

SKY SAILOR

Official Publication of the Hang Gliding Federation of Australia





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is the official publication of the Hang Gliding Federation of Australia and appears 6 times per year as a service to members. For non-members living in Australia the yearly subscription fee is A\$55. Overseas subscription sent by Airmail A\$90. Cheques should be made payable to and sent to the HGFA. Contributions are always needed. Articles, photographs and illustrations are all welcome although the editor and the HGFA Board reserve the right to edit or delete contributions where necessary. Articles of unknown origin will not be published. All contributions should be accompanied by the contributor's name, address and HGFA number for verification purposes. Neither the HGFA nor the editor assume responsibility for the material or opinions presented in Skysailor. Copyright in Skysailor is vested in the HGFA. Copyright in articles and other contributions is vested in each of the authors in respect of their contribution.

Skysailor Contributions

Please send all articles, photos and ads to:

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Phone & fax (03) 51498326 (9am-5pm only!)

Email: skysail@ozemail.com.au

<http://www.ozemail.com.au/~skysail/>

All photos and materials will be returned after publication if a stamped, self-addressed envelope is supplied.

DEADLINE FOR FEBRUARY ISSUE

Deadline for articles is **21 December 98**, 6 weeks prior to publication. Deadline for classifieds, news, display ads is

1 January 98, 4 weeks prior to publication.

Missing Magazines

Please contact the HGFA office in Tumut on (02) 69472888 for changes of address and mailing of missing magazines.

Classifieds and Advertising

Classified ads are to be mailed, faxed or emailed to the editor and are free to financial members – please quote your membership number. Advertising rates and mechanical specifications are available on request. All ads to be paid prior to publication. Special typesetting incurs an extra cost.

Please use classifieds form for bookings.

Credits

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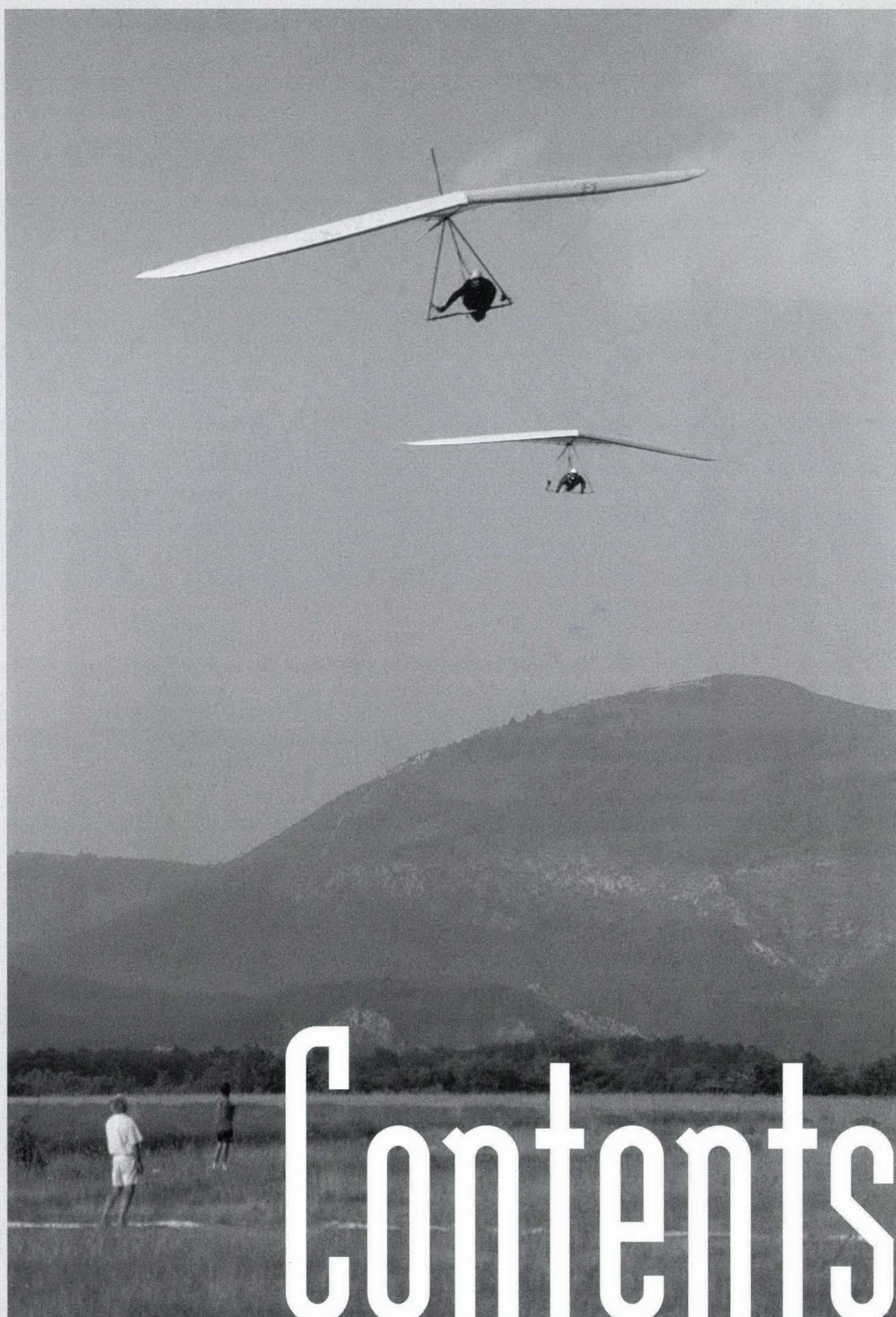
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Racing for goal at the World Hang Gliding Series Cross-Country competition in Greece. Ph: Murray Rose

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Air Mail



Dear Editor...

It's that time of the year again – the festive season, or in our sport, the comp season.

**Merry Christmas,
a Happy New Year
and a successful summer
vacation to all.**

For us this is the first family Christmas. My son, Nathan, was born on 22 September and our move to Gippsland went reasonably smoothly. The sleepless nights are getting better and we're settling into a new routine, just in time for the next change: Next year the HGFA and the GFA (Gliding Federation of Australia) are trialling a joint magazine. The trial runs for five monthly issues of the combined publication and although I will still be involved as the production editor of the new magazine, there will be a new Skysailor sub editor (alongside an Australian Gliding sub editor) to collect your contributions, photographs, advertisements and answer your calls. Because of the bigger production and wider distribution, the new deadlines for articles, classifieds and advertising bookings will have to be strictly adhered to. Keep a look out for articles on the planned amalgamation and the combined magazine trial (page 34) in this issue and forthcoming L/D newsletters.

In the meantime I have a bumper issue of flying stories, as well as a FAI World Hang Gliding Series colour spread for you. The paragliding community was rather quiet this month, but the triking enthusiasts and hang glider pilots out there should enjoy this issue. Ian Jarman's articles on FAI badges and records and club developments around the country are recommended reading. These days, with electronic barographs, it should be easy for pilots to verify flights and submit them for records. I do hope to see a few more names and distances, times or heights in the listings after this summer season! News has also just come in that Melissa and Rob Hibbard (from Airborne) have had a baby girl, Emily. I also suspect that Nav Brennan and wife in WA have had their baby by the time this is out. Congratulations to you all and welcome to the bleary eye club!

Have a safe and
happy Christmas!

Address for contributions:

Skysailor

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**Please use this number during office hours only
as this is our private number after hours.**

Thank you for your co-operation.

► I would like to raise the question of individuals who are prepared to fly any aircraft without the valid pilot and operating endorsements or in any unregistered aircraft.

As a trike pilot and an employer I recently had the distressing experience of discovering that one of my employees who regularly used our Edge E trike as part of his duties to check live-stock, fences and watering points had been flying for the previous 16 months without any valid endorsements. This person, who flew in excess of 120 hours during that period, had been an apprentice Instructor with a valid license when I first employed him. However soon after being appointed to the position his membership with the HGFA expired and along with it the validity of his endorsements.

Given the nature of the flying, that being predominantly below 500ft agl, all pilots who use the trike are constantly reminded to ensure that all risks, including risks of litigation are minimised. The employee in question, by not having a valid or current licence, and in the event of an accident involving a third party, would have exposed our company to a range of potentially crippling liability claims apparently without any concern. The importance of holding valid endorsements, and in this case that includes being a paid up member of the HGFA, extends beyond simply the insurance protection and limitation of liability claims. By being a member of the HGFA a pilot is constantly presented with updated technical material, as well as changes to the all important operations manual. It was this person's lack of knowledge of a recent operations manual amendment that alerted me to the fact that all was not well. This was followed by a phone call to the HGFA which revealed that the person was not a member and as such flying in breach of a wide range of HGFA and aviation regulations. He was immediately banned from ever again flying in any aircraft owned by our

company, either as a pilot or passenger.

To satisfy his flying needs (private) this same person, who is no longer employed by us, is now flying an unregistered trike that he and others have built from parts of an aircraft written off in a very serious accident. While I am not a qualified engineer it is obvious that his aircraft does not meet the most basic standards, for example it is being flown with the following 'instruments', an hour metre, an unserviceable CHT and a hang gliding ASI (cylinder type).

It is important to stress that on being notified of both issues staff at the HGFA, in particular Craig Worth, and Ian Jarman responded promptly and in a highly professional manner. However, in the first instance the fact that the person was not a member of the HGFA made it difficult for the HGFA to do anything other than encourage the person to re-join. In the case of flying an unregistered trike, while there is video evidence to support the claim, the logistics of getting technical staff to a remote Northern Territory cattle station limits the options available to the HGFA.

While there may be some, possibly many, who would argue that one should not pursue a fellow pilot for breeches of the type described. I am of the view that given the limited resources available to the administrators of this sport, and the logistics of policing the regulations across such a large continent, self regulation is imperative. Without this, and given the associated problems with maintaining standards, we as a sport will continue and deservedly so, to be the butt of many less than flattering remarks from GA pilots. There is a very real need to encourage those pilots who do not conform to accepted practices to lift their game. If they are not prepared to conform, then every effort should be made to encourage them to take up other sports.

Kevin Langham

► Thanks to Richard Lockhart for his article on raptors. I have personally had some great (and not so great) experiences flying with eagles over the years. In the early 80's when we first started flying Cooplacurripa on the north coast of NSW, flying with big black wedgies was the norm rather than the exception. It was not unusual not to see the eagle until he hit the nose from above with both talons, resulting in a jolt through the glider and a jump of the heart! Whilst packing up after one such occasion I found a talon nail (about 30mm long) wedged in the stitching of the nose nappy – I still have it in an old photo album. That guy was certainly serious about getting the territorial message across! From my experience the most likely time to encounter an aggressive wedgie is in Spring, though often when first flying a site they will try to establish their territorial boundaries. My most frightening experience was in mid December several years ago. I was flying near Tumut, scratching down low and circling above a lone tree on a ridge. A wedgie with a young fledgling at his (or her) side came up to join me, squawking loudly. Over the ensuing few minutes the huge bird (with talons as big as a man's hand) dived repeatedly at my glider's leading edge. My souvenir on that occasion was five tears in the sail cloth, each about 200mm long. I take great pride in looking after my gliders – this guy quickly halved the resale of that one! I disagree with Steve Donohue's suggestion that the raptors may be discouraged by loud noises. I have tried shouting myself horse – the eagles I have encountered definitely do not understand "F*** off!".

Craig Worth

► The report from the Operations Manager, Skysailor Aug/Sep 1998, on paramotoring and motor hang glider incidents was disappointing: "I have received reports of several incidents involving motorised hang gliders and paragliders". If you received them, then tell us about them. We need to know what happened so that those of us who fly these machines can learn from them. The safety of aviation in all its forms has always depended on constant reporting of problems. The addition of an engine must change the safety issues which are faced. Much of the safety of these machines revolves around a couple of simple facts which may not be fully appreciated by the free flying fraternity. We generally do not need, nor want to, find lift. That means we do not need thermals and the

To all HGFA Pilots

The HGFA office will be closed for the holiday period over Christmas and New Year.

The dates the office will close is from Thursday 12pm 24th of December 1998 and will re-open on Monday the 4th of January 1999.

Anyone wishing to receive certificates or renewal cards must have the paperwork sent to the HGFA office by no later than:

Friday the 18th of December 1998

Anything received after this date will be updated after the holiday period.

I urge all pilots with December membership renewals to renew their membership prior to the 18th of December 1998 so as to receive replacement cards prior to Christmas.

Wishing you all a very safe Christmas & New Year!

Ian, Craig and Margaret

associated canopy instability. It means we do not need ridges and cliffs and associated turbulence. It means we do not need a mountain with associated forests. We can still fly where all these things occur, but generally would not. I am a new motor paraglider pilot, but so far (40 hours) I have never had a tuck and probably never will. My joy is to take off from near my house on a calm clear evening, fly up high and watch the sun go down. I agree with the Operations Manager in that we need formal training for flying with a motor, but it is a different form of flying with different problems. If you hear of any problems, please report on them to whatever extent you can.

Jeff Hoffmann

► Skysailor Feedback

Well, the Skysailor debate seemed to have hotted up, but as Ian Jarman said, the most constructive thing we can do is offer some well thought out feedback. Here is an evaluation of my recently conducted questionnaire.

Are you satisfied with the current bi-monthly format of Skysailor?

Yes 69% No 31%

If not, why not?



Comments included that information/classifieds were out of date. It was interesting to note that some who ticked 'Yes' still wrote something to the effect of "I would prefer monthly editions, but understand and accept financial restraints of the HGFA."

Colour front covers are:

0% unnecessary
69% good if economically possible
23% very important
8% absolutely essential

Colour photos throughout the magazine are:

8% unnecessary
77% good if economically possible
8% very important
7% absolutely essential

For Skysailor to return to a monthly format I would be willing for my annual HGFA fee to increase by:

15%	\$15	23%	\$10
8%	\$5	31%	\$0
23%	I do not think it is necessary to return to a monthly format		

The following possible cost cutting measures scored in order of importance:

- 1 lower grade paper
- 2 cheaper production
- 3 6 issues per year (current 40 pages)
- 4 no colour covers
- 5 no colour anywhere
- 6 12 issues per year (down to 28 pages)
- 7 more advertising
- 8 volunteer production
- 9 6 issues per year (down to 28 pages)

In the current format I have found the classifieds

39% useful 38% out of touch
23% haven't used the classifieds recently

Regarding the 'thickness' of Skysailor issues I

69% unfortunately cannot see myself contributing to Skysailor in the near future
31% will definitely contribute to Skysailor in the near future
0% have already posted my next exciting contribution

Why Skysailor is important to me:

1 = most important, to 6. Percentages refer to the number of respondents who considered the corresponding reason the most important (i.e. 1)

8%	the classifieds	39%	the stories
8%	club news	39%	world news
39%	accident reports	39%	information on local/nat. events

If you have any other constructive thoughts on the subject, let us know.

Richard Lockhart



Spring Flying in WA

RICHARD WILLIAMS

Had a great fly on Sunday, despite not launching till 2.30pm!

You see, despite the 25-35kt winds blowing in Perth when I left at 10:30 in the morning, I arrived in Toodyay only 40 minutes later to find absolutely no wind and no thermals! After catching up with the local paragliding pilots, Dave Humphrey and Wally Grochowski, at Wally's place (the fabulously luxurious house with a view on top of Windmill Hill and right next to Mt Nardie), and having a magnificent morning tea (hot percolated coffee and tea with chocy biscuits), we explored the hills for a new launch at Wally's and Mt Nardie. Then we noticed the white puffy clouds popping up and their NE drift... it's on at Noondeening!

We got to the top of Noondeening only to find other hang glider and paraglider pilots already set up and Mike Annears had already had a half hour flight and was setting up again. It seemed to be mostly thermal lift on the ridge and a tiny (<5kt) NE backing breeze, but those thermals were all we needed...

Took off, and after scratching down to only 200ft above the paddock, I managed to core a thermal back to the hill and on up to 3,900ft, by which time every other hang glider and paraglider had launched and were also climbing. This was one time when it was a pleasure to share the air with a large group of paragliders, plenty of separation and thermal markers everywhere – just cruise over to the floater going up the fastest!

Another boomer took us all the way to our controlled airspace ceiling of 4,500ft asl, although I pushed on up to 4,900ft as I flew out to the next controlled airspace step of 6,500ft, starting over the beautiful Avon river. Flying NNW under this fabulous cloudstreet, I arrived over "The Range" out on Goomalling Road some 10 or 12 k's away. I had been flying in a straight line with 3-4 inches of

speed into wind, and was still at 4,250ft. Unfortunately, as luck would have it, no radio communications due to a flat battery, so I turned to tack into wind and headed for Northam above Dumbarton Road and lost 2,000ft over the next 6 or 7 km to do a rough out and return triangle before heading back to the hill.

