
<i>Experience:</i>	50 hours
<i>Aircraft:</i>	Advanced hang glider
<i>Pilot Injury:</i>	Nil
<i>Aircraft Damage:</i>	Nil
<i>Weather:</i>	Details not provided
<i>Location:</i>	Inland tow site

### Description by the pilot:

"Towed up using system with no weak link, mainly to save time and possibly get higher off tow. Everything fine during tow, hit thermal at 900ft, vario reading 800 up. Slowed car and went to pull release using left hand but wouldn't release. Tried 3 times. Glider started yawing around to the left. By now was thinking of pulling bridle up and manually releasing pin but was having hard job trying to control glider."

At this stage the glider was pointing away from the car fully locked out and going down. The driver was trying to release from her end but it wouldn't ("Shackle"/Glider type release), and she noted the tension showing way off the scale. "The glider was getting pulled whichever way it wanted to go and was totally out of control. Witnesses described it as 'like a kite diving to

the ground on the end of a line'. I was yelling to stop the car but couldn't think fast enough to say reverse back fast, or release. I could only think of getting slack in the line so the glider would regain flight or some form of control. I had a hand on my chute at one stage but wondered if it would open in time. A hook knife would have been a good idea. Eventually the small sized tow line (4 mm) snapped and I gained control at 200 feet, landing into wind without further problems.

Looking back on this incident several days later, I note the following points which would make the whole process a lot safer:

- A weak link is a must.

- A reliable bridle and 3 ring release with release tied to velcro strap not the pin itself.

(Note: The release was tied incorrectly such that he was pulling horizontally against the velcro rather than peeling it off.)

- A hook knife velcroed to your upright would be handy.

- An infallible release at the driver's end with possibly a hook knife on the dash to cut the tow line should the release fail."

*Comments:*

What can I say – a few hundred feet lower when the lockout started and I would have had another fatality to report. High tow tension at low level is simply not on – towing with high tension at any level must be supported with the safety of a weak link to ensure that the link will break before the glider is loaded to a point where glider control is difficult, if not impossible.

## No. 2

*Pilot:* Restricted paraglider pilot  
*Experience:* 1 hour  
*Aircraft:* Standard paraglider  
*Pilot Injury:* Muscle damage and bruising  
*Aircraft Damage:* Nil  
*Weather:* 4 knots, light turbulence  
*Location:* Inland site

*Description:*

The pilot performed a reverse deployment; applied some "D" line pressure to stop the canopy overshooting; immediately turned and began moving forward to launch (with little acceleration). The canopy was not properly inflated and crabbed to the left; the pilot went into a seated position; the canopy settled and he had to run some more. The canopy continued to crab to the left as the pilot again went to a seated position; as the canopy began to fly again he applied 30-50% brake. By this time he was flying diagonally down the slope, close to the ground; he collided with a tree stump and fell to the ground.

*Comments:*

Too little airspeed was gained during the launch run (walk). The pilot had made several unsuccessful attempts to inflate the canopy prior to the blown launch; this coupled with a group of experienced pilots watching, put added

pressure on the pilot to launch when he was not comfortable.

## No. 3

*Pilot:* Restricted hang glider pilot  
*Experience:* Not provided  
*Aircraft:* Intermediate hang glider  
*Pilot Injury:* Broken jaw  
*Aircraft Damage:* 2 broken leading edges; broken crossbar, keel and control frame  
*Weather:* 10-15 knots, moderate turbulence  
*Location:* Inland site

*Description:*

The pilot had a reasonable launch and was flying away from the hill at trim speed, with hands on the uprights (kept hands on uprights throughout the flight); a short distance from launch the pilot encountered turbulence generated by a stand of trees and a step in the slope below launch and the glider was turned back toward the ridge; the pilot corrected and again flew out into the turbulence, still at trim speed. The turbulence again turned the glider, this time directly back toward the launch, the pilot then apparently made no attempt to recover and landed downwind near the launch.

*Comments:*

When encountering turbulence it is critical to have reserve airspeed; when flying from a "slot" in trees it is most likely that turbulence will be encountered. The full-face helmet worn fractured near the jaw piece and no doubt saved more serious facial injury.

## No. 4

*Pilot:* Advanced paraglider pilots  
*Experience:* Substantial (500 / 700 hours)  
*Aircraft:* High performance paragliders  
*Pilot Injury:* Twisted ankle/nil  
*Aircraft Damage:* Line damage  
*Weather:* Light wind, moderate turbulence  
*Location:* Inland – cross country

*Description:*

During a competition round several gliders were circling in a right hand direction in thermal lift at around 4,000ft agl. When forced to take evasive action to avoid another paraglider, glider "A" turned left, thereby loosing the core; as he sunk slightly, another paraglider "B", off to his left, turned hard right to enter the core and came at glider "A". Despite a call to alert the pilot of glider "B", the canopy of glider "B" came in contact with the front lines just above the risers; it passed diagonally across the front lines and wedged in the right wing tip. Locked together, the gliders spun, both pilots deployed reserves; the canopies came apart; and both pilots landed in trees.