I arrived back at the hill 300ft above launch and took my time settling in for another nice landing in the now cooling, smooth afternoon ridge lift at Bailey farm. Another fantastic afternoons fly!

Thursday night I arrived home to find a message from Dave Humphrey about a tree planting expedition. A phone call to Caroline, the landowner of Bailey farm, confirmed the request for us WA pilots to assist in tree planting on Saturday. We promptly agreed, of course, and I set about rounding up as many pilots as possible.

The tree planting went well – over 10 hang glider and paraglider pilots and partners spend 1 or 2 hours in the late morning, planting about 1,000 seedlings into already prepared ground, before joining the owner, Caroline, and others on top of the hill for a fully catered BBQ (courtesy of Caroline). The BBQ went well, with more pilots and partners showing up still for the now completed tree planting operation. Dave Humphrey even flew in on his paraglider, complete with power pack, and landed right next to the BBQ. As it turned out his was an emergency landing, since his power pack had just sheared the drive shaft coupled to the propeller while he had been flying over the hill! As an even bigger reward, we got a fly in the afternoon as the wind went from light and variable to an unstable westerly. So after a very satisfying feed, we all rushed over to "The Range" on Goomalling Road, only 10 minutes drive away, for an afternoon fly.

Conditions were pumping and visiting pilot, Irish Ken, actually managed cloudbase and disappeared over the back, landing 50 k's the other side of Goomalling. He later told us he had met up with a friendly local and ended up staying the night, enjoying a Goomalling BBQ dinner and met us the next day at Bakewell for another great flight. Everyone else had a fabulous fly and all top landed safely behind launch – a great reward for the morning's tree planting!



On the way back to Perth we stopped in Chidlow for another hang glider pilots' BBQ, which had been organised weeks earlier, courtesy of Carol and Dave Eckersly. Some of us camped over while Alice and I got home in the early hours of the next morning... and were woken by the telephone: Bakewell was on.

Eleven hang gliders arrived on the hill just before midday, 8 at Lou's launch and 2 from the top launch. Booming conditions, with height gains of between 3,000ft all the way to cloudbase in the fresh SSE, with 4 pilots, Gary Bennet, Steve Hoefs, Derek Wagner and Irish Ken going cross-country and landing past Northam and as far as the town of Bolgart, 60km as the crow flies, over the back of Bakewell. Gordo, myself and Kiwi Dave (Wellington), stayed over Bakewell, while Sam got unfortunately trashed just after launching and spent a harrowing few minutes getting to bomb-out. After all the retrievals, we caught up with the skydivers back at Bakewell racetrack in York, and discussed the in's and out's of chutes, with skydiving instructor, Terry, offering to give all us hangies some instruction in re-packing and caring for our reserves. We promptly accepted and arranged for a joint Hill Flyers and Western Soarers club meet.

Well, there's a snapshot of spring flying in the hills around Perth, Noondeening, The Range and Bakewell for you!



All photos: David Moore

Go West

The Drivers Guide to WA

PHIL WAINWRIGHT

For some people the thought of driving to WA to go hang gliding has got knobs on it! Perth is the most isolated capital city in the world, over 4,000km from the east coast. Of course Western Australian pilots have happily travelled the other way every season for decades – then again we're a much tougher breed over here!

Following are some ideas for people wishing to travel by road to compete in the Australian Open and WA Open in 1999. There are basically two routes you can take:

The quickest route to Perth is via Coolgardie (head north from Norseman). This route is approximately 3,925km ex Melbourne and equates to about 40 to 45 hours of driving. Although it is possible to complete the journey in two days, taking three would allow plenty of time for sleep and comfort stops – assuming that you have 2 or 3 drivers.

Those travelling from the Bogong Cup would probably want to leave Melbourne on or before 18 January. Here is a suggested timetable and route:

Date	Details
Saturday, 16 January	Last day of Bogong Cup at Mount Beauty
Sunday, 17 January	Travel to Melbourne and recover (approx. 200km)
Monday, 18 January	Travel to Ceduna via Adelaide (approx. 1,500km)
Tuesday, 19 January	Travel to Norseman (approx. 1,200km)
Wednesday, 20 January	Travel to Perth and recover (approx. 1,225km)
Thursday, 21 January	Travel to Wyalkatchem in time for practice and registration (approx. 175km)
Friday, 22 January	1st round of Australian Open at Wyalkatchem

It would be a good idea to organise a team of five pilots and one ground crew. Three can drive the car, gliders and equipment over while the others fly. You can then swap for the return journey. This would be much less taxing, but more expensive.

The 2nd route to Perth is via Albany (head south from Norseman). This route adds about 500km to the journey, but would suit those who want to take their time and do some flying on the way there or back. Eucla and Albany boast some of the most spectacular coastal flying in Australia.

With a little bit of thoughtful organisation your trip to WA can be a memorable and excellent adventure.

Hope to see you here in January for some outstanding flatlands flying.





Terry flying a Rogallo at Breadalbane, February 1977.

E.S.O.

Invincible as we sometimes like to believe we are. The realities when driven home in the cold light of day prove just how wrong we can be...

TERRY ANDERSON

Originally I wanted to write this article to thank those who helped me during my contact with Terra Firma on 27 August this year, at Lake George, when I broke my arm rather badly. As I sat down and thought about what to write, I felt a desire to also pass on a message or two in the hope that perhaps my advice may help prevent some other poor soul from following in my footsteps.

Firstly I want to thank my father Harold and my girlfriend Jacqueline who came with me to the Lake on an absolutely beautiful day to watch me test fly my brand new CSX5. This was a proud moment for me as it has been quite a few years since I have been able to afford to own a new glider. I am very passionate about my flying—it has been in my blood since as long as I can remember.

Before I go any further I simply must tell those of you who don't already know how sweet the CSX5 is in the handling department. Take any glider you like, throw in 10 to 15kt wind, mix in some strong bubbles and while you're at it, stick a range of hills a few kilometers upwind for a bit of rotor. Put yourself at 700ft agl and then go for base. These are typical conditions you can expect when flying the Collector end of Lake George. In my opinion if you can thermal in these sort of rough and broken bubbles confidently then the task of cross-country flying is made a whole lot easier. Without a doubt the light roll response and excellent pitch feedback of the CSX5 made my 3 hour flight in these conditions an absolute joy. As usual the team at Moyes have created a performance beastie with manners!

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Any rate, back to my adulations. Thank you to Ben Kindbald from Tasmania (Ben, please forgive me if I have spelt your name incorrectly). Ben guided in the ambulance from the Gundaroo turn off. Due to extensive roadworks the usual route to the Geary's Gap launch has been somewhat complicated to those unfamiliar with the area and any delay to my hefty need for nitrous-oxide would be no laughing matter! Thank you also to Peter Blackwell, 'Blackie', for his help and guidance in extricating me from my glider and harness.

Also many thanks for packing up my new beastie and securing it at his home whilst I paid a visit to the Canberra hospital.

I thought it quite ironic that the ambulance officer who attended was a mate of mine, Martin Cutler (thanks for the morphine Marty, way cool!). Martin's offside, Peter Mooney, also deserves a mention. 24 minutes and 30 seconds from the 000 phone call to when the ambulance arrived I thought was pretty damn' good!

This accident was indeed a very humbling experience for me. I have been flying hang gliders for nearly 23 years and have lost too many good friends and witnessed too many accidents to take the inherent risks that accompany the great rewards our sport offers for granted. My accident was the result of an error in judgement proving beyond doubt that I am human. I don't want to go into specifics about what occurred, the details would have been in Craig's Ops Managers report in the last issue of Skysailor.



Beating up the hill at Stanwell in a Cohen Skydart MKII, circa 1979.


Quite some time ago I observed a pilot flying alone in ideal conditions and posed the question: "What would happen if you were unfortunate enough to injure yourself?" "That won't happen, I'm too careful," he replied. In stunned disbelief I entered a debate on the issue with this pilot and at the end of the day he still felt it was safe to fly alone.

There are three key points I would like to raise: Firstly, never fly alone. Don't allow yourself to be tempted. Many times have I arrived at a site in perfect conditions in the middle of the week, set my glider up alone and waited for hours and hours in the hope that somebody might show up for a fly and eventually had to pack up and drive home frustrated. No one wants to have an accident, but guess what boys and girls: they do happen! The hill will always be there and the wind will always blow.

Secondly, if you are addicted to cross country flying, having reliable communication with ground crew is a very comforting thought in the event of an emergency. Ask yourself: "What would I do if I was unable to use the radio to call for help?" These days, most aircraft carry a device called an ELT (Electronic Locator Transmitter) on board. On impact, at a certain pre-determined G loading or by manual triggering the device transmits a distress signal on 121.5kHz and 243MHz. An fix allows rescue coordinators to effect a rescue. Small and light ELTs are available and it would be easy to mount one to a gliders crossbar – in my opinion quite a realistic option.

Last but not least, however unrelated to safety, I don't believe there is a pilot in the country who shouldn't have ambulance cover. Most of you may laugh at this as one would expect most people have at least that much common sense. However, I personally know of a pilot seriously







injured on Mt Elliot one year who refused to be casevaced by ambulance from the top of the mountain because he didn't have ambulance cover. What a horror situation to be in. The ambulance officers subsequently took him to hospital anyway. Another example, a couple of years ago, unrelated to hang gliding, but relevant to the point, I was piloting an aircraft on night parachute operations. My very good friend, Wayne Jacobson, broke his leg in 5 places on landing. He wasn't covered and the subsequent bill for services was around \$150. In regard to my own accident at Lake George, I was very happy to receive a bill for \$445 which I promptly paid courtesy of my HCF ambulance cover which only costs \$33 a year for a single person. For those without cover, my advice is obvious, get it done tomorrow.

It has taken me quite a while to type this article with one finger (on my non-master hand) and I hope at least some of my banter has been useful. By the way, just in case you were wondering what E.S.O. stands for, here it is: Equipment Superior to Operator. 












The ill-fated CSX at Lake George, shortly before the accident.

Competitions & Events

Event	Date	Venue	Details & Entry Requirements	Contact
Australia				
 South Australian Open State Titles	12/13 Dec 98 13/14 Feb 99 27/28 Feb 99 13/14 Mar 99 (reserve)	SA	The six best scoring rounds from the dates listed. Call Martin for further details and meeting places.	Martin Sielaff 08 83462184
 Corryong Fly-In	26-31 Dec 98		All welcome, no entry fee, meet Mt Elliot bomb-out 12-ish. Greg Smith 02 42680589 (h).	
 Kiewa Valley Fly-In	27 Dec 98-2 Jan 99	Mt Beauty, VIC	Lots of fun, great flying, heaps of daily prizes & plenty of socialising. Info & registration: 26 Dec, 8pm, Mt Beauty Bakery. Meetings: 9.30am each morning to decide on the day's flying & organise cars. Entry fee: \$15, payable on arrival. If you can't make it for the whole time, come along for some of it!	Jeanette McLaren 03 57544910, email: jmclaren@albury.net.au
 1st Australian Skyfloating Championships	27-31 Dec 98	Laurieton, NSW	Held by the Mid North Coast HG association. You must have a certified open crossbar glider to enter (eg: Mars, Buzz, Ventura). There will also be a PG section. Entry fee: \$50 & up to \$5,000 in cash & prizes to be won. Requirements: Min. int rating. Note: Aerotow endorsements not necessary, only hill launching & coastal flying will be used. Entries close 12 Dec 98. Call Lee for details on accommodation in the area.	Lee Scott ph: 02 65565265, email: highadv@midcoast.com.au
 Forbes Flatlands 99	29 Dec 98- 5 Jan 99	Forbes, NSW	All welcome! Come & fly the famous Forbes Flatlands, site of the 98 Worlds. Entry fee: \$200 before 20 Nov, \$230 thereafter., Requirements: HGFA m/ship, tow endorsement, databack camera, GPS recommended. 4 entries to secure a strip, if you don't have a team there will be comp tugs available at A\$15 per tow . Trophies for Open, Women's, Racer (kingposted) & Floater classes. Official practice day & registration 28 Dec. Registration at HQ Vandenberg Hotel, 9-11am & 7-9pm. Welcome briefing 9pm. All pilots/free flyers to register before entering paddock.	Vicki Cain 02 93164644 or moyes@moyes.com.au Entries to: Forbes Flatlands 1999, 1146 Botany Rd, Botany NSW 2019
 Corryong PG Fun Competition	Dec 98	Corryong , VIC	C-grade	
 1999 Bogong Cup	7-16 (incl.) Jan 99	Mt Beauty, VIC	Entry fee: \$195, incl. map, all film (except back-up) & site fees. Min. rating: Int. with inland exp. AAA rating, Open, Racing & Int. classes. Mt Buffalo, Tawonga Gap & Mt Emu launches used. If less than 90 entries have been received by 4 Dec, comp will be reduced to 65 pilots with all others refunded & shortened to 8 days with no cut. Accom. enquiries: Mt Beauty Information Centre 1800 808277 or 03 57544531.	Jeanette McLaren 03 57544910, email: jmclaren@albury.net.au Cheque/MO to: Bogong Cup PO Box 313 Mt Beauty VIC 3699 Incl: name, address, ph numbers, existing glider ID
 Great Ocean Road Coastal PG Challenge	9-10 Jan 99	Torquay , VIC	C-grade	
 Corryong Cup HG Competition	17-23 Jan 99 (incl.)	Corryong, VIC	Strictly 55 pilots. Requirements: Int-Adv rating with inland exp., camera, altimeter, UHF radio, recently repacked parachute, maps, current HGFA m/ship. Entry fee: \$60, incl. presentation night, BBQ during comp, numerous prizes. Categories: Open (all competitors) & entry level or Int gliders (Floater, XT, Aero, Sting etc).	Steven Crosby, 22 Ridgeview Way, Cherrybrook NSW 2126, ph: 02 96348727, 0419 264662, email: scrosby.capral@bigpond.com.au Cheques payable to: Blue Mountains HG Club, 5 Arnhem Pl, Willmot 2770.
 Australian Hang Gliding Nationals	22-29 Jan 99	Wyalkatchem, WA	Entry fee: \$250 (\$220 if paid by 1/12/98), map & films provided. To reserve place mail \$20 deposit to Western Soarers HGC, PO Box 6, Nth Fremantle, 6159. Open, B, C & Ladies trophies. Requirements: Tow endorsement, databack camera, UHF radio, GPS recommended. This is a flatlands comp, so a dolly for towing is also highly recommended. Info pack on accom., hire of vehicles, drivers, transport of self & glider to WA available from organisers.	Sam Blight 08 93363738 (day), Gordon Marshall 08 94519969 (h), email: navi@iinet.net.au http://argo.net.au/garyb/index1.htm
 Vic Open PG Competition	23-30 Jan 99	Bright, VIC	AA-grade, standard & open class. Entry fee: \$140, incl. presentation night, site fees, film & processing. Requirements: HGFA m/ship, databack camera, GPS recommended (may be used for flight verification), UHF radio. \$1,500 in prizes.	Entries to: Jeanette McLaren 18 Tawonga Crs, Mt Beauty 3699; ph: 03 57544910, email: jmclaren@albury.net.au