*Comments:*

When circling in close proximity pilots must be

ever vigilant and clear all turns. In turbulent air added separation margins should be maintained.

## No. 5

*Pilot:* Restricted hang glider pilot  
*Experience:* 5 hours  
*Aircraft:* Beginner hang glider  
*Pilot Injury:* Nil  
*Aircraft Damage:* Broken crossbar and leading edge  
*Weather:* 6 knots, nil turbulence  
*Location:* Inland site

*Description:*

In ideal flying conditions, the pilot launched and made two soaring passes; on the third pass the glider began to lose height; the pilot continued to make passes until he was too low to make the landing paddock and was forced to land in trees.

*Comments:*

Inexperience and over-enthusiasm no doubt contributed to the pilot not heading to the landing sooner. It is always better to err on the side of caution.

## No. 6

*Pilot:* Advanced hang glider pilot  
*Experience:* 160 hours  
*Aircraft:* Advanced hang glider  
*Pilot Injury:* Nil  
*Aircraft Damage:* Nil  
*Weather:* 5-10 knots, light turbulence  
*Location:* Inland towing site

*Description:*

After drifting behind the paddock in zeros, the pilot left the bubble for a straight-in approach through a generous corridor in trees along the end of the paddock, with an intended landing point well forward of the trees. At about 20' he saw two power lines directly in front; pushed out and passed over the lines. The end of the tow bridle wrapped around the first wire and caused it to contact the second (sparks were seen from the ground); luckily the bridle released and a successful landing was made.

*Comments:*

The pilot stated: "The cause of this incident can only be put down to complacency. Had I been landing in an unfamiliar paddock I would have searched far more actively for signs of power lines. The annoying thing is that I had identified the powerlines while on the ground earlier in the day, but had dismissed them from my mind as I had thought they were sufficiently buried within the trees that they would not pose a separate hazard. This incident also serves as a reminder of how difficult lines can be to see. I was staring straight at them for the entire approach but did not see them until only 4 or 5 metres away. Look for poles."

Complacency is a killer!

**Fly safely,**

Craig Worth

# 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.

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

<sup>\*</sup> Includes all updated material from Level 1.

## HGFA Schedule of Fees

### Membership Fees

12 months (FULL) Membership	\$110
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### 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 <sup>†</sup>	\$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) <sup>†</sup>	\$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 \_\_\_\_\_

<b>Membership Type:</b>	New Member <input type="checkbox"/>	Renewal <input type="checkbox"/>	Re-joining Member <input type="checkbox"/>	Family Member <input type="checkbox"/>
	Visiting Pilot Member <input type="checkbox"/>	Short Term Member <input type="checkbox"/>	Subscription Only <input type="checkbox"/>	
<b>Discipline:</b>	Hang Gliding <input type="checkbox"/>	Paragliding <input type="checkbox"/>	Microlighting <input type="checkbox"/>	Parascending <input type="checkbox"/>

### 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 \_\_\_\_\_

Hang Gliding Federation of Australia, PO Box 558, Tumut NSW 2720 Phone: 069-472888, Fax: 069-474328



# Classifieds • Classifieds • Classifieds • Classifieds • Classifieds

## DEADLINE FOR THE NEXT ISSUE: 1 May 1998



Private classifieds are free to members if the membership number is quoted. Commercial rates of \$2 per line apply to non-members and commercial advertisers. For more details, refer to Classifieds order form.



## HANG GLIDERS AND EQUIPMENT

### New South Wales

**2x XS 155** adv, good sail, excel. airframe, flies nicely, handles well, good colours, king-post hang. Other glider flies well, stained sail, excel. for spares, \$1,000 for both. Ph: Andrew 02 67654520 or 015 787502.

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

**Airborne Shark 144** adv, EC, low hrs, never bent, 14 mths old, \$3,500 or offer. Ph: 02 94169496 or 0419 241115.

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

**Ball vario**, \$200 ono. Ph: Graeme 02 49449270.

**Blade 141** adv, new sidewires, \$1,700. Moyes Exact harness, \$400. Ph: Brian 02 67852182.

**Blade 141 Race** adv, low hrs, like new, incl. spare DT, red/fl. yellow, \$2,500. Ph: Jeff 02 49505568 (h), 02 49234240 (w).