Competitions & Events

Event	Date	Venue	Details & Entry Requirements	Contact
Australia				
WA State Competition 	1-6 Feb 99	Wyalkatchem, WA	Open to all pilots wishing to stay on after the Australian Open HG Comp. Flatlands towing competition. Entry fee: \$100, map & films provided. At least a B-grade comp.	Nav Brennan ph: 08 93397991, email: navi@iinet.net.au
 Corryong PG Comp	13-20 (21) Feb 99	Corryong, VIC	AA-grade, entry fee: \$160.	Rohan Holtkamp ph: 03 53492845 or 0409 678734.
1999 NZ Paragliding Nationals 	27 Feb-5 Mar 99	Manilla, NSW	The Kiwis are having their Nats in Manilla & everyone's welcome! C-grade comp. The current Australian PG distance record of 235km was flown from Manilla. Entry fee: \$125, incl. films, hill transport, basic map & presentation night dinner. 150 pilots max. Priority of entry is given in the following order: NZ pilots on fully paid application before 1 Dec 98, after 1 Dec 98 entries accepted in order received upon fully paid application while space permits. Manilla Town Hall is HQ. Registration: 26 Feb 7-9pm & 27 Feb 8.30-9am. Possible HGFA 'B' level sanction!	Godfrey Wenness ph: 02 67856545, fax: 02 67856546.
1999 PG Open Nationals & Trans-Tasman Challenge 	6-13 Mar 99	Manilla, NSW	AA-grade. Over \$2,000 in prizes for open, int, nov & female classes plus day prizes. Registration: Manilla Town Hall HQ 5 Mar 8-9.30pm & 6 Mar 8.30-9am. 150 pilots max. Requirements: UHF radio, reserve, camera & adequate thermalling exp. Entry fee: \$160 by 12 Feb (\$180 thereafter) incl: films, hill transport, map, prizes, trophies, T-shirt, presentation dinner & band. Pilots must organise own retrieves. Wind techs welcome!	Godfrey Wenness ph: 02 67856545, fax 02 67856546. Payments (Cheque, M/O) to: 'Manilla Comps': "The Mountain, Manilla NSW 2346", credit card ph/fax payments also accepted!
 1999 Victorian HG Open	7-13 Mar 99	Corryong, VIC	Wesley Hill email: whill@nm.com	Wesley Hill 018 305943
 Women's Skills Clinic	15-20 Mar 99	Canungra, QLD	Between the Manilla Open & NSW HG Titles, women pilots are encouraged to attend. More nearer the date.	Barb Utech & Peta Roberts
1999 NSW HG State Titles 	21-27 Mar 99		A-grade. Registration: Imperial Hotel 20 Mar. Entry fee: \$120, incl. all primary films, T shirt & presentation dinner. Limited to 50 pilots, adv rating or int with inland exp. UHF optional. radio, parachute & databack camera required. HGFA rules & scoring apply. Organisers won't provide maps, GPS or GPS co-ordinates.	Cheques payable to: NSW HG State Titles, 18 Heshbon St, Gateshead NSW 2290; email: BOLIVE@hahs.health.nsw.gov.au ph: 02 4923804 (w), answering machine after hours.
 Paragliding Flatlands	28 Mar-3 Apr 99	Birchip, VIC	B-grade	Rob Lithgow
 99 Flatter than the Flatlands	Easter 1999	Birchip, VIC	Entries open 1 Dec 98. Official webpage has moved to: http://www.users.bigpond.com/warwick.duncan/	Warwick Duncan email: warwick.duncan@bigpond.com
Overseas				
Torrey Pines Gliderport Air Races 	21-25 Apr 99	Torrey Pines, CA USA	This year's event features ridge racing in a XC format over the beautiful Torrey Pines Ocean cliffs. Each race is approx. 13 miles (20km). 2 classes: open & int. Awards are presented each day & a grand champion is chosen for each class at the end of the event. Entry fee: US\$250.	David Jebb +619 4529858, email: aircal@ix.netcom.com



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FAI PROFICIENCY BADGES

Class 0 – Sub Class 1								
General Category	Current World Record at 1/10/98	Current Australian Record at 1/10/98	Pilot	Aircraft	Model	Date	Old Record	Required
Distance Records								
Straight distance	495.00km	427.30km	Drew Cooper	Moyes	Xtralite 147	10/12/93	285.30km	431.57km
Straight dist. to declared goal	488.20km	250.30km	Steve Blenkinsop				250.30km	252.80km
Out & return distance	330.56km	330.56km	Rohan Holtkamp	Moyes	CSX 5	12/02/98	300.70km	333.87km
Triangle distance	205.00km	168.20km	Steve Blenkinsop	Moyes	SX 4	02/01/97	161.00km	169.88km
Speed Records								
25km triangle	42.62km/h	26.00km/h	Jenny Ganderton					26.26km/h
50km triangle	38.46km/h	31.53km/h	Denis Cummings	Magic IV		1986		31.85km/h
100km triangle	29.70km/h	26.40km/h	Steve Blenkinsop					26.73km/h
150km triangle	44.60km/h	26.31km/h	Drew Cooper	Moyes	XS	10/06/89		26.57km/h
200km triangle	28.64km/h		Unclaimed					00.00km/h
300km triangle			Unclaimed					00.00km/h
100km out & return	75.70km/h	76.38km/h	Rohan Holtkamp	Moyes	CSX 5	15/02/98	64.64km/hr	77.14km/h
200km out & return	73.05km/h	54.88km/h	Rohan Holtkamp	Airborne	Shark 144	10/02/97		55.43km/h
300km out & return	56.50km/h	56.59km/h	Rohan Holtkamp	Moyes	CSX 5	12/02/98		57.16km/h
Gain of Height	4,343.00m	4,131.00m	Leonard Paton	Airborne	Blade 141	16/12/94	3,902.00m	4,260.08m
Feminine Category								
Distance Records								
Straight distance	335.80km	285.30km	Jenny Ganderton	EW Foil	Combat II 139	29/11/92		288.15km
Straight dist. to declared goal	212.50km	118.09km	Val Wallington					119.27km
Out & return distance	132.00km		Unclaimed					000.00km
Triangle distance	167.20km	101.00km	Jenny Ganderton					102.01km
Speed Records								
25km triangle	26.00km/h	26.00km/h	Jenny Ganderton					26.26km/h
50km triangle	21.02km/h	20.65km/h	Judith Goldstone	Airborne	Blitz 137	30/01/93		20.86km/h
100km triangle			Unclaimed					00.00km/h
200km triangle			Unclaimed					00.00km/h
300km triangle			Unclaimed					00.00km/h
100km out & return	24.20km/h		Unclaimed					00.00km/h
200km out & return			Unclaimed					00.00km/h
300km out & return			Unclaimed					00.00km/h
Gain of Height	3,970.00m	2,805.00m	Val Wallington					2,889.15m
Class 0 Sub Class 3								
General Category	Current World Record at 1/10/98	Current Australian Record at 1/10/98	Pilot	Aircraft	Model	Date	Old Record	Required
Distance Records								
Straight distance	283.90km	215.02km	Godfrey Wenness	Advance	Omega 4-28	24/11/97	133.84km	217.17km
Straight dist. to declared goal	250.20km	55.69km	Ian Ladyman	Pro Design	Contest	31/01/95		56.25km
Dist via single turnpoint	252.00km	111.74km	Enda Murphy	Advance	Omega 3	15/03/96		112.86km
Out & return distance	169.90km		Unclaimed					00.00km
Distance triangle	181.00km		Unclaimed					00.00km
Speed Records								
25km triangle	28.26km/h		Unclaimed					00.00km/h
50km triangle	15.80km/h		Unclaimed					00.00km/h
100km triangle			Unclaimed					00.00km/h
150km triangle			Unclaimed					00.00km/h
200km triangle			Unclaimed					00.00km/h
300km triangle			Unclaimed					00.00km/h
100km out & return			Unclaimed					00.00km/h
200km out & return			Unclaimed					00.00km/h
300km out & return			Unclaimed					00.00km/h
Gain of height (tandem)	4,530.00m	2,020.00m	H. P. Stehli	STV	Comet CX11-27	03/03/94		2,080.60m
Class 0 Sub Class 2								
General Category	Current World Record at 1/10/98	Current Australian Record at 1/10/98	Pilot	Aircraft	Model	Date	Old Record	Required
Distance Records								
Straight distance	230.20km	164.00km	Ron Grey	EF	11	1980		165.64km
Straight dist. to declared goal	170.36km		Unclaimed					000.00km
Out & return distance	330.60km	330.60km	James Neff	Flight Designs	Exxtacy 160	12/02/98	76.40km	333.91km
Distance triangle			Unclaimed					000.00km
Speed Records								
25km triangle	26.72km/h		Unclaimed					00.00km/h
50km triangle	23.91km/h		Unclaimed					00.00km/h
100km triangle	25.57km/h		Unclaimed					00.00km/h
150km triangle			Unclaimed					00.00km/h
200km triangle			Unclaimed					00.00km/h
300km triangle			Unclaimed					00.00km/h
100km out & return			Unclaimed					00.00km/h
200km out & return	65.15km/h	65.15km/h	James Neff	Flight Designs	Exxtacy 160	15/02/98		65.80km/h
300km out & return	61.53km/h	61.53km/h	James Neff	Flight Designs	Exxtacy 160	12/02/98		62.15km/h
Gain of height	3,820.00m	2,118.00m	Graham Pukallus	EF				2,181.54m

FAI PROFICIENCY BADGES

IAN JARMAN, HGFA EXECUTIVE DIRECTOR

Is your club looking to organise flying skills activities for your members that are nationally (indeed internationally) recognised, provide meaningful challenges for all skill levels and wing types and require minimum organisation and supervision? Then the FAI Records and Proficiency Badges may be the answer.

The FAI Proficiency Badges provide an appropriate challenge and focus for all kinds of sport flying. There are a number of FAI badges (standards of achievement) which provide a range of progressively more challenging flights which are ideally suited as club organised activities and ideal for all levels of experience across all disciplines.

For hang gliders the standards to be achieved are:

Delta Bronze Badge

Distance greater than 2km flown over a course of not less than 0.5km between turnpoints, followed by a controlled landing within 25m of a designated spot; and, five flights of at least 5 minutes duration each followed by a controlled landing within 25 m of a designated spot.

Obviously this badge could be achieved on any sort of glider and is a suitable target for any restricted certificate pilot. Clubs could organise bronze badge days for their less experienced pilots and those that need to work on their landing technique. The club safety officer or committee should endorse the claims when submitted to the HGFA for issue of the badges. The badges would then be provided for presentation at a suitable club gathering.

Delta Silver Badge

A distance flight of at least 50km, and a height gain of at least 1,000m, and a duration flight of at least 5 hours.

These do not need to be achieved in the same flight. Once again clubs could organise sites and days for intermediate and advanced pilots to log these flights. Once again glider performance is not an issue and the club could have the observers witness the pilots flights and endorse their log for each qualifying flight before final claim is submitted to the national office for issue of the silver badge.

Delta Gold Badge

A distance flight of at least 300km, and an out and return flight or triangle of at least 200km

We are starting to get into the more demanding realms here, but there are several ridges in Australia that offer the potential for 200km Out and Return (i.e. 100 km out and 100 km back). The Illawarra escarpment offers some potential here, but the Eucla cliffs are possibly more reliable. A 200km triangle can be attempted on a good light wind summer day just about anywhere in inland Australia. If this were done in accordance with record rules a new national record would be set. For the badge, a near completion of the triangle still qualifies.

It would indeed be a great honour to be the first Australian to receive a Delta Silver or Gold Badge. In fact the FAI have issued

special numbered badges for the first 50 in the World for both Silver and Gold Badges.

The final hang gliding badges are Delta Diamonds of which there are three separate badges:

Diamond distance *A distance flight of at least 500km*

Diamond Goal *A goal flight of at least 400km*

Diamond Closed Course *An Out-Return or Triangle flight of at least 300km. (To date only Rohan Holtkamp, Steve Moyes and James Neff could claim this badge in Australia.)*

For paragliders the standards to be achieved are:

Eagle bronze

Distance 15km, or Duration 1 hour, or Gain of Height 500m.

(As anyone of these flights will qualify for the badge perhaps clubs might increase the challenge by requiring all three flight achievements on separate flights.)

Once again these challenges are very appropriate for Restricted pilots with limited experience.

Eagle Silver

Distance 30km and Duration 5 hours and Gain of Height 1,000m.

Restricted and Intermediate Certificate pilots under club supervision could attempt these flights. These do not need to be achieved in the same flight and once again clubs could organise sites and days for pilots to log these flights. Glider performance is not an issue and the club could have the observers witness each qualifying flight before the final claim is submitted to the national office for issue of the Silver badge. (Ian Ladyman of the Newcastle club is the only Aussie pilot to date that has claimed this badge)

Eagle Gold

Distance 100km and Duration 5 hours and Gain of Height 2,000m.

These do not need to be achieved in the same flight. Again clubs could organise sites and days for advanced pilots to attempt these flights. The club could have the observers witness the pilots log for each qualifying flight before final claim is submitted to the national office for issue of the silver badge. Flights from sanctioned events as supported by the results would also count for these badge flights. (I know of several pilots who could submit claims for this badge.)

There are two separate Eagle Diamonds:

Diamond distance *A distance flight of at least 200km.*

Diamond Gain of Height *A Gain of Height of 3,000m or more.*



FAI PROFICIENCY BADGES

For microlights the standards to be achieved are:

Bronze Colibri

- 20 hours solo including at least 50 flights
- 3 precision landings within 10m of centre given spot
- 1 precision landing within 20m of spot from a height of 300m agl with throttle fully closed. Demo of correct go around (overshoot) procedure
- Two 75km XC flights over a triangular course, one with an outlanding at a designated point.

Silver Colibri

- 100 hours and 200 logged flights
- 2 flights to approx. 300m agl stop engine complete a 360° turn and land within 5m of spot.
- Four 150km XC flights with any landings or turnpoints pre-declared.

If clubs are looking for suitable programs to offer their members perhaps these FAI badge flights offer a suitably graded set of goals where pilots of all levels can advance their skills and sense of achievement. (These activities would qualify under the NSW Disability Insurance Scheme where the club has organised to control the flight attempts.)

We in the HGFA office would love to be issuing badges regularly throughout the coming year and for the more advanced pilots there are many spaces in the record books for your name.

How to set a National Record

It is obvious that if you are up to the gold and diamond level badges then you are starting to approach national and indeed world record standards. The tables of Australian records indicate that there are many records that are up for grabs. This is because that some of the records are now somewhat dated and new equipment should make surpassing the old mark reasonably easy or the record has yet to be claimed at all and hence any attempt in accordance with the rules will give the pilot a national record.

In fact the multi-place (tandem) records in all disciplines remain virtually unchallenged whilst in the feminine category for paragliding and all the National Microlight records remain unattempted.

Setting a national record does not require you to be a champion. All you need is average advanced pilot skills and an ability to organise the logistics and paper work. According to Rohan Holtkamp holder of several World and National records, the hardest part is completing the record claim documentation not the flight.

So what is required to attempt a record?

An FAI sporting licence. (This costs \$10 and comes with the rules for attempting records and the necessary claim forms for submitting your flight details)

You will need to arrange at least one FAI official observer to witness the critical parts of your flight and to verify the claim forms and documentation. Another pilot or member can do this or your driver can be appointed as an official observer. These people will need to take at least Associate Membership of the HGFA to cover the period of the record attempt and claim. Cost is just \$20 and will include the FAI sporting code pack and FAI Observer Certificate.

You will also need an approved barograph (most of the newer flight instrument sets come with a barograph – the FAI home page lists the approved instruments <http://www.fai.org>) and for out and return or triangle flights, a camera.

Then all you need is to set your sights on a specific record and go after it.

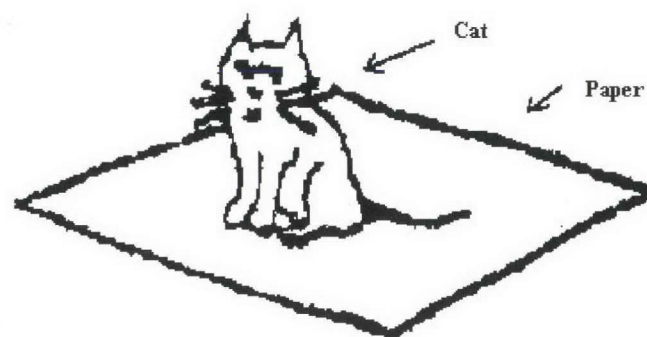
Full details are contained in the FAI Sporting Code – General Section and & Section for hang gliders and paragliders and Section 10 for Microlights and motorised HG's & PG's.

For further information contact the HGFA Office.