**Danny Scott harness**, front entry with side parachute pouch, EC, 2 yrs old, low hrs, suit pilot 6'-6.5, \$500 ono. Ph: Chris 02 66882213.

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

**Desire 151** adv, white with pale green/mauve US, tip fairings, manual, batten profile, manufactured Nov 94, flown 115 hrs, pilot hook in weight 70-110kg, GC, \$1,200. Also: Aircraft instruments, altimeter 0-35,000ft, Beechcraft, \$250. Ball Vario +/-1,000fpm, audio, \$200 or \$400 both in fibreglass pod. Previously used for HG would suit trike, ultralight or sailplane. Ph: 02 96236961.

**Gyro 160** nov/int, blue/mauve/white, GC, ideal for under 70kg beginner, \$390. Ph: Adam 02 49631194.

**Mars 170** nov, easy handling, VGC, has been reconditioned, new wires & batten straps, \$800. Also: Moyes Xact harness, 1 yr old, used twice, as new, suit 6' person, \$500 ono. Ph: 02 65855235 or 02 65811525.

**Mission 170** int, VGC, bright colours, new side wires, manual batten profile, test fly at Stanwell Park, with cocoon harness, \$1,250, will separate. Ph: 02 42342081, leave message.

**Moyes GTR 162** adv, \$50, **Moyes Meteor 190** adv, \$200 ono. Ph: 02 67831300.

**Moyes SX5** adv, 1 season old, white TS, green/orange US, VGC, \$3,200 obo. Ph: Tim 02 42948110.

**42 Skysailor**

**Moyes X2 210 tandem**, white LE/TS, dk/mid purple US, white TE, EC, 20 hrs, never touched sand, perfect wing for aerotowing, \$2,800. Also: **Airwave V2 215 tandem**, new dk blue LE, white TE, lt blue/yellow US, white TE, GC, easy flying, \$2,000. Also: Spaghetti back harness for coastal cruising, suit 5'10-6', GC, \$100. Ph: Jason 015 636384 or 02 49408665.

**Pre-loved Blade 146** adv, white LE, green/pink US, GC, \$1,200 ono. Ph: Col 0419 624763 or 02 94842006.

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

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

**Sting 154** int, EC, 75 hrs, green/grey US, \$2,200. Ph: Steve 015 597096.

**Sting 154** int, EC, mylar LE, purple/green, \$2,300. Ph: Jason Hunter 02 49604711 (w), 02 49426998 (h).

**Sting 154** int, 8 hrs flying time, Danny Scott Stealth harness suit 5'8-6', Lazer full-face helmet with mike, Sjöström vario, packed Roochutes parachute, all as new, \$4,600. Ph: Peter 02 63319626 (h), 02 63373733 (w).

**Sting 154** int, red/white, GC, \$2,000.

**Foil 160B** adv, orange & white, \$700. Danny Scott Wedgie harness with front mount parachute, suit 5'6-5'9, \$700. Icom IC40GX radio with HS-10 headset & 2 long life batteries, \$550. Sjöström vario, \$300. Ph: John 02 65689060 (w) 02 65695498 (h).

**Sting XC 154** int, EC, red LE, blue TE, faired DT, VG, low hrs, \$2,800. Also: Scott Racer Harness, suit 6'+ pilot, \$450. Hi-Energy parachute, \$350. Alto-vario Basis, \$350. All in EC with manuals/batten profile etc. Ph: 02 66878738.

**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, GC, \$300. Pod harness GC, suit medium size pilot, \$200. Ph: Jason 02 4940865 or 015 636384.

**XR 149** adv, less than 80hrs, fantastic handling & performance, spare DT & batten profile, magnificent looking glider, spare waterproof bag, \$2,000. Ph: Tove Heaney 02 48494516 or Marc 07 47235487.

**XS 169** adv, new violet LE, blue/yellow US, ideal for bigger person, GC, \$700. Ph: 0416 101962.

**XT 145** int, new sail, \$2,500. Ph: 02 96511642 after 6pm.

**Xtralite 137** adv, low hrs, like new, \$2,995 ono. Ph: 018 232343.

**Xtralite 164** adv, 2 yrs old, less than 20 hrs, Power Rib, white scrim LE, orange/red US, spare DT, EC, \$3,500 obo. **XT 165** int, blue scrim LE, green US, speed bar, low hrs, GC, \$2,200 obo. Moyes Xtreme harness, black with magenta print, side mount chute, suit large pilot approx 187cm tall with solid build, 10 hrs, EC, \$900 obo. Roochutes Aust.

parachute, pulled down apex, 28' diameter, 3 yrs old, repacked regularly, EC, \$500 obo. Vario/alt Sjöström 2 pt inc EC, \$350. Icom IC-40 radio hand held, just been serviced, with new batteries, 1 large longlife & 1 small, complete with switchbox & headset, \$350. Helmet full face with built-in mic & earpiece, EC, \$140. Electronic tow gauge & rope (2,000') on reel, \$150. Ph: Marco 02 60246729 (h).

### Queensland

**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 GT 190** exp int, GC for old glider, \$300 ono. Ph: Wayne 07 40320665.

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

**Sting 140** int, magenta/grey/white US, spare DT & base bar, \$2,400. Moyes Tracer harness, almost new, 5'6-5'9, \$500. Uvex helmet, small size with built-in headset, PTT, \$200. Flytec instruments 3010, \$300. Icom IC40 radio still in box, \$300. Reserve chute, never used, repacked once, \$400. Ph: 07 32000882.

**Sjöström vario**, VGC, \$400 ono. Ph: Patricia 07 54944069.

**XS 155** adv, GC, sweetest handling machine you'll ever fly, faired DTs, VG, \$480. Ph: Barry 07 32040569.

**XS 155** adv, in good order, blue/yellow standard sailcloth, no wrinkles, great value at \$500. **Xtralite 164** adv, in top condition, red US, full mylar TS, top performing glider, nicely tuned, a pleasure to fly, suit pilot 75+kg on a budget looking for a hot performer. Ph: Jerry Furnell 07 55641171.

**XT 145** int, EC, great performance & handling, perfect for the nov/int pilot, \$2,000. Ph: Scott 07 47238200 (w), 0417 617082.

**XT 165** int, orange LE, fl. yellow US, Xtreme harness with PA chute suit 5'10-6' with full face helmet & Bräuniger vario, all in GC, the lot \$3,400. Also: DC tow load brand new, never used, \$200 ono. Ph: Adrian 07 33599102 or 014 989315.

**XT 165** int, speed bar, tow lines, green & purple trim, GC, \$2,200. Pod harness, chute & helmet suit person 5'8, GC, \$700. Ph: Geoff 07 54491820.

**Xtralite 147** adv, GC, well maintained, a chance to move up to near state of the art equipment at bargain price, this glider is handles lighter than other 147's, perfect for advancing pilot. Also: **Mission 170** int, FC, get into the sport cheaply with this well used but sound glider. Ph: Andrew 07 38922753 (h) or 0411 422926 (Brisbane).

### Victoria

**Ball Vario** model M50, incl. digital altimeter to 27,000ft, dual range vario & averager, adj. vario audio for lift/sink, barograph with

PC/AT interface, cable & software to plot flights, unit also has airspeed, barometric pressure & air temp., dual batteries, in as new cond., \$850. Ph: 03 97621364.

**Combat 139** adv, VGC, suit someone small who wants roll & control! See it on the web at <http://home.connexus.net.au/~peterl/hang.html> \$1,200. Ph: Peter Lissenburg 03 59629371 or email at [peterl@connexus.net.au](mailto:peterl@connexus.net.au) (will deliver SE OZ or maybe a little further!).

**Combat 152 II** adv, low hrs, VGC, \$1,000. Moyes Pod harness, EC, \$300. Ph: 03 57751365.

**Combat 152 II** adv, 100 hrs, very clean, white/purple LE, magenta/white US, speed bar, wheels, spare DT, flies really well, going O/S, \$1,400 ono. Ph: 0411 333664.

**Moyes Flex harness**, suit pilot 5'10-6'2, dk blue/silver, hardly used, \$600. Ph: Ed 03 97874574.

**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.

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

**Shark 156** adv, purple & red US, Nationals & Bogong Cup B grade winner, 100 hrs, \$3,200. Solar Wings Edge harness, silver & black trim, full frame, chest mounted chute container, DHV certified, suit adv pilot 175 cm, 78-85kg, VGC, \$320. Garmin 38 GPS, as new condition, \$200. Ph: 014 942634.

**Sting 154** int, GC, speed bar, grey LE, blue/mauve US, \$2,100. Ph: 03 57541452.

**Wrecking XS 155**, 1/2 LE \$100, X-bar \$100, keel \$100, upright \$100, sail \$100, other POA. Ph: Steve 03 98733473.

**XS 155** adv, kingpost hang, orange/white, Power Rib 4oz cloth, VGC, \$1,200. **SX5** adv white/black/orange, Power Rib 4oz cloth, EC, \$3,700. Ph/fax: 03 59786388 or 018 390560.