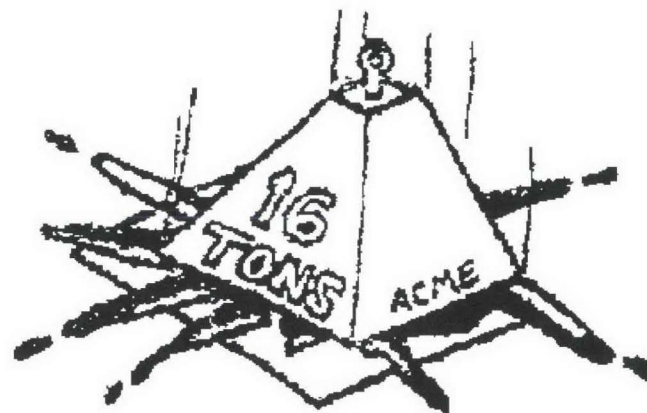


How to Fax a Cat

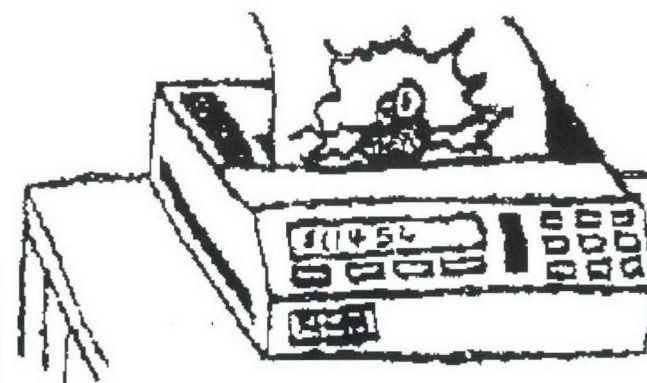
Step 1: Get the cat



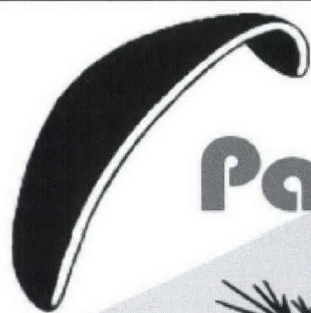
Step 2: Change cat into readable format



Step 3: Fax the cat



Submitted by Mike Cleaver



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NEWS

Great HG and PG flight simulator

I found a great hang gliding and paragliding simulator demo on the net. It has hang gliding above a ridge complete with ridge lift and thermals (which can be made visible for training purposes) and there's an audible vario. The simulator requires a 4mb 3D video accelerator card, but it may work (not as well) without one. The demo's web page is worth a visit at www.vpmag.com/hangsim/index.htm

Scott Alder

Bald Hill cam

Information for pilots in the Sydney area who fly Stanwell Park will be available on Tony Armstrong's www site by the time this issue goes to press.

Besides the usual "chest thumping" that most sites have, special bits will include a wind and surf cam, showing the hill from Tony's office to be updated at 7.30 am each morning. Keep your eye on it: www.surfthesky.com.au

Tony Armstrong

McCarthy National Hang Gliding Championships

Allan Barnes has won the McCarthy National HG Championships (British League) with Jenny Auckland winning the Ladies trophy. Further details can be found at: www.theleague.force9.co.uk

Full details of the meet will be available at this location.

Jim Bowyer

New South American Distance Record

Betinho Schmitz, Brazilian champion and winner of the Italian Open, has just beaten the South American Distance record on a La Mouette Topless. His flight took place in the NE of Brazil, Ceara province. With 402km, Betinho beat the record set last week by Andre Wolf, 354km, and the old record of 280km by Helio "Batata" Pires a week before. In other words, this season is fantastic and there are a lot of good pilots fighting to fly the furthest. Things are happening here, come and fly with us.

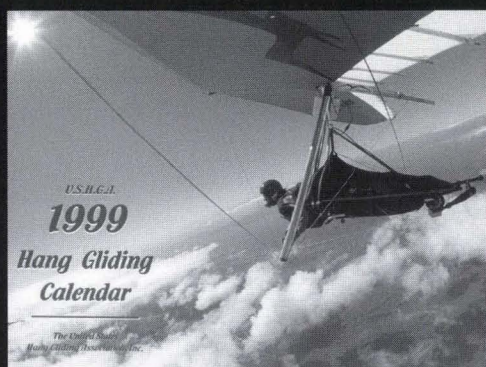
Aquele Abraco, Mauricio Monteiro

Topless Developments

La Mouette are starting production of an aerodynamic carbon speedbar which tested at 900kg of traction without failure. The new design adds comfort, has the same width as the round speedbar and a rounded trailing edge at the hand grip.

A new tail stabiliser is also ready and improves safety by increasing the pitch coefficient and dampening the pitch. It also allows a lowering of the floating tips to increase performance.

Gérard Thevenot, La Mouette



The new USHGA Calendar is out in time for your Christmas stocking.

Karl Dawson just completed his HG restricted certificate and took this photo at a tow endorsement course run by Rohan Holtkamp (on the right).



Spectacular 1999 USHGA Hang Gliding Calendar

Just in time for Christmas is this great production of the annual USHGA calendar. Featuring spectacular hang gliding shots over breathtaking scenery the likes of which you only get to see in the States. Get yourself a copy for the office (or for home) to keep you going during those dragging hours during the week.

One calendar, airmail delivery, costs US\$19.95, two calendars with airmail delivery, US\$32.90 (cheques must be drawn in US funds). Mailing address is USHGA, PO Box 1330, Colorado Springs CO 80901-1330, USA. *Orders may be faxed or emailed with Visa/Mastercard details to fax: + (719) 6326417, email: ushga@ushga.org or order through the website at: www.ushga.org*

Murray trip 98 video

I have just completed our Murray trip video. It runs for 1hr 45min, featuring the 42 microlights that undertook the 9 day 1,000nm return flight along the Murray river.

The video includes some brilliant flying footage and if anyone is thinking of taking up microlighting as a sport then this can be your rewarding end result. Good clean fun and friends.

The video retails at \$25 plus \$5 postage. Send cheques to: The Right Altitude Microlights Australia, 140 Clarke St, Benalla 3672.

Tony Dennis

New Airera Paragliders

Airera Paragliders of Germany just released their new novice and intermediate gliders onto the Australian market.

The Session (DHV1-2) is designed for the nov/int pilot who wants a paraglider with excellent safety, light handling and great performance for its category. Available in 4 sizes ranging from 60 to 130kg. For the demanding intermediate pilot, the Airera Shape (DHV2) offers safety with light and precise handling and a "leave the others for dead" performance. Also in 4 sizes, ranging from 65 to 130kg.

Ernst Strobl and the Airera design team have set the new standard in paragliding with the development of Improved Stability Technology (IST). It allows for a greater reduction of lines than V-rib technology and increased aerofoil form stability, which translates into higher performance at no cost to safety.

For more information contact Mark Mitsos, Sydney PG Centre, ph/fax: 02 4294 9065 or visit the website at www.ffa.com.au/spc

Mark Mitsos

OzEmail's "My Weather"

This new online service gives you comprehensive coverage of weather forecasts for all capital cities and major regional areas in Australia. Current temperature, 4 day forecasts, humidity, wind, pressure and dewpoint readings, current wind, flood and fire warnings are available at <http://www.myweather.com.au>

Community News



Geoff White presents a vacuum mattress to Rob Jenvey from SES.

Hang gliders show appreciation to SES

BRIGHT: The North East Victoria Hang-gliding Group, which includes paragliders and trike flyers, last week presented the Bright SES with a Ferno Vacuum Mattress valued at \$680.

The mattress is used where there are suspected back and/or spinal injuries. It resembles a long, thin bean bag.

It slides under the injured person and because of the beads and air inside it is soft and pliable, moulding to the shape of the body.

This makes it much more comfort-

able for the patient than a traditional back board.

When it's in place the air is vacuumed out and it becomes quite rigid, enabling the patient to be transported more safely and comfortably. It is used when immobilisation of the patient is essential.

Hang-gliding group spokesman Geoff White said the SES always helped any flyer unfortunate enough to get into difficulties and this was the group's way of saying thank you.

Annual Mystic Pass

All pilots flying from Mystic must have a valid pass.

Annual pass	\$70	10 day pass	\$20
(valid 1/6/98 - 31/5/99)		2 day pass	\$10
Quarterly pass	\$50		

Any competitions wishing to use NE Victorian Hang Gliding Club sites in 98/99, please apply in writing to the Club by November 15. Any tours wishing to use NEVHG Club sites in 98/99, please notify the club in writing at least one week prior to the tour. **Address: NEVHG Club, PO Box 317, Bright VIC 3741.**
Geoff White, NEVHG

New Club organises Microlight Events

Murrindindi Aviation Group Inc is a new Victorian microlight club, situated in Yea.

The club has organised an adventure fly-in for the 1 and 2 May 1999 weekend. Pilots are welcome to fly into Yea on the Saturday, 1 May, and Sunday, a flight is planned into an area normally out of bounds (more details to follow). Food and accommodation are available. Call President, John Norman, on 03 57972972 or Secretary, Anne McLean, on 03 57972159 for more information.

Peter and Anne McLean

Triking and Gliding Fly-Swap Weekend

5/6 December 1998, a "fly-swap" weekend is held at Benalla Gliding club. The idea is to form pairs with a glider pilot and a glider flight is swapped for a trike flight.

The Benalla Gliding club members are also keen to add on a pool competition using their new pool table. Phone 0418 574068 for more information on the get-together.

Tony and Therese Dennis



Prices for 1998/99 Paragliding Season

Cabins:	\$9.00 per head per night
Powered Sites:	\$6.50 per head per night
Unpowered Sites:	\$5.50 per head per night

**The Camp provides breakfast
in the dining room for \$3.50.**

**A cooked breakfast is also
available for \$5.00.**

The cabins at the camp are not self-contained.

The camp supplies 2 blankets and a pillow.

Guests must bring linen/sleeping bags.

Linen and doona hire available.

Camp Features:

Two toilet and shower blocks

Recreation hall with kitchen

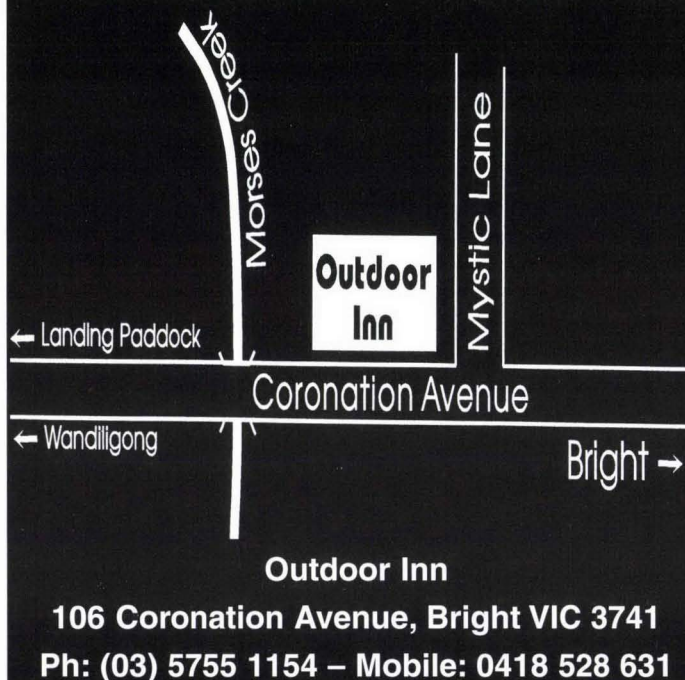
BBQ and campfire area

Dining Room

T.V. Room

Camping Area: Powered & Unpowered Sites

Cabins: Singles and Doubles



NEWS

Blue Mountains Hang Gliding Club

Things are really firing in the Blue Mountains at the moment: thermal and pilot activity alike. Our last club comp day saw every single competing pilot, from novice to advanced, get away from the hill for a XC flight.

On the calendar at the moment are tow days, novice days, inter-club rounds and numerous trips both within and interstate. Unfortunately, our pilots are finding it hard to fit in wedding anniversaries, christenings, birthdays, births, etc, which also seem to abound at this time of year. As I'm not married yet and always learn from other people's mistakes, I'll be timing any future weddings or procreation very carefully indeed! Middle of winter will do just nicely, thanks. So if you're a novice pilot (or any other pilot looking for a fun, active club) in the Sydney area, come along and join in our club activities and meetings. It will open up a whole new aspect to your flying.

Also on the club agenda is the fast approaching Corryong Cup. Places (at \$60) are going fast, there are only 10 positions left as of 30/10/98. The competition will run from Sunday 17 to Saturday 23 January. Registration commences on Saturday afternoon (the 16th) and will be completed Sunday morning. Sunday is also the first day of competition. All pilots must bring their receipts for registration. Team registrations will be taken on Sunday and Monday. If accommodation is needed, camping and cabins can be found at Mt Mitta Caravan Park (book soon).

Richard Lockhart

Western Soarers Hang Gliding Club

The Western Soarers HG club has had some good flying in the last few months despite it being the winter season. The club has regularly been out aerotowing with Sid and Russell in Cunderdin. There have been several trips to Wyalkatchem to introduce new novice pilot members to the club winch and the airstrip. The paddock to be used for the Australian Open HG competition in January '99 has also been christened and will have been tested extensively during our traditional spring thermal week, starting 28 September.

The new club hangar for housing trikes and dragonflies has been completed at Wyalkatchem. The club is grateful to the Ministry of Sport and HGAWA for sponsorship to help them with this project.

Preparations for the Australian Open HG competition have also kept us busy. The club has started a mini competition to improve comp flying standards before the Open held at our base town, Wyalkatchem, in January 99. All members are very keen to make the comp a great success for WA. The State comp will follow straight on from the Open in early February. The chance to fly with national and international pilots on our own turf has been a great boost for the club. We have also enjoyed flying with members of the newly formed Hill Flyers club at various sites outside the metropolitan area. In fact, a lot of Western Soarers members are also members of the Hill Flyers, formed with the intention of maintaining and developing hill sites around York, Toodyay and outer metropolitan areas.

WA pilots are looking forward to an excellent flying season this year. The weather looks good – there has been good thermal activity already in August, partly due to the extremely mild winter we've had. While Woolongong has been washed away, we have had the lowest rainfall ever recorded this winter. Water restrictions are already in force. It will be a long, hot and thermic summer and we will be flying high! See you all in January!

Nav Brennan

Northern Beaches Hang Gliding Club

Notice regarding the use of Rylstone aerodrome

There has been some controversy regarding the use of Rylstone aerodrome by a commercial group which has not reimbursed the club for use of the accommodation. Anyone using the facility is required to pay a nominal fee to assist in upkeep and running costs. This is only fair and reasonable!

At the August club meeting the following resolution was passed: **Group/commercial interests in the aerodrome:** Large/commercial groups using the aerodrome have been identified as causing inconvenience to others with regard to club house availability, especially "the amount of floor space to sleep at night and fridge and kitchen space available". As a result, a formal booking system will be used from 15 August 1998. It will work as follows: Bookings are required for all commercial groups or groups of 8 or more. Telephone bookings can be made seven days in advance, Mon-Thu before 9pm, by contacting Owen Pierce, either directly or by answering machine at home on (02) 99723515, work (02) 98785544 or work fax (02) 98786366. If the required weekend is booked, then the next weekend can be booked at that time. Bookings will not be accepted more than two weeks in advance and are confirmed only when confirmation is received from the booking officer. Every effort will be made to accommodate all, however, the booking officers decision will be final; The booking applies to the club house only and does not give exclusive use of the Aerodrome itself; and When a booking is made an estimate of numbers must be given and a cheque made payable for that amount sent to the Club immediately. Should the trip be cancelled for any reason or numbers fluctuate from the estimate a credit will be raised in lieu of the next trip. If the numbers exceed the estimate the excess amount is payable to the Club.

Mike Warner, Secretary

Hill Flyers Club News

Our first meeting at the new venue was applauded by all present on the night and was the envy of those who'd missed it. Swan Districts Football club facilities are excellent, can cater for 150 or more, have video facilities and food and drinks available at discount prices.

Steve Carlsson set up his Explorer Power Pack for display while videos showed some magnificent flying at our local sites, Bakewell, Noondeening and the Range. After a fabulous "all you can eat" roast meal for \$10 and several bottles of social catchup, president Mike Thorn delivered the Hill Flyers philosophies, background, history and objectives for the 25 new hang glider, paraglider, social and junior members present. Secretary, Rick Williams, then outlined membership application procedures, rationale behind nil membership fees and attendance of at least one meeting in a club financial year to remain a member. Social members were welcome, some have been involved in the sport for many years and offered many insights and contributions at the meeting. Persons seeking membership (pilot/social/junior member/etc.) are nominated and seconded by existing members, the nominator and seconder then become responsible for the new member's introduction to the club, its sites, culture and objectives.

After successful fly-ins at the Toodyay sites, further ones are planned for each month of the year (remember, its flying all year round in WA with good thermals and great weather). The weather station at York (08 96412701) is ideally suited for checking conditions for the Avon Valley sites and the HGAWA Hotline (94873258) is the perfect central communicator to catch the pilots going to the site on the day. All hill sites are located about an hour's drive out of Perth, making the Perth airport weather beacon (273khz) a good forecaster too. Other planned club activities over the coming months include fundraiser BBQs, quiz nights and site BBQs to help meet

costs of the planned incorporation of the club (an estimated \$125) whilst enjoying ourselves.

The Western Soarers Club offers car and winch towing operations nearby and aerotowing is available in the vicinity of all hill launch sites. Flying is guaranteed! Excellent overnight facilities are available at all hill sites, the Western Soarers or aerotow paddocks. Rick has arranged changes to the next edition of the Perth Visual Terminal Chart (VTC available from Airservices on 1300 306603), displaying designated hang gliding/paragliding airspace and operations at main sites, which are all privately owned farming properties with flying operations administered jointly by the pilots of the Hill Flyers club and the owners. Exemptions to CAR 308 to operate in controlled airspace (above 4,500ft asl) on the Perth side of Toodyay are being sought to allow a NE and NW launch XC flight from Noodeening.