**XT 145** int, PC 20 hrs, speed bar, lt blue LE, black/pink US, \$2,200. Ph: 03 57541452.

**XT 165** int, 8.5 hrs, smaller Moyes fitted A-frame, speed bar, white with spotted US, \$2,500 ono. Moyes pod harness, M, with parachute, \$600 ono. Together \$2,800. Ph: Chris 03 59669261.

**Xtralite 137** adv, VGC, \$2,000. Ph: Jim 03 57282723.

**Xtralite 137** adv, Power Rib, VGC, \$2,500. Ph: Fiona 03 52376486 or 0419 378616.

**Xtralite 147** adv, Mylar TS, purple/lilac US, GC, \$2,200. Ph: 03 94895946.

**Xtralite 147** adv, pink/blue US, \$1,400. Ph: Wesley 018 305943.

### 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).

# Classifieds • Classifieds • Classifieds • Classifieds • Classifieds

## 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 & 100% reliable. \$1,950. Ph: 0412 020490 or 08 82815481.

**SX4 149** adv, approx 18 mths old, EC, Power Rib, fl. lime green/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.

**Foil Combat 152** adv, GC, new wires, flies sweet, \$600. Pod, suit pilot 175-182cm, \$80. Moyes full race helmet, near new, \$125. Hanimex databack camera, \$40. Ph: Chris 08 83252624.

## Western Australia

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

**Combat II 152** adv, low hrs, VGC, spare DT, Moyes pod (L), chute, Bräuniger Basis vario, tow bridle, Hivision helmet, assorted bits & pieces, \$1,650. Ph: Glenn 08 93062423.

**Desire 141** adv, 5 hrs airtime, make a reasonable offer. Ph/fax: 08 90212877.

**Harness & Chute**, 2 yr old Xtreme harness, GC, suit 170-185cm person, med build, \$480 or \$600 with chute + freight. Ph: 089 5275782.

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

**Mission 170** int, white/red LE, VGC, 18 hrs, with UV bag & spare DT, \$1,300 ono. Ph: Graeme 08 93282511 (w), 08 94449505 (h).

**Mission 170** int, 45 hrs, speed bar, faired DTs & kingpost, H/D bag, green/blue/pink MS, orange LE, good 1st glider, easy to take-off, fly & land, owner upgraded, only \$1,000 ono. Ph: Des 08 99216219 (Geraldton).

**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

**Moyes Xtreme harness**, suit pilot 5'7, medium built, side mounted chute, brand new cond., \$1,000. Bräuniger Basis SP vario \$450, Roochutes 20 core parachute \$450, Uvex full-face helmet with headset \$300, Moyes tow bridle & 3 ring release \$75, Ezy Eyes flying glasses \$60, compass \$10, Hall airspeed ind. \$30. Ph: 08 93623515.

**Tandem Moyes X2**, white TS, blue US, 10 hrs, brand new condition, \$4,400. Moyes XL, white, yellow & blue, 6 hrs, brand new condition, \$2,400. Ph/fax: 08 90711526.

**SX 155** adv, white with red LE, \$700. Moyes pod harness, large, reserve chute, \$350. Sjöström vario, \$300. Electrophone UHF 40ch, \$200. \$1,250 the lot. Ph: Fritz 08 92591259 (w), 08 94586294 (h).

## 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 Samba 26** Acpul int/perf, suit 65-85kg pilot, VGC, trimmers, manual, good 2nd canopy or 1st canopy for frustrated HG pilot, \$2,200. Also: UP Harness M/L, GC, \$280. Ph: Jason 015 636384 or 02 49408665.

**Edel Quantum** Acpul Standard, excel. 1st wing, nov/int, pilot weight 60-75kg, 1.5 yrs old, 55 hrs airtime, \$2,500 ono. Ph: Hakim on 03 98538921 (w), 03 98536847 (h).

**Edel Force harness**, \$150 ono. Ph: Monika Plohberger 03 57541013.

**Flight Design AS Sport 30m²** NCIS, weight 96-125kg, current model int/perf wing, as new, crisp, clean & UV treated, 5 mths old, \$2,800 ono (moving o/s). Ph: Giulio Leschi 02 99771508 or 0411 838651.

**Firebird Navajo 28** 10A 1B 1C, very low hours, EC, fast glider, ideal for powered PG, purple/white. \$900. Also: Firebird Sitting Bull harness, very comfortable, incl. Kevlar backplate with crumple zone & Firebird RS2 reserve, never used, \$600. Ph: Richard 02 42943732.

**Pro Design Compact 35** 12A, weight 90-115kg, 55hrs, selling due to upgrade, excel. 1st wing, \$2,200. Ph: Bruce 02 93440505.

**Swing Minoa 28** DHV3, white, speed syst & trimmers, GC, int/adv canopy, 53km/h top speed, no porosity or tears, \$1,800. Ph: Suzy 02 42943732.