Meetings are held the last Wednesday of each month at Swan Districts Football club, corner West and Guildford Road, Bassendean, 6:30pm onwards, meeting starts at 8pm (bar closes 12:30pm), all welcome. The club Christmas function is currently being organised for mid-December – details on the HGAWA hotline when finalised.

Alice Kowalski

1998 Canungra Classic Sing-along

As originally performed by the Thunderdorks at the 98 Classic to the tune of "Oh Lord won't you buy me a Mercedes Benz"

Oh lord I'm a kid and I just want to fly
I sit in the classroom and stare at the sky
They say that I can't, but I just say why?
Oh lord I'm a kid and I just want to fly
So lord won't you buy me a shiny new Fun
You have to start somewhere, so I gotta have one
I'll start at the bottom, but soon be a gun
So lord won't you buy me a shiny new Fun
Oh lord won't you buy me a new Moyes XT
My friends all fly Funs so they'll never catch me
I'll go up to Canungra and fly some XC
Oh lord won't you buy me a new Moyes XT
Oh lord won't you buy me an X-t-ra-lite
Six months in the gym, I can lift it all right
It flies like the devil, the yaw I must fight
Oh lord won't you buy me an X-t-ra-lite
Oh lord won't you but me a nice lightweight Shark
But into a headwind I just seem to park
It seems now that kingposts belong in the Ark
Oh lord can I sell you a cheap low hours Shark
Oh lord won't you buy me a new C-S-X
I promise if I get one I will give up sex
I'll mortgage my girlfriend and have no regrets
Oh lord won't you buy me a new C-S-X
Oh lord won't you send me some 1,000 up lift
But when I get low zero sink is a gift
And if I end up landing, I can always get pissed
Oh lord won't you send me some 1,000 up lift
Oh lord send a eagle to show me the way
Straight down the course line, I will win the day
But when I get to goal, I see with dismay
Ten gliders in a paddock of freshly cut hay
Oh lord ain't hang gliding the greatest of sports
And the flying at Canungra is great they report
So I'll go up to Queensland and claim those red shorts
Oh lord ain't hang gliding the greatest of sports
So lord give me money to fly all the time
I think every day of the week would be fine
And don't let my XCs fall short of the line
Oh lord give me money to fly all the time

James Freeman

Cairns Hang Gliding Club

Gillies fun comp

A great occasion in spite of less than ideal weather. It was a success because of all who came: Graeme Beplate, a hang gliding instructor from Townsville, with his wife Ann, Gerry, who kept everything alive the whole time, Nev, Russ, Ian, Kevin, Darren, Joe, Bernie and his whole family, Ray, Brett, Brod, Ken, Rod and Lance as well as Chris from Holland. Three brave souls launched on Saturday: Bernie followed by Joe and Brod, all without raincoats. The overcast sky was too much for real progress, so it was a pick up run to the bottom and a pack-up in the rain for the rest. Sadly, Darren had to leave for Port Douglas to work without the "imprint" of the heights to re-live on the way back. We trust his travelling will be more than rewarded in the future.

Then it was time to spark up the campfire. We'd all prepared and eaten a welcome tea, but it was not yet time for bed. Everything to do with the heights, not to mention the efforts to get there, was interestingly aired. Apparently, there was a site somewhere in Queensland that required a 300-400km walk!

Next day's pilot briefing came soon enough. Yesterday's rain had not dampened our enthusiasm. The cu's were billowing – apparently... The task: Distance to Dimbula! Sound judgement was needed in tricky take-off conditions and, in fact, it was tricky all the way. Even so all our expertise and effort did not produce great distances to goal.

There were a few mishaps. One driver didn't have his radio turned on and was looking at the sky instead of the ground, where he was needed. Some radios were hiccupping, but considering all set-backs, we compared favourably with our overseas correspondent, John McKenry, "The summer in the UK lasted all of four weeks. Of these two weeks had either too much rain or too little." Thanks, John, for the great accounts of flying in Indonesia and Japan.

Gillies Results		
1 Kevin	8km	1,000 points
2 Brod	3km	375 points
3 Ian	2km	250 points
4 Nev	2km	250 points

Thanks to all who participated, picked up and organised, especially Rus, Nev and Ian, who also briefed the contestants.
Lance Keough

Report from the Victorian HG and PG Association

Over the last 2 meetings with the new VHPA committee there have been a range of site issues discussed. Firstly, operations at Mt Buangor have been suspended until further notice. Discussions are currently under way with Parks Victoria to address a number of issues.

- With regard to site improvements, two proposals put forward by NEVHG club were in principle accepted as follows:
- Approval of capital works to upgrade the Mt Emu road to 2WD accessibility level before summer this year. This will cost \$10,000, with NEVHGC contributing \$1,500 p.a. to maintain the road. The road upgrades must have Parks Victoria approval.
 - Replacement of the Mt Buffalo HG ramp, potentially dangerous due to age and wear. Approval was given for \$3,000 towards the purchase of materials to build a stainless steel based ramp.

Consideration is also being given to the upgrade of the dirt ramp at Mt Elliot, which is currently felt to be too narrow for PG usage.

The revamp of the Fairhaven launch is ongoing via Dynasoarers HGC. The earthen ramp will be raised for a safer and easier launch.

Submissions for site improvements are encouraged from all clubs/members in order to maintain and improve sites.

The VHPGA meets on the 3rd Monday each month (except Jan 99) at 7:30pm, at the Sport Aircraft Association of Australia, 265 Queens Rd, Melbourne. All welcome.
Michael Bruce

Cancellation of World Record Attempts

Paragliders – General

1. Speed over a 100km triangle: 28.84km/h

Site: Nebelhorn (D), Bernhard Koller (D), 11/5/98

Paraglider: Free-X

2. Speed over a 150km triangle: 25.17km/h

Site: Nebelhorn (D), Bernhard Koller (D), 12/5/98

Paraglider: Free-X

FAI News

FAI World Grand Prix of aerobatics

After a very successful event on the lakeside at Neuchatel, Switzerland, the FAI World Grand Prix of Aerobatics has moved to China for a 2 month series of events. Many thousands of members of the Chinese public will be introduced to this exciting sport and have an opportunity to see the world's top pilots in action. The last leg, at Nanjing (19-20 September), was won by Peter Besenyi (Hun), followed closely by Nikolay Timofeev and Viktor Tchmal (Rus). The same names occur at the top of the general ranking, except that Dominique Roland (F) is in 3rd place, ahead of Jurgis Kairys (Lith) and Victor Tchmal.

2nd World Air Games contract signed

The Minister for Tourism and Sport of Andalusia, Mr Jose Luis Nunez, and the President of the Spanish Air Sports Federation, Alvaro Calderon joined FAI President Eilif Ness on 1 October in the "Salle des Illustres" at the Capitole building in Toulouse for a ceremonial signing of the 2nd World Air Games contract. The agreement means that planning for this unique multi-airport event, due to be held in and around Seville in June 2001, can now go ahead at full steam. Negotiations for the media rights to the event are well advanced and Eurosport TV have formally declared their interest in covering the World Air Games.

New FAI officers

Eilif Ness (N), was re-elected FAI President for an unprecedented 5th one-year term.

The new 1st Vice-President of FAI is Wolfgang Weinreich (D), a retired senior Lufthansa captain, currently President of the German Aero Club, and a keen glider pilot.

The office of Treasurer General also has a new incumbent – Dr Hanspeter Hirzel (CH), a lawyer from Zürich who was President of FAI from 1992 to 1994.

FAI move

Planning for the FAI's impending move to the Olympic capital, Lausanne, Switzerland, continues smoothly. The FAI will be accommodated at 24 Avenue Mon Repos, opposite the mansion where Baron de Coubertin, the father of the modern Olympic movement, lived after he moved the International Olympic Committee from Paris to Lausanne. (Coubertin was a prominent member of FAI's founder organisation, the Aero Club of France).

The FAI's move will take place during December, and all functions will be transferred from Paris by the end of that month. New telephone and fax numbers will be announced in November.

FAI, The World Governing Body for Airsports

ASI Netzine October Issue

The October issue of Air Sports International netzine (<http://airsports.fai.org>) is now on the net.

Atul Dev, editor.airsports@fai.org

Latest World Pilot Ranking Scheme

The latest World Pilot Ranking Scheme has just been issued for hang gliding and paragliding pilots. In the HG rankings the new competitions included are the Women's World Championships and the Canadian and New Zealand round of the World Hang Gliding Series, bringing another 29 HG pilots (total 479) into the Ranking Scheme. There has been no change in the top 10.

Amongst the females, Marie-Jo Rufat, now 29th overall, leads from Françoise Moçellin (38th), Natalia Khamlova (54th), Monique Werner (58th), Nikki Hamilton (80th), Rosi Brams (88th) and Kari Castle (92nd). The latest PG ranking includes results from the British, Spanish, Slovenian and Portuguese Open competitions and the North American PG Championships, with an additional 99 PG pilots joining the Ranking Scheme (total 491). Again there is no change in the top 10 rankings with Jimmy Pacher (670) still in the lead, however, Bruce Goldsmith has added a few points to his score after his win at the British Open.

Full information and ranking lists can be found on the CIVL website http://www.fai.org/hang_gliding/ and the rankings only on the British League website <http://www.theleague.force9.co.uk>. Three separate lists can be consulted for each class:

- Top Ten pilots
- Women's rankings
- complete list showing all the pilots

The ranking now includes all 1998 category 1 and 2 events (excluding the Norwegian Open, for which no results have yet been received).

There are already a number of competitions who have obtained or are applying for category 2 sanctioning in 1999. An updated list of 1999 Category 1 and 2 competitions for all classes will be available on the CIVL website.

Competition organisers interested in FAI/CIVL category 2 sanctioning for 1999 can obtain further details and an application form from Sarah Fenwick, CIVL PR Co-ordinator, email: cloud10@zetnet.co.uk or ph/fax +44 1983 523003

Sarah Fenwick, CIVL PR Co-ordinator

Attention all new Novice Pilots!

Have you just completed your training and wonder what comes next?

Well, the Blue Mountains Hang Gliding Club is just what you're looking for.

Come fly with us for soaring, thermalling, 10,000 feet views; cross countries, club comps and some great mountain brews.

Our club is committed to helping out novices when they need it the most. As well as tow days, competitions and numerous organised trips away, we also offer monthly Novice Fly Days. This is when our advanced pilots take new pilots to a suitable site to increase their flying skills, knowledge and experience.

Only an hour or two out of Sydney, the Blue Mountains offer great cross country potential. For those interested in increasing their world of flying, new members are welcome. Contact details can be found in the club listings at the rear of Skysailor.

Blue Mountains Hang Gliding Club Inc

Meets on the last Tuesday of the month at 7:30pm at the Sportsman Hotel, Kildare Road, Blacktown.

President Richard Lockhart ph: 02 94040073 or 0418 130354, email: flyhawk@kdbnet.net.au

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and retailing our own glider sails.**

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**We would like to wish all our customers
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Ruhmer & Fact from Slovakia

HEATHER MULL-STRICEK

Podbrezova-Brezno, Slovakia – site of the 1998 European Hang Gliding Championships. Frustrating flying for many, but memorable thanks to death defying air displays, tall trees and friendly Slovaks.

129 pilots from 31 countries competed and the number of officials was almost as high at around 100. Roughly in the middle of Slovakia, Podbrezova was HQ for the comp. Cultural events took place in nearby Brezno. The organisers were keen to impress and were aided by extensive sponsorship.

The 5 sites used (920-1,948m amsl) overlooked the broad E-W valley in which all tasks were set. Pilots were confronted with large pine forested areas on the green undulating hills.

24 and 25 July were the days when the, mainly kingpostless, gliders were tuned, landing paddocks and eating places were sussed and the question voiced everywhere: "Will Tomas be here?"

The two days prior to registration had been good flying days – then came a front. A practice flight from the highest site for southerlies, Kralova Hola, ended early as cloudbase and showers descended and yes, Tomas was flying!

26 July – the day we survived the aerobatics display.

The opening ceremony on the Brezno sports field was a 3 hour extravaganza of folk dancing, musicians and amazing air displays. Flexible Slovakian airshow rules permitted a light aircraft to make sweeping passes in front of us at a height of about 10m, 4 aircraft performed precision formations just above apartment blocks and a Russian SU-25 jetfighter passed over at a max height of 100m. On reaching us, the pilot would crank on the afterburners so flames accompanied the ear-shattering noise. It started to rain as the pilot parade commenced.

27 July, Task 1 – The day 40 pilots flew less than 5km.

Meteorologist Michael Mayerhofer predicted southerlies with a low cloudbase and weak thermals. Director Jan Jagos chose Podkonické Plese, a shallow 970m amsl site, east of Podbrezova. Launch activity included two nose-ins, multiple dipped wing escapes and pilots trying to queue hop. Four pilots struggled to goal after a 76km out to and return to Polomka. Gérard Thevenot was fastest, but Manfred Ruhmer scored more departure and arrival bonus points with the GAP Race 3.12 scoring system. 1st Manfred 709pts, 2nd Gérard 707pts, 3rd Guido Gehrmann 702pts. Slovakian pilot, Bohumir Kolesar, broke an ankle on landing.

28 July, the day it rained, Norwegian Arfinn Markeng broke an arm on landing after an afternoon free flight.

29 July, Task 2 – The day launch marshal Michael dressed up in a helmet and goggles armed with an axe and knife and announced, "Today there will be order!"

Predicted was a northwesterly with weak thermals, so Ciertaz, a site south-west of HQ, was chosen. Pilots rigged chaotically in the tight set-up area around the 3 ramps and waited for the SW wind to swing north. Remaining crossed and gusty, the wind caused several pilots to scrape low over pine trees after launch. Tomas launched first, even before the wind techs, and blazed tailwind down the ridge towards Svermovo, 54.9km east. Thunderstorms developed 20km from goal and tornado funnels reaching from the ground to cloudbase were reported. Some pilots retreated to land and others waited. None made goal. Closest was Portuguese Gabriel Frade who landed 50m short.

30 July, Task 3 – The day the sheep led the way.

After helping a shepherd herd his flock of sheep up the narrow site road, pilots rigged on westerly facing Baranovo (920m amsl). Weak and quickly drifting lift made for crowded gaggles. None made the 72km straight task to Sumiac goal and equal furthest, on 58km were Tomas Suchanek and Gerolf Heinrichs, 559pts. At 56.5km, 549pts, was Croatian Ljubomir Tomaskivic. 16 bombed and Israeli Amir Shalom chipped his elbow on landing. Casualty count: 3.

31 July, Task 4 – The day Allan Barnes launched first and made goal first after flying all the way on his own.

Pansky Diel (1,100m amsl) became the 4th site to be used in as many days. The task was 66.6km to goal at Rohozna near Brezno, via one turnpoint. Most pilots launched late, while waiting for a patch of blue in the grey blanket to move closer. The wind shifted west, making for crossed, rotory launch conditions on the shallow, grassy slope. Three launch crashes, lots of dipped wings and close calls with trees and one pilot thanked her wheels as she rolled off launch after a bad run.

14 made goal, including five Austrians, with guest pilot Betinho Schmitz (Brazil) fastest in 1:43:30. 2nd was Christian Ciech, 2:11:34, and 3rd, Oleg Bondarchuk, 2:17:30.

1 July – The day we learnt about steel and Slovakian food customs.

A planned rest day – luckily 4 tasks had already been flown. Those interested went on a tour of the local steelworks or sporting tournaments. The impressive Zelaziane steelworks, the largest in Europe and employing some 4,300 people, was the largest sponsor of the event. About 90% of our officials were employees of the factory who were being paid to help with the competition.

A great dancing and feasting party that night ended in a spontaneous food fight. This turned out to be a temporary downer, as in Slovakia it is considered an insult to the hosts to throw the provided bread around.

2 August, Task 5 – The day Oleg was happy about GAP bonuses.

Weak thermals still predicted, but a high pressure system promised better weather. Good launch conditions on Pansky Diel, but pilots struggled low again to get up. 8 made the 81km goal at Rohozna, via one turnpoint. Four landed 20m short of the line.

Manfred was fastest in 3:17:38, 762pts, but Oleg won the day with 764pts in 3:18:06 because of more early departure and arrival bonus points. Guido was 3rd in 3:18:56, 750pts.

3 August, Task 6 – The day Raymond Caux made his own launch rules.

Most gliders were rigged flat on Kralova Hola as wind speeds of 55km/h were measured on launch. A task of 54km to Polomka via a 946m amsl turnpoint on

top of Skalka was called. Raymond Caux (France) unintentionally launched early as he turned in the gusty conditions and his glider lifted off vertically. With one wing scraping another glider, he managed to fly out, simultaneously yelling his number down to the recorders.

Ridge lift encountered initially turned into strong thermals to 2,300m later on. 19 made goal with many landing high near the turnpoint. 1st was Manfred in 1:31:13, 963pts, 2nd Guido, 1:33:29 and 931pts, and 3rd Oleg, 1:36:29 and 915pts.

4 August – The day Michael's "mainly blue" forecast was slightly out.

Rigged on Kralova Hola, everyone watched cu's rapidly develop and the overdevelop into towers. With launch almost in cloud, Michael drove down into the valley to get a better view. The day was cancelled when he and wind tech, Oliver, reported thunderstorms on course and thunder was heard directly out from launch. Not too many pilots were unhappy with the decision.

5 August was also cancelled due to bad weather.

6 August, Task 7 – The day Manfred and Guido played cat and mouse.

Ciertaz was used and with better thermals expected a 112km task to Drienovec, 5km north of the Hungarian border, was set. Tomas launched at 2:15pm. Manfred launched almost last at 2:40pm and flew away from the course line to get his 1st thermal. Watching from launch, Guido took off as soon as Manfred started circling and they raced to goal to join 19 others, but it was Gerolf's day. 1st Gerolf, 953pts, 2nd Manfred, 915pts, 3rd Guido, 898pts.

The only protest came from this day. An Italian pilot was given zero points because of an unidentifiable landing photo. The jury, consisting of Noel Whitall, Zlato Vanic and Miroslav Rodzewicz, considered the protest and decided to award bomb-out points, as the pilot had a recorded launch time. Still dissatisfied, the pilot soundly abused the organisers and jury. Is hang gliding turning into soccer?

7 August, Task 8 – The day 52 pilots flew less than 10km and Manfred followed Guido to the bomb-out.

Kralova Hola and a very low cloudbase. A slightly overambitious 112km task to Slatinka via a turnpoint was set. Rupert Plattner and Christian Ciech flew furthest with 69km, scoring 617pts each. Ignazio Bernardi made 63.5km.

A costly day for some of those who bombed. Oleg moved into 3rd place overall and the top five weren't so certain anymore.

8 August, Task 9 – The day Manfred finally clinched 1st place, Michael got wet and Guido looped.

At the final briefing on Ciertaz, the visiting Aussies carried on the fine Bogong Cup tradition of drenching the meteorologist with water, ably assisted by Tomas' enquiry of whether there would be any rain. The 61km task to Rohazna via a turnpoint was a good call as 32 made goal.

Manfred and Guido held onto their places and Guido celebrated by looping as he crossed the line. The strong valley wind made for some close finishes. Lars Johansen (Denmark) literally flopped over the line onto his stomach. 1st Manfred, 934pts, 2nd Guido, 878pts, 3rd Robert Reisinger, 868pts.

9 August, the closing ceremony – The day that looked like there were finally some decent thermals.

The Brezno ceremony included more folk dancing and a pilots' parade in 32°C under nicely building cu's. The same individuals and teams graced the dais for both, the European and Podbrezova Cup, awards and plenty of champagne was sprayed around. Congratulations to Manfred, who was finally able to give his winner's speech. All participants received a certificate and the jury and stewards (myself and Lazlo Kerekes) were also given mementos. The FAI flag was lowered and most pilots attended a final luncheon. Many of the women were going on to Hungary for the Women's World Championships.

Even though the flying conditions were less than hoped for, the excellent standard of organisation made for a cheerful atmosphere. Organisation for pilots included a transport to launch and retrieve service, daily lunch packets, signposts through villages indicating launch access, a phone card and free coffee at HQ. A questionnaire I gave to team leaders included 'likes and dislikes' about the comp and all 18 replies listed the organisation under 'likes' with other high scores in hospitality and friendliness. Under 'dislikes', most listed the weather conditions and forecasts, the large forested areas with scant LZ's along the ridges and the limited task choices due to the conditions.

Results		Points
1	Manfred Ruhmer (A) European Champion	6,278
2	Guido Gehrmann (D)	6,169
3	Christian Ciech (I)	6,115
Women		
1	Françoise Moçellin (F) (35th overall)	3,695
2	Marie-Jo Rufat (F) (47th overall)	3,253
3	Natalia Khamlova (Rus) (61st overall)	2,700
Teams		
1	Austria	18,130
2	Italy	15,979
3	Germany	14,011



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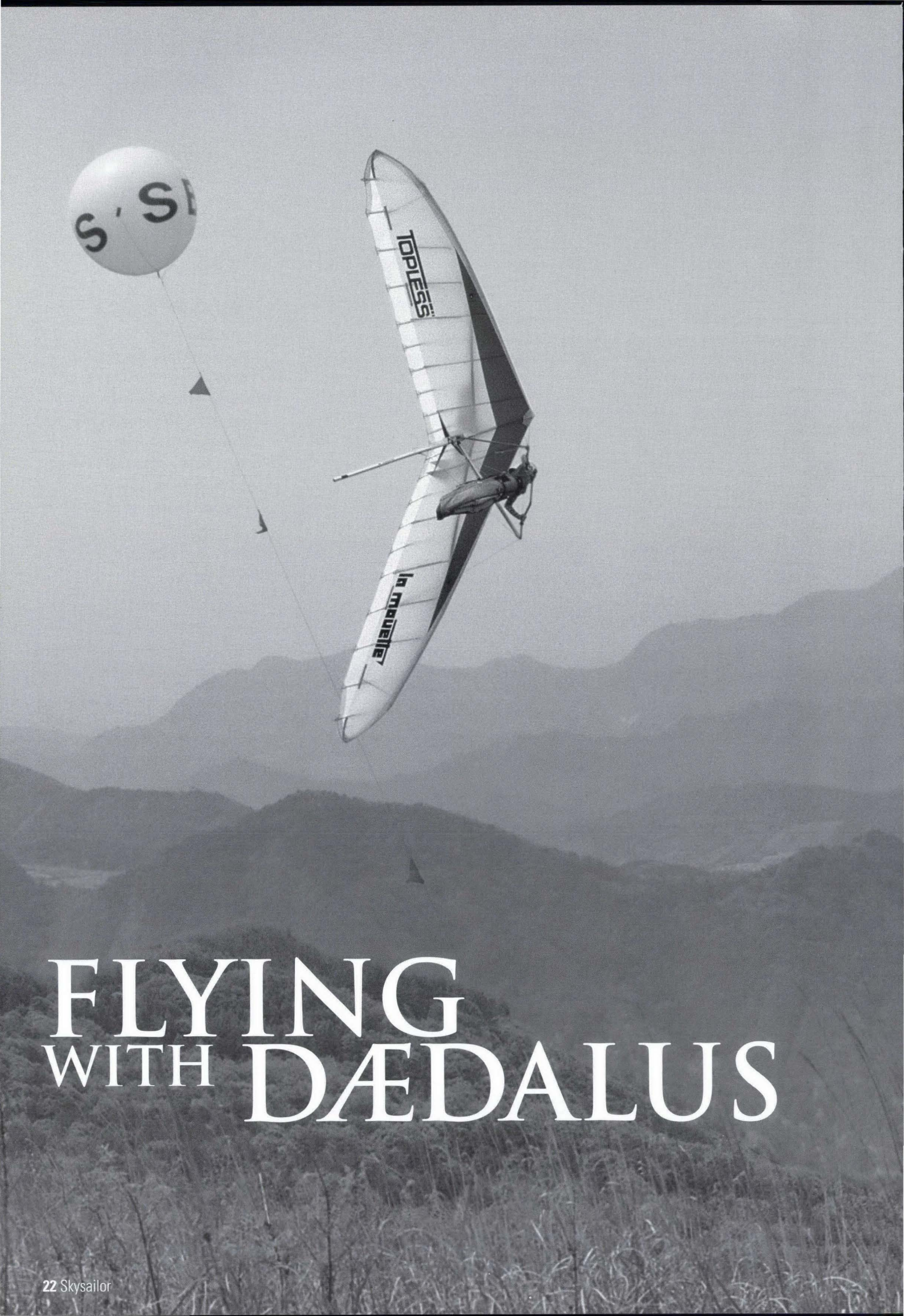
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FLYING WITH DÆDALUS

THE WHGS MEETS IN GREECE

DENNIS PAGEN ©1998

During the first week in June this year, a host of pilots from ten countries converged upon sunny Greece to attend the World Hang Gliding Series meet which included the Greek Nationals. Cross-country and Speed Gliding events were held from Mt Kitheron, situated about 1½ hours NW of Athens.

The general flying area for the competition is the plain south of Thebes which extends both E and NW from the Kitheron launch. This plain is bordered by high mountains and usually abundant thermals provide some interesting aerial tours. Mt Kitheron itself has a nice north launch and lesser used south and west launches. It sits approximately 2,500ft (800m) above the plains and offers a magnificent view of the sea to the SE and the sculpted terrain to the north. The typical northerly winds hold back the seabreeze until late in the day when convergence zones set up in the conflicting air masses.

Many meets have been run from Kitheron in the last ten years, but foreign pilots are only now discovering the site and the flying possibilities in Greece in general. Part of the charm of flying in Greece is the always present beach scene and the evenings spent in the tavernas discussing the day's adventures over mountains of delicious Greek food.

One of the attractions of the Kitheron area is the village of Plateas at the foot of the mountain. The mayor works tirelessly to promote hang gliding and paragliding. He has been instrumental in carving out a lower launch with a paved road and a restaurant and has promised a camping area and lift (!) to be built in the future.

This year's (and last year's) WHGS meets were organised by the Greek Hang Gliding Federation under the auspices of Dimitri Ganotis. Dimitri and his group are determined to put Greece on the flying map and have been awarded the Women's World meet to be held at Kitheron in the year 2000. I highly recommend this area to all female (and male) pilots for its relaxed, yet challenging flying and its fun ambiance. Plans are in place for improved launches in all directions to be ready for next year's Pre-World meet.

In addition to the Women's Worlds, Greece will also be host to the 1st Speed Gliding World Championships in the same year and is looking forward to the 2004 Olympics. There is official support from the government for hang gliding to be featured at that event, if possible.

The WHGS Cross-country

Despite the promise and normally perfect flying weather on Mt Kitheron, this year we were plagued by strong winds on several days and rare thunderstorms on two days. In fact, two pilots failed to leave the lift under a thunderstorm and were carried high into it. They both exited unconscious and were killed when they hit the ground apparently still unconscious. This accident occurred on the 2nd round of competition and naturally put a damper on everyone's spirits, especially since most Greek pilots were close friends of the deceased pilots.

Due to the weather and days off for the funerals, only three rounds were flown. These were hotly contested by the 48 pilots since



FLYING WITH DÆDALUS



the total XC prize money was US\$6,000. The 1st round was a 60km triangle which was won by Gerolf Heinrichs (A) with a lead of 2min 50sec over Manfred Ruhmer (A) followed by Guido Gehrman (D), then Betinho Schmitz of Brazil. This round set the pattern of the top foreign pilots launching and leaving in a group then battling it out along course for the lead.

The 2nd round was a 60+km rectangle again won by Gerolf. He was pursued by Guido Gehrman 26 seconds behind, followed by Betinho Schmitz, Rupert Plattner (A), Manfred Ruhmer, Christof Kratzner (D), Josef Zweckmayr (A) and Gérard Thevenot (Lux). By now Gerolf could see dollar signs, but the rest of the field were ardently hoping for good weather in order to catch up.

Unfortunately the last flying day did not show much promise, so the task committee called a short 42km triangle in order to get more Greek pilots into goal. The top pilots apparently made the entire circuit with two thermals once they were on course! Manfred won this round with Guido, Gerolf, Josef and Rupert only minutes behind.

The meet was over and all that was left was to pay tribute to our fallen comrades and to hand out the awards. Gerolf had won the \$3,000

1st prize with Guido taking 2nd (\$2,000) and Manfred 3rd (\$1,000). Most pilots ended feeling gratified and well-rewarded considering the foreign pilots received free housing as well as transportation.

Speed Gliding

The speed gliding event from Mt Kitheron was equally affected by the weather and loss of our friends. We did manage to fly two rounds with 21 pilots which is normal for this discipline.

The course from Kitheron consisted of 12 pylons, including a height control gate that had to be passed below 6m (20ft), a 360 sector, a series of quick turns and a long careful glide to the finish gate. This course was essentially the same as last year's and it was clear that the pilots who had practiced earlier had an edge. Some pilots felt the course demanded too much speed and suggested we add requirements for more finesse, others liked the adrenaline pumping high-speed run. For the Pre-worlds of Speed Gliding, we'll probably have more of a finesse course.

The fastest pilot by far was Manfred Ruhmer. He won both days by zooming low through the course from start to finish. In fact, his ground-skimming finishes, starting 70m before the gate, became legendary. An average course time was 5 minutes with the faster pilots completing the run in about 4min 30sec. Manfred's fastest round was 3min 57sec. In the end, Manfred took home the \$3,000 1st prize with Guido Gehrman 2nd (\$2,000) and Gérard Thevenot 3rd (\$1,000). The top ten were:

Results

1	Manfred Ruhmer (A)	Icaro Laminar ST	7:59
2	Guido Gehrman (D)	La Mouette Topless	8:53
3	Gérard Thevenot (Lux)	La Mouette Topless	9:10
4	Rob Kells (USA)	Will Wing Fusion	9:28
5	Gerolf Heinrichs (A)	Icaro Laminar ST	9:35
6	Josef Zweckmayr (A)	Icaro Laminar ST	9:38
7	Betinho Schmitz (Bra)	La Mouette Topless	9:40
8	Giannis Ioannou (Gr)	Icaro Laminar (with kingpost)	10:01
9	Rupert Plattner (A)	Icaro Laminar ST	11:54
10	Panagiotis Efthimiades (Gr)	Wills Wing Fusion	12:57

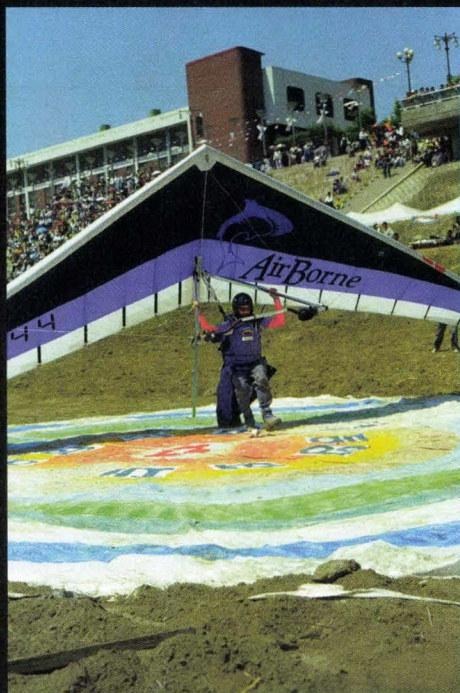
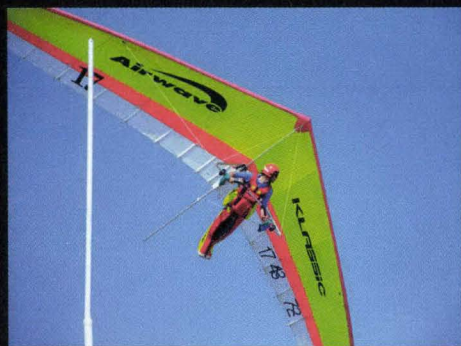
Greece has been a major supporter of the WHGS and we hope to be back in future years to race down the slopes or over the countryside.

Mt Olympus and World Speed Gliding

At the end of the WHGS meets, a group of 28 pilots journeyed to Mt Olympus to play in the thermal infested skies and check out the Speed Gliding course for the World meet. Our meals and hotel were covered by the local villages and the prefecture of Larissa, so they deserve our gratitude.

The flying is great at Olympus with an easily accessible XC launch 550m (1,800ft) above the landing field and a Speed Gliding launch 805m (2,650ft) agl. Both launches accept multiple wind directions and promise some very interesting and enjoyable flying. For the World meet, the Speed Gliding course will provide many options, since various long mountain fingers stretch out from the launch area to surround the landing field.

The hospitality in Greece was legendary. All pilots interested in Speed Gliding are urged to join us next year for the Pre-World meet and come along in the new millennium to the premier Speed Gliding World meet. A great course awaits you, lots of quality X-C flying and many fun events – definitely a flying vacation you won't forget.