## Queensland

**UP Vision** DHV2, 75-110 kg, nov/int, excel. perf. with great stability, VGC, harness & backplate, \$2,200. Ph: Martin 07 54457466.

## Victoria

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

**Edel Energy 25L** NCIS, 27.3m², weight range 85-100kg, new 3/3/96, 20 flights (in Austria), 50 hrs TT, turquoise, EC, make an offer! Ph: 0411 746063 or 03 95871243.

**Edel Saber M** DHV2, pilot weight 60-80kg, EC, great for int or higher, \$3,500. Also: **Edel Sector L** DHV2-3, comp wing in as new cond., \$3,600. Ph: Fiona or Hans 03 52376486 or 0419 378616.

**FreeX Spear M** DHV2, 7/97, 60-85kg, 5 hrs, as new, \$3,500 ono, white/purple. Ph: 0417 457617 (Bright).

**Pro Design Contest 26m²** NCIS, great performing wing, suit exp int pilot 75-95kg all up, only 40 hrs, EC, \$1,800. Plus Uvex full face helmet, large, German made, built in Icom radio headset, EC, only \$180. Ph: 03 94358934 (h) 03 94903159 (w).

## Western Australia

**Aztec 36** NCIS, Nov 95 manufacture, suit 75-100kg pilot, hardly used, 10 hrs airtime, green/pink/white, EC together with Edel harness, sell as one, \$2,750 ono. Ph: David 08 93358785 (h) or 0412 102605 (mob).



## 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

**2-blade 64" Ivo prop**, right hand rotation with hub & bolts, \$250. Remote recovery spring load parachute by Parachutes Australia, suit trike, ultralight, \$500. Ph: 02 67831300.

**Airborne Edge Wing** T2-2547, EC, \$3,900. Ph: Richard 02 65505789.

**Edge 582** T2-2523, only 9 hrs, flown once, full instr, pod cover, Bolis parachute, new helmets with intercom (2), EC, as new, reluctant sale, \$16,000 ono. Ph: 02 47822757 (h).

**Edge Executive** T2-2808, 160 hrs, always hangared, elect. start, etc, EC, \$15,500. Ph: Peter 02 69471159.

**Edge Executive 582** T2-2658, in great cond., engine rebuilt, wing has only 45 hrs in immac. cond., new Ivo prop, aero-tow equipped, full instr., trailer incl., priced to sell at \$13,800. Ph: Lee Scott on 02 65565265 or email highadv@midcoast.com.au

**Edge Executive** T2-2672, 70 hrs TTIS, always maintained by LAME, incl. intercom, helmets, radio, cover & transport system for conventional trailer, \$16,000. Ph: Mark 02 62380186 (h).

**Gire Trike Conical reserve**, \$200. Ph: Brian 02 67852182.

**Pegasus Q 462** T2-2579 now T2-2704 with replaced wing, TT 334 hrs, always hangared, engine regularly maintained by competent Rotax mechanics, faultless operation since day 1, instr: tachometer, ASI, Alto with sub-scale, hr meter, water temp, 3 blade Ivo prop, bought Mar 93, many parts for old wing & old 2579 sail, pilot suit, \$9,900. Ph: 02 69474442.

**Quantum 462 trike** T2-2766, 95.32, TT74 hrs, always hangared, full instr., comms & helmets, strobe, battery, log books, at Holbrook airport, offers invited. Ph: Don 02 60369529, 02 60363042 or 0417 696461.

**Quantum** T2-2736, 180 hrs, immac. cond., 503 Rotax, full instr., VHF radio, helmet & headset, excel. trailer, give away price \$14,900. Ph: 02 44713042.

## Queensland

**Airborne trike** T1-2077, single seat trike, GC, solid trailer with new tyres, Blitz 155 wing, Rotax 447 engine, easy to set up & fly, trike cover incl., \$4,500. Ph: Graeme Maizey 07 38974040 anytime.

## 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

## South Australia

**Edge 582** T2-2725, full instr, VHF radio, Lynx intercom, always hangared, 240 hrs TT, immac, \$14,000. Ph: 08 89528518.

**Airborne Edge 582** T2-2631, electr. start, in flight trim, instr., Icom radio, Garmin 75 GPS, 2 helmets + intercom, trailer, pilot suit & covers, \$14,000 ono. Ph: Barry 08 86823148.

**Edge Executive** T2-2617, 24 genuine hrs, electr. start, quiet kit, full instr, trim adjuster, keel support, console compass & wind-screen, stone guard, rear brakes. Red base with red/white/blue wing, perf. cond. Modern built 4x2m red trailer, full checker plate floor, tie downs, tool box, 14" rims with 185 R14 tyres & spare wing carried on trailer. Complete set of black waterproof tonneau covers for all of trike. Pilot handbook, parnang training book, all in EC, can deliver. \$18,000 ono. Ph: Paul 0412 835543.