FAI WORLD HANG GLIDING SERIES 1998 GREECE





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MURRAY TRIP '98

42 TRIKES FLY 1,000 NAUTICAL MILES OF FUN

TONY AND THERESE DENNIS

It was the best of times. It was the worst of times. This is always a good start for a story – let the truth be known, it was really just the best of times!

Still grinning over the excitement of Murray trip '97, Murray trip '98 and the National Microlight Gathering took shape. With the assistance of the newly formed Southern Microlight Club in Victoria, the entries came in. With last minute entries taken on the night before our flying fraterna numbered 42. Seven aircraft along with passengers and one ground support vehicle had already made the epic journey from South Australia through Ouyen to Wangaratta. The seven were being led by the South Australian Microlight legend Larry Jones in his sexy Edge X Wizard stick-trike.

The morning arrived. Pilots and passengers were split up into groups of 8 aircraft and passengers per mini-bus and trailer. Each group had a CFI as its group leader and a designated full-time driver.

As the groups were not keen on camping because of the cold temperatures, most of the pilots opted for credit card camping. All belongings and fuel cans were carried on the trailers which each bus towed. It was fortunate that over the weekend of the National Microlight Gathering in Wangaratta most of the pilots had the opportunity to fly together in large numbers. The organised cross-country flight to Mt Beauty was a great leveller for the pilots to practice circuit procedures and flying in a big gaggle.

Monday morning finally arrived and pilots assembled their aircraft and crew in front of the large Airworld hangar at Wangaratta Aerodrome. We all posed for our combined mug shot and then kicked the tyres, waved goodbye and off we went.

The 42 Microlights made an orderly departure from Wangaratta, one group splitting off for a detour to Yarrawonga for a photo shoot with a Herald Sun photographer. (A formation flight group photo appeared in the next day's Herald Sun Melbourne newspaper – the public knew we were out there!) The rest of the group bee-lined for Tocumwal and a flying visit to Sportavia Gliding Centre. After re-assembling at Tocumwal we leisurely flew on to Echuca for our first night's stopover. The landing at Echuca was a fantastic sight: 10 to 15 microlights in the circuit at any one time for around half an hour. We even had to make room for the twin engine ambulance plane to make his way in amongst the microlights.

Our aircraft were put to bed and the minibuses arrived and ushered us to our respective motels and campsites. This was the first night's sky-camping for many of the pilots and the anticipation they'd had for so long of the exciting time ahead was coming to fruition. Some pilots who had only started flying 6 months before and had worked very hard to gain their experience and the 50 hours required to attend were rewarded with some of the best flying and comradeship you could wish for.

Out of the 4 main minibuses each group of 8 to 9 pilots had a designated driver, 2 pilots were paired as buddies and their job was to look after each other and keep an eye on each other throughout the flights. Each group of 8 with their CFI were allocated a chat-channel as well as a designated Murray trip channel and pilots were well armed with all strip information, airfield frequencies and GPS co-ordinates.

Day 2: We departed early from Echuca after a quick briefing. The forecast for the day was perfect: still air and blue skies. Our destination was Swan Hill, and if we could all get there before 12 o'clock we would push on to Robinvale and then Mildura.

After departing Echuca we'd barely left the CTAF when the reports started over our radio of a good tailwind at about 600 to 800ft agl. The GPS jumped to life and we noticed we were getting a 15 to 20kt tailwind at this altitude. Those of you who fly with a GPS would already appreciate the accuracy of these electronic wonders. In fact, they are so accurate they will show you the speed difference over the ground of maybe 1 or 2kt.

This morning was especially memorable, not only for the undulating Murray beneath us, but the funny sensation on this beautiful dead still morning that you were flying in someone else's propwash. Thanks to our little electronic marvels, we had all come to the same conclusion that if we flew at 672.5ft exactly, we would gain 18.7675kt of tailwind. Here we were in our beautiful freedom machines with the wind in our face and the world at our fingertips and we all decided to fly at exactly the same height on exactly the same track! Like sheep to a waterhole. The GPS has a lot to answer for in removing the skill of navigation!

With a little detour to fly over the Catilina seaplane in the park at Lake Boga we transcended into Swan Hill. Unbeknowns to us, the Sunraysia Ultralight Club was enthusiastically throwing on a BBQ for us intrepid aerial motorcyclists. Unfortunately, we had made prior arrangements to push on to Mildura. Thank you to the Swan Hill Ultralighters for their hospitality – we hope we can give them more warning next time and organise a get-together. The unrehearsed drivers were doing a mighty job arriving at the airfield and ushering pilots to a Mc lunch. Kicked the tyres and we were off again, trikes and stomachs fuelled, on to Robinvale. A quick hello to some locals, then off over the grape vines to Mildura.

Mildura MBZ would be the most complicated place we would have to fly into, as radios were mandatory. Each group leader gave a radio call for his group at the 15nm boundary and then soldiered on into the airport. It was an exciting place for many of the pilots as they had never landed on such a large bitumen airfield – we literally had the airfield to ourselves.

The usual procession of locals and local newspapers followed us wherever we landed. The weather was just perfect, and we noticed things were warming up as we pushed a little further north. The

Top: Ian Rees over the Murray in his Edge

Centre left: The trikers at Benalla, ready to go.

Centre right: Ian Rees before taking a passenger on a flight.

Bottom: Leaving Benalla, Lake Mokoan in the background.

Photos: Tony Dennis & Ian Rees



MURRAY TRIP '98

minibuses arrived again, we kissed our trikes goodnight and the circus proceeded into town. Something became evident with most places we stopped at: Because of the high number of husband and wife teams on the trip, it was a nightly scramble for the best motel room. If you were lucky enough to score the room with the spa you were almost boo-ed and hissed from the motel reception office! Having the minibus for each group was a great idea – it gave each group freedom to travel and there was no pressure for us all to be at the one place at the one time. Mildura was a quiet little place on a Tuesday night, and most pilots were happy for an early night.

Day 3: Interstate at last – today we would fly in 3 states in one day! Departing Mildura was a mighty sight with 30+ Rotaxes purring away on the tarmac and the morning commuters from Mildura scratching their heads in amazement that we'd come so far and were going farther still. Perfect weather forecast again today. As last year, this proved to be one of the best day's flying in many of the pilots' lives.

The country from Mildura to Renmark is just massive red paddocks of ploughed earth and salt bush. If you think you're going to go on a trip like this with 40 other microlights and all fly together in formation like a WWII bombing run, then think again. All the pilots in their groups of 3 or 4 had their own adventures and ideas of places to see. You would be lucky to see another microlight between airfields. Just the occasional chatter and funny comment on your chat-channel.

Speaking of chat-channel, a few pilots were getting quite a reputation for their radio calls. The classic in our small group was Darrell Cochrane: As we flew over a large rabbit mound and the rabbits scurried for their holes, Darrell said over the radio, "I wish I had a ferret with me right now". After Therese and I had stopped laughing, I actually stopped to imagine what a ferret box would look like on a trike. Ventilation wouldn't be much of a problem, but would the little ferrets have to wear a flying suit? Or maybe you could just velcro them to the side and drop them when required. I think Darrell regretted the comment, but we won't let him forget.

Paul Haines, who organised his group of local pilots from NSW, became known as the "Black Leader". He whipped his squadron into the most accurate team of microlighters you've ever seen. His military precision was quite exceptional, although we all did have a little chuckle every time he made his radio calls. During our quick stop at Renmark, the now familiar question and answer competition with the local newspaper reporters on flying was just getting better and better. The weather was still balmy and all pilots were now getting in the groove and their airmanship was astounding.

From Renmark to Wakerie through the spectacular riverland country and we put down in Wakerie for a break and late lunch and to arrange our accommodation for the night. Later in the afternoon, many of the pilots chose to do a local flight from Wakerie to Morgan, where the Murray makes a 90 degree turn towards the coast. This flight is still one of the most memorable to all the pilots we talked to on the trip. The afternoon air was magnificent and the view of the Murray river meandering off into the distance was picture perfect. It was worth all the organisation and preparation just for that moment.

After returning to Wakerie, trikes were laid flat and read their bedtime story, then all were off to the metropolis of Wakerie for another counter meal and chats around the bar. With 42 aircraft we actually had 60 people in total – it was actually like we'd imported people into the town just for the night: Everywhere you walked you'd run into another trike pilot or passenger. During last year's Murray trip we were stranded in Wakerie for 3 days – enough for any man! I was glad to see that the next day's forecast was flyable and we could depart the land of the big orange.

Day 4: This was the last day of the trip for the South Australians. We headed for Blanchtown and continued down the magnificent cliffs of the Murray river to Murray Bridge. The view of trikes winding their way like aerial motorbikes along the river like a road was memorable. It makes me proud to think of the many pilots who are now well beyond their wildest dream of where they thought they



Top left: Ian and faithful driver Judith Rees, with baby.
Top centre left: Les and Jean Tyac.
Top centre right: Paula Eustace flew a Drifter along the Murray.
Top right: Bill Worrall and Clarrie Rowdon.
Bottom left: Rex and Jenny Ates.
Bottom right: Tony and Therese Dennis are laughing in their cold weather boots.
Photos: Tony Dennis

could fly their trike. Everyone dreams that when they buy their trike they can just fly off somewhere camp the night and fly off somewhere else. I think that by the time we had reached South Australia they'd realised their dream had come true. This was not just another toy they had bought that would sit dormant in the corner of the shed for most of its life, it really was the freedom machine they'd imagined when they bought it.

A stopover at Murray Bridge airfield as we waited for our buses to catch up and we topped up for the last leg into Strathalbyn. This was the last day we were still together as a group. The South Australians were now home and Bob Silva and Victor Szabo from Noosa left us for some flying in the Northern Territory.

Larry Jones had organised an evening meal at a local restaurant and it was a great opportunity to spin yarns and thank the South Australians for their participation in this historic event. The South Australians, as you may read in some articles, are experts at sky-camping, regularly flying 100's of nautical miles on a weekend, carrying everything they need on and in their microlights, they really have proved that their trikes are versatile cross-country machines. The camaraderie gained and the knowledge and experiences swapped about microlighting on this kind of trip are invaluable. Everyone came away better pilots.

Day 5: This day proved to be the making of many pilots. We were all up before sunrise to depart Strathalbyn. The honeymoon was over. The forecast was for a front to start pushing through with 20 to 30 knot northerly winds predicted. We really had to move as a group and each group leader had to make a decision whether his group was capable of making the day. A big consideration of the day was if we got stuck half way between Strathalbyn and Horsham would we find sufficient accommodation for over 40 people. We elected to go.

With the climb-out at Strathalbyn my GPS was only reading 22kt. This would be a slow day. As we climbed higher and higher and passed over the mouth of the Murray and Lake Alexandrina, we pushed through 5,000ft. It was getting very cold. Reports on the radio started coming through: We were moving into a tailwind. The GPS would pay for itself today. We were getting tailwinds in excess of 40kt. Some trikes were recording ground speeds close to 100kt. We had to make good time on this day as we could see it might be the last day we fly for a day or two. Many pilots elected to overfly

the 1st refuelling point and push on to Bordertown. The landing at Bordertown was the most exciting for many pilots on the whole trip. The wind was gusting 25kt on the ground and was quite rough. Everyone landed safely, with some very impressive efforts from some of the low airtime pilots.

We pushed on to Horsham and decided to call it quits. Four of the pilots could smell home and decided to push on from Horsham and fly on to their home base at Point Cook. With a 2 minute Formula One style refuel at Ballarat, they made it home at Point Cook with minutes to spare. Russell Duncan, from Airborne Windsports, and Richard Snedden, both flying new Airborne Wizards with passengers, set a blistering flight from Strathalbyn through to Wangaratta in one day. Over 500nm. Not bad for an aircraft with a trim speed of only 40 to 45kt. They also had no ground support. Congratulations guys!

It was batten the hatches down at Horsham. The front would come through tonight, so most of the pilots made their aircraft ready for some strong winds. The advantage of a trike is that you can quickly pack a wing up and transport it. We used this to our full advantage at Horsham as we crammed as many packed wings and trike bases in any available hangarage to keep them dry.

All the trikes on the trip were 2-seaters, although half of them were flown as single-seaters with pilot only. There was Shane Gleeson in his Pegasus XL, who proved that slow and steady wins the race. On our day from Strathalbyn to Horsham he was cruising at 37kt without needing a fuel stop and arrived 2 hours ahead of us who had become minibus reliant as we needed more juice. There were a couple of Pegasus Q's and about 10 Pegasus Quantums, with John Oliver in his 4 stroke 912. He was just cruising! There were a variety of Airborne Edge Executives and the new Edge X. The new Wizard wing was on a lot of the Airborne Edge X trikes and, although described as a slower wing, easily kept up with the faster, slick Quantums. Most of the instructors flew their Wizards. Although this trip wasn't about speed anyway... there was no need to race the clock!

MURRAY TRIP '98

Even though this was a trike gathering and trip, we had a Drifter flown by Paula Gleeson with a most capable human GPS in Kevin Gleeson. Kevin is an AUF instructor and has been instructing pilots for nearly 40 years. Kevin is used to doing this sort of flight along the Murray river in a day in a conventional aircraft. He thought it might become a little boring taking 8 days for this flight in a Drifter and was pleasantly surprised by the fun and camaraderie on this trip. He's already booked in for next year!

Drewe Bellmaine, who last year flew his 912 Quantum on the Murray trip, couldn't wait to show off his brand new amphibious Searey this year! Unfortunately for Drewe he was unable to obtain his water landing licence before attending the trip. (No fault of his own, there just aren't many water landing instructors around.) He enjoyed the trip just as much in the Searey. Although flying over the 500nm of the Murray River must have been a bit frustrating!

Day 6 and 7: It was six days on the road and a good time to catch up on some sleep and washing. Horsham is a great town. With the use of our minibuses our groups divided: Some toured the Grampians and some were off to Mt Gambier for a day trip.

Pat and Dave Pendreigh had made the journey from Gladstone in Queensland to attend this trip. We don't think they'd ever seen weather this cold before! They only owned one jumper. Cameron Tunbridge was another adventurer from the north. Cameron had flown his Edge from Newcastle to Wangaratta unassisted (no ground support) and then attended the Murray trip. After the trip he flew his trike home again, close to a 2,000nm round trip. His basebar mounted video camera produced magnificent footage – so smooth and flowing! Paul Blackburn also flew his Edge from Canberra return.

There was something I realised on our last days in Horsham as we talked, joked and toured the town: None of us had ever asked each other what they did for a living. There was no distinction between any of us from our occupation or background. We were all just out there flying and having fun. There was no rivalry at all or ridicule about 'my trike being faster than your trike'. The trip really highlighted the fact it didn't matter what you flew just as long as you were there flying it. Horsham was our last dinner together as the group was growing smaller – people were looking just so happy.

Every morning at Horsham we would gather at McDonald's for a quick weather check and ponder the likelihood of getting airborne. It was one of those opportunities where you would have loved to have a camera: At quarter to 7 in the morning our pimply faced 15 year old McDonald's staff, who were probably accustomed to selling one egg and bacon McMuffin an hour, faced 30 hungry microlight pilots 5 deep at the counter, all trying to outdo each other with the highest wing loading food they could buy.

Day 8: Trikes assembled again, tyres kicked for the last day and farewell to the relaxing break – we were off again in the cold air to St Amaud. Through to Bendigo with a fuel and lunch stop and an

easy 100nm final leg back to Benalla and Wangaratta. It was an eerie sensation to be flying cross-country and to recognise the outline of the hills in the distance – they were the hills of home. Even though I'm so used to looking at them everyday I fly, they looked excitingly new again. What was more exciting was to know that 42 of us had set off and all had returned safely and better for the experience.

The groups split with some aircraft returning to Wangaratta to collect their cars and trailers and the rest returning to Benalla, the drivers not far behind.

The ground crew did a magnificent job: Each bus and group of pilots openly thought they had the best bus and the best driver. There was not one complaint or bad word for any of the support group and we appreciate their assistance. Don Payne, now a veteran of the Murray trip (this was the 2nd time he had driven for us), Stuart Malone, who felt like a week off work and made the foolish mistake of being a pilot driving a bus on a trike tour – he said he'd never drive again, he will fly next time. He has already organised his father-in-law to drive for next year's Murray trip. Jean Dennis (who was roped in at

12 hours notice to drive, because husband John fell ill with the flu) certainly had a different week to what she had planned while John was going to be away and Judith Rees – a special thanks for her valiant and charming nature with new baby in tow. She showed great ability and super-mum tendencies while chauffeuring her busload of pilots around the countryside to arrive at airports in unheard of towns.