## Lost & Stolen

**Stolen: Airwave Race 2** harness, lt & dk blue/white, Flytec 1030 vario, IC 40G radio & headset, large parachute in white deployment bag & Wingtech tow bridle. Ph: Peter Aitken 015 257699.

## Wanted

**SX 169 or Xtralite 164**, will consider all price ranges & conditions, interstate sellers welcome. Ph: Steve 03 97511729, 015 007463.

## Employment

**Hang Gliding Instructor** wanted for upcoming season in Cairns F.N.Q. Preferred applicant will be tandem endorsed, Level 2 with ground tow endorsement, however, all persons considered. Searching for a relaxed, well natured person, who is a team player, loves their work & dealing with people from all walks of life. Good prospects for right person. Ph: Airplay School of Air Sports 07 40511340 or 0417 794441.

## Other Products

**UHF Radios, harnesses, parachutes.** Ph: Jason 015 636384 or 02 49408665.

## HGFA Classifieds Phone Service

You can now phone in your classifieds (deadline still applies) to the HGFA office on 02 6947 2888

The Skysailor Classifieds Fax Service is still available on: 02 4294 3732

or write to: Skysailor Classifieds  
PO Box 197, Helensburgh NSW 2508  
or email:  
skysail@ozemail.com.au

# 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

**Administration:** Margaret Steinhart

PO Box 558, Tumut NSW 2720,

Ph: 02 69472888, Fax: 02 69474328,

ned.hgfa@courier.tas.gov.au

**President/Treasurer:** Rohan Grant

188 Bathurst St, Hobart TAS 7000,

Ph: 03 62337638 (w), 03 62311112 (h), Fax:

03 62333311, Rohan.Grant@ccd.tas.gov.au

**Operations Manager:** Craig Worth

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hgfaops@midcoast.com.au

**Vice-President:** Robert Woodward

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Ph: 08 2325405 (w), 08 2977532 (h),

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Ph: 08 93679066 (w), 08 93673479 (h),

Fax: 08 94741202.

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**Microflight 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, nswgha@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.

### ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Michael Porter 02 62573099 (w), 02 62496434 (h); Sec: Lisa Kelly;

Trs: Stephen Young 02 62882657 (w), 02 62883330 (h), SSO: Peter Dall; Meetings: 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 Bennett 09 3804357; Vice-Pres: Julian 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 09 4186461 (w), 09 3649226 (h).

### VicHGA

PO Box 400, Prahran VIC 3181; Pres: Phillip Campbell 03 53343034; Sec: Nicole Matthews 03 57501884, 018 450626, nicolematthews@hotmail.com, SSO: Jeremy Torr 03 97705770.

### 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

Pres: Roger Lilford 06 2815404 (h); Sec: Lisa 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  
Pres: Brian Shepherd 02 67852182; Sec/Trs: Felix Burkhard 02 67752395; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Godfrey Wenness 02 67856545.

### Mid North Coast Hang Gliding Association

Pres: Paul Hazelgrove 018 657366; Sec/SSO: Lee Scott 02 65565265; Ben Leonard 02 65821966.

### Mudgee District Sport Aviation Club Inc

Sec: Darryl Ashlin 02 63742536; SSO: Bruce Barcham 02 63742092.

### Newcastle Hang Gliding Club

Pres: Clive Warman 02 49434900, 0418 293615, cwar@ozemail.com.au; V-Pres: Peter Ebeling 02 49585193; Sec: Karl Kindle 02 49653278; Trs: Tony O'Connor 02 49529146, SSO: Inland - Al Giles 02 49430674, Coastal - Jason Turner 015 636384; Comps: Jeff Blunt 02 49505568; Newsletter: Paul Green 02 49771708; PG Rep: James Thomson 02 49438105, 018 686199. 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 02 94502674, Glenn Salmon 02 99180091.

### Stanwell Park Hang Gliding Club

PO Box 258, Helensburgh NSW 2508; Pres: Geoff Robertson; Sec: Gavin Hanlon; Trs: Karen Lederer 02 42942273 or 0411 362273; SSO: Pascal Ferret 02 42943533.

### Sydney Hang Gliding Club

Pres: Dick Heffer 02 93872613; Sec: John Trude 02 98873371; Trs: Greg Wilkinson 02 98184704; Meetings: 2nd Mon/month, Moyes Factory Loft.

### Sydney Paragliding Club

Pres: Deirdre Skillen 02 97275087 (h); Sec: Ashley Bennett 02 98718081 (h), 0418 111399 (w); Trs: Ian Cruickshank 02 95288504; SSO: Mark Mitsos 02 42949065, Meetings: 2nd Thu/month, Cronulla Sutherland Leagues Club.

### QUEENSLAND

#### Cairns Hang Gliding Club

Pres: Russell Krautz 070 541085; Trs: Kasanda Brease 070 558559; Sec: Lance Keough 070 912117, 31 Holm Street, Atherton QLD 4883.

#### Capricorn Skyriders Club Inc

Pres: Brian Hampson 079 226527; Sec: Geoff Craig 079 923137; Brian Smith 079 287958.

#### Canungra Hang Gliding Club Inc

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

4 Cairncross St, Gladstone QLD 4690; Pres: Pat Purcell 07 49793414; Sec: Sandy Gemmel 07 49750232; PR: Paul Barry 07 49922865.

#### Sunshine Coast Hang Gliding Club

53 Yungar St, Coolool QLD 4573; Pres: Michael Powell 07 54742249, 018 166320; Vice-Pres: Mal Price 07 54480038; Sec/Trs: Cathy Edmunds 07 54463421; SSO: Dave Cookman 07 54498573.

#### Townsville Hang Gliding Association Inc

Pres: Gary Rogers 077 538565 (w), 077 79264511 (h); Vice-Pres: Peter Scarfe 077 721766 (w), 077 212666 (h); Sec/Trs: Brad Cooper 077 792853 (h), fax 077 815230; SSO: Graeme Etherton 077 724467.

### Whitsundays Hang Gliding Club

Pres: Wayne Smith 079 513392; Sec/Trs: Ron Huxhagen 079 552913, Fax: 079 555122.

## VICTORIA

### Dynasoarers Hang Gliding Club

Pres: Peter Hannah 03 52632335; Sec: Tony Hughes 03 52612415; Trs: Rod Trevor 03 52811209; SSO: Ted Remeika 015 811407; Rob van der Klooster 03 52223019; PR: Warwick Spratt 03 52531096. Meetings: 1st Fri/month, Anglesea Hotel, Great Ocean Rd, Anglesea.

### Eastern Hang Gliding Club

Pres: Geoff Tozer 03 97583250 (h); Sec: Glenn Sheppard 03 97267995 (h); SSO: Harry Summons 03 59646055 (h), Lance Sheppard 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 7.30pm, Pinewood Hotel, Bright.

### Southern Cross Paragliding Inc

Pres: Gary Clarkson 0419 319948; Vice-Pres: Alistair Johnson 0418 323692; Sec: Nicole Matthews 03 57501884, 018 450626, nicolematthews@hotmail.com Meetings: Last Wed/month.

### 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.

### 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

### Avon Valley Hang Gliding Club

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 Microflight Club, Bunbury

Pres & CFI: Brian Watts 08142 552363; V-Pres: Don Wilson 08 97641007; Sec: Paul Coffey 0416 251161.

### Cloudbase Paragliding Club Inc

Pres: David Humphry 02 92453317; Sec: Liz Kendall 02 94590445. 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 WA 6530.

### The Great Sandy Desert Hang Gliding Club

Pres: Ian Sallie 091 798487 (h); Sec: Joe Langford 091 798655 (h).

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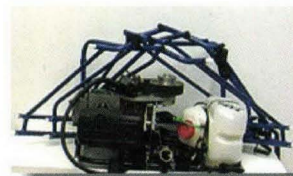
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Engine type	Solo 210	Solo 210	Solo 210	Solo 210	Vittorazzi	Zanzottera MZ 34
Thrust kg	50	42	40	35	47	75
ccm	215	215	215	215	80	312
Weight kg	19	18.5	18.5	14	16	28
Drive	reduced	reduced	reduced	direct	reduced	reduced
Tank cap.	8 ltr.	8 ltr.	8 ltr.	8 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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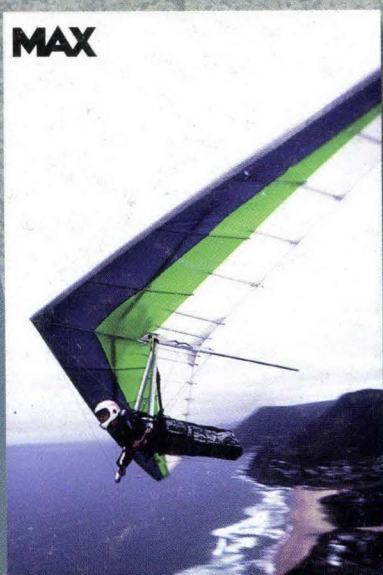
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