We want to extend a big enough thank you to all the fantastic people and personalities that took part in our adventure. There were no complaints at all from the participants or any other person or party – all the airfields were very impressed

with us as aviators and more than happy to see microlights return. Well done everyone!

Ian Rees summed the Murray trip up best at our club meeting in Melbourne: "We've just flown 42 aircraft over 1,000 nautical miles, we've done over 1,000 take-offs and landings between us and over 1,000 rotax hours combined in our aircraft without any accidents or incidents. This is what I bought my aircraft for – to fly safely and for fun." Next year we will limit the numbers to 60 trikes. (We worked out that if everyone took off at about a minute interval, on some legs of the Murray trip we'd have pilots landing before the rest of the field had taken off!) This year we had 19 of the 21 pilots who'd attended the first year. Next year I'm sure we will get almost all the pilots who came this year again and more. Be one of them.

Watch the video – 1 hour 45 minutes. Available from: The Right Altitude, 140 Clarke St, Benalla 3672. Post your cheque or money order (\$20 + \$5 express postage) and you're guaranteed to watch it over and over. (Thanks to Stuart Malone who compiled the best of four videos taken. Big job! Great result.)

Murray trip '98 Chief Flying Instructors: Microlight Aviation Specialists (MAS) members Tony Dennis, Larry Jones, Paul Haines and Bob Silver; as well as John Oliver and Greg Withers.

BECOMING A PILOT

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from "Trial Instructional Flight" by David Robson

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SX 149	Power rib	PX-20	Purple/White/Lt Purple
SX 149	Power rib	PX-20	Blue/Fl Yellow
Ventura 190	4oz	Yellow Warp	Purple
Ventura 190	4oz	Red Warp	Fl Orange
Sonic 165	4oz	Clear Scrim	Blue/Dk Blue
Sonic 165	4oz	Clear Scrim	Dk Blue/Fl Yellow

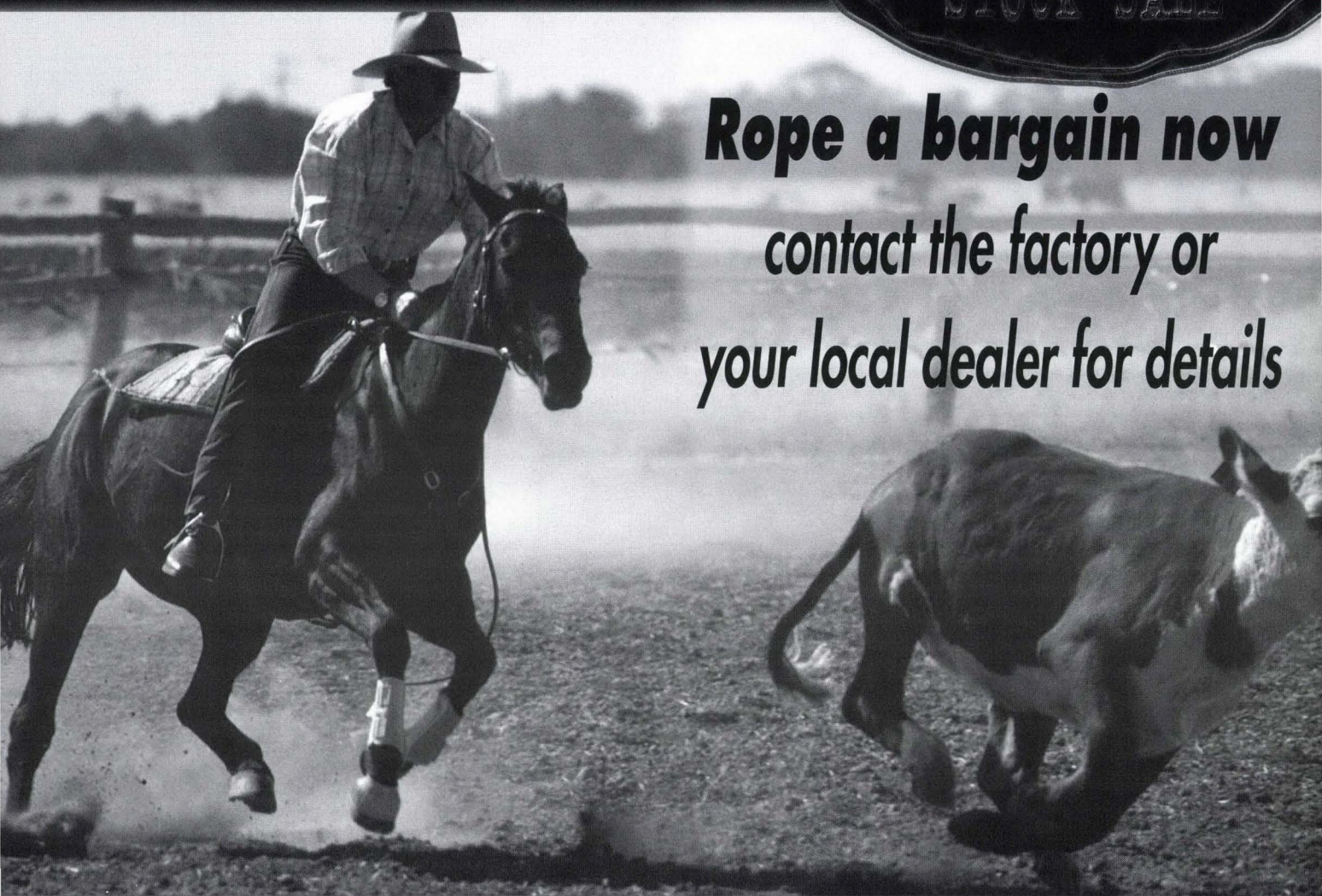
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SX 149	Mylar	Hologram	Fl Green/Fl Red
SX 149	Power rib	PX-20	Fl Red/White
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FLEX091	Dark Blue/Electric Blue	Front	178cm	89cm
FLEX148	Dark Blue/Electric Blue	Front	162cm	90cm
TRACER016	Electric Blue/Fl Yellow	Front	178cm	102cm
TRACER096	Black/Fl Yellow	Front	163cm	110cm
TRACER109	Purple/Yellow/Black	Front	175cm	114cm
TRACER118	Green/Black	Front	175cm	102cm



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MOVING TOWARD A JOINT MAGAZINE FOR GLIDING SPORTS

IAN JARMAN,

HGFA EXECUTIVE DIRECTOR

Both organisations are experiencing some challenges in balancing the conflicting issues related to effective communications via print media, this still being our primary means of member communication.

In discussion with Henk Meertens (GFA) regarding the proposed joint magazine and the schedule for amalgamation, and in view of recent feedback perhaps, this trial of a combined magazine should incorporate current production standards and revert to monthly issues. This could be achieved at no extra cost to either organisation, but would probably negate any potential savings that were expected by moving from two separate magazines to one. You will recall that we forecast a saving of about \$30,000 to \$50,000 through the production of a bi-monthly joint magazine.

With the amalgamation vote set for May next year we need to get this matter resolved very quickly as the current Skysailor and AG production schedules leave very little time to plan a smooth transition.

Trainee/new member issue

Following this Dec/Jan Skysailor issue, the next issue is nominally our Trainee/New member issue, due 1 February 1999. Consideration should be given to broadening the scope of this training issue to include gliding in the broadest sense. This will increase its potential for attracting advertising revenue and expand the sporting options being presented to new members.

Trial Gliding magazine

It would be appropriate for the joint magazine to provide a very positive and convincing lead up to the amalgamation vote and hence we should produce issues in March, April and May. To provide suitable production lead time for any changes following the vote, it would be best to run this trial joint magazine as monthly issues beginning March and running through to July. By mid-June we should have sufficient feedback to determine how to proceed with August and subsequent issues.

By going monthly we resolve the need to produce intermediate publications such as L/D. However, it is still important to proceed with an on-line publication for marketplace advertising, safety and urgent notices and to communicate the more tedious administrative aspects specific to each organisation or discipline so that the masthead magazine maintains a serious article focus with suitable photos and quality presentation appropriate to a publication capable of news stand presence.

Online administrative publication

There should be direct links to/from the new magazine homepage to/from GFA web site, to/from HGFA web site, to/from L/D or similar type publication sites for both GFA & HGFA, at least until amalgamation is confirmed or rejected. This latter publication would also be produced in a very cheap format and sent to clubs free of charge (perhaps 10-20 copies per club) for distribution to those members who want it. Urgent safety notices could be emailed to all on-line members/facilities etc.

Inserts

In the months leading up to the amalgamation vote the three issues of this new magazine could contain a short lead time letters insert to provide an up to date forum on the amalgamation proposal. This would ensure appropriate access to discussion for the members and leave the editors free to produce a higher quality gliding magazine.

Timetable

Joint magazine committee to meet 7 November 1998, Melbourne Airport Centra. Business to include:

- development of style, layout, format, production quality guidelines
- identification of content editors and content policies (discipline balance)
- identification of final production and advertising management
- identification of printing and distribution options
- identification of contribution deadlines
- confirmation of regularity of issue, advertising rates
- Training issue – combined
- appointment of editorial committee
- identification of final production editor
- advertising rates, print deadline, size of print run and full production budget

9 Nov 1998	Notification in Skysailor & AG of the magazine changes for 1999.
1 Dec 1998	Dec/Jan issues of magazines, current arrangements
Nov/Dec 98	Training issue editorial committee to collect content and advertising
15 Jan 1999	Training issue to printers
25 Jan 1999	Training issue available for distribution
1 Feb 1999	Content deadline March issue joint magazine
15 Feb 1999	March mag to printers
(12 Feb 1999)	Letters insert deadline)
19 Feb 1999	Magazine and inserts to mailing house
22 Feb 1999	Mail out of March issue to members On line publications available and distributed to clubs
1 Mar 1999	New magazine received by all members

This sort of monthly schedule would then repeat for subsequent issues.



CLUBBING TOGETHER... IS PERHAPS NOT A PRE-HISTORIC RITUAL

IAN JARMAN,

HGFA EXECUTIVE DIRECTOR

There appears to be a quiet revolution, a shifting of the sands reflective of the changes in membership and focus for our sports. What is really occurring is a healthy evolution of HGFA clubs as a changing membership adjusts to a new environment and a new set of needs.

Over the past twelve or so months we have welcomed the emergence, re-emergence and re-vitalisation of quite a few clubs and for some reason this activity appears to be focused in WA and Victoria at this stage.

Two new trike clubs have stepped forward to answer the call for greater representation and organisation for our microlight members. The Southern Trike Club (VIC) and the South West Microlight Club (WA) have emerged as very pro-active and forward thinking groups of enthusiasts interested in advancing the interests and activities available to microlight members.

The Southern Trike club boasts over 90 members already with the contact being Mark Howard on 03 97511480. Club meetings each 2nd Tuesday of the month at Jakes Nightclub, 23 Church St, Brighton. For WA trike pilots the contact is Paul Coffey on 08 97251161 for details of forthcoming club activities.

In hang gliding there have been some changes with the Dalwallinu Club undergoing a transformation into the Western Soarers and then stepping forward to undertake the hosting of the Nationals... no small undertaking for any club. We have also recently received an affiliation application for the WA Hill Flyers Club... given the number of hill sites over there you'd expect this to be a rare breed, but with an initial membership of about 30 pilots,

both HG and PG, I am sure this club will be able to grow and develop a strong and productive presence for the sport in WA. Rick Williams is the contact for the club (08 92943962 (h), Mobile 015 057961) which has a focus (amongst other things) on enjoying and promoting the sport, the development of hill launch sites close to Perth, along with developing hill flying skills.

Back in Victoria the old "Southern Club" is doing a Lazarus and appears to be up and going again. Contact is John Reynoldson 03 95970527 and meetings are set for the 1st Tuesday of each month at the Middle Park Hotel on Canterbury Road. I image there will be a welcomed return to strange hand and arm actions at the bar as old and new tales are recounted over a few lemonades.

There are also a number of other groups emerging throughout the country that may ultimately apply for affiliation and we look forward to seeing this trend continue.

Some club mergers also seem inevitable as flying populations wane and grow in response to changing site focus. The NSW Sports Injury scheme has also caused the NSW Association to rationalise its club situation with some basically defunct clubs amalgamating to form more sustainable groups of members. It appears that a few of the smaller and less active clubs will disappear to be replaced by more viable representative groupings. Clubs such as the Central Coast, Central West and Illawarra clubs and some others appear likely to go this way, whilst a broad Southern NSW club is likely to emerge for pilots and members not close enough to the sites or focus of other established clubs.

Club Affiliation

It is however important that all existing or future club officials be aware that only formally affiliated clubs in accordance with the HGFA constitution and management procedures can be legally acknowledged under our insurance. This does require formal application on the appropriate forms as well as separate incorporation for the club. The Directory at the back of Skysailor will list affiliated clubs only and changes to club details should be directed to the national office who will be able to confirm affiliation and pass appropriate details to Skysailor.

The National Board has been very pleased with the response toward greater club involvement and we can recommend to all members that being part of a club not only improves your flying opportunities but creates important social networks and helps promote and develop the sport in a positive way. Active and enthusiastic clubs are our most effective weapons against site closure and membership drain so get active with your nearest club this season.



Finally Flew

JOHN NORTON

Well fly I did, by George, the thrill achieved at last, to launch and soar and glide and land the question's now in the past.

I've hardly slept for three nights now just compiling all the thoughts, and comparing hanging in the sky with all my other sports.

It's an achievement that I've thought about ever since my teens, and now I feel so satisfied and appreciate what it means.

It means another dimension of looking at life itself, a priceless piece of possession, means plenty to my wealth.

It's everything that I've dreamt of, it's everything that I need, it meets all my expectations and more may I say indeed.

And I love the simple beauty of the kite and the way it's made, and now my backyard's extended to when I was young and played.

I'm not sure where it'll take me or how long the desire will last, but soaring is a matter of magic and on the ground a shadow I'll cast.

Oh sh*t, I'm just so excited when I think just how long it's been since I saw my first hang glider right back when I's just a teen.

Speeding d

GEOFF DOSSETOR

Another year of WHGS Speed Gliding comes to an end.

Manfred Ruhmer blitzed a class field in both rounds of the Greek event and I managed to sneak home to win the only round possible at the Canadian World Cup.

The season was to reach a climax in New Zealand

however, with the fastest four pilots thrusting

themselves to the top of the world rankings.

Probably the most common name in the English speaking world would have to be John Smith. Ask any hang glider pilot in New Zealand about John Smith though and they'll know exactly who you are referring to! They will tell you that he is anything but ordinary when it comes to flying fast and pushing the envelope. You almost certainly know the reputations of Gérard Thevenot and Rob Kells, who have ended previous years on top of the WHGS rankings. Don't even think that John Smith just got lucky this year. He pushed Thevenot all the way when first attempting Speed Gliding in Korea last season. In 1998, John Smith was awesome in defeating some tough competition. He combined precision and speed in a style that will be hard for any pilot to match in future.

WHGS rankings are determined by accumulating points from any World Cup rounds flown during the season. Up to 10 rounds can be counted for each pilot, however, only the best three results can be included from any one World Cup. 1998 saw no pilots compete in more than one World Cup. With New Zealand holding four valid rounds, anyone placing well there was sure to be ranked higher than most of the pilots who competed in Greece or Canada. The New Zealand Speed Gliding World Cup was well advertised and promoted so there can be no excuses for pilots who did not attend. If you want to be up there in the WHGS rankings in 1999 then you would be well advised to plan a September holiday in Queenstown, NZ. You'd better start practising at flying really fast, low, efficiently and accurately too, if you want to have any chance of beating John Smith.

Each morning, gliders were loaded and transported on a snow groomer from Coronet Peak base buildings to the summit. This allowed pilots to sleep in later if they wished to leave their glider overnight at the pick up point. A problem with summer speed gliding combined with cross-country competition is that you must be up very early each morning for smooth air and then have time for everyone to get back up for the thermals! The fun side of a comp can suffer as a result. Queenstown, which concentrated on speed gliding, was held at a time of year which offers spring thermalling, but serves up smooth conditions (as long as the wind is light) for the majority of the day. Four rounds were flown over three of the seven days allocated. Even though there were problems with strong wind for four days, many pilots were still able to ridgesoar or thermal if they

weren't out skiing, snowboarding or using up their prizes of free activities/meals around town. There was plenty of fun for everyone throughout the event.

A cold front passed through overnight before the first practice day, leaving the mountain covered with soft, fluffy snow. Once this was trampled down, launches were possible in almost any direction from the top of Greengates chairlift. Launching anywhere from the south round to west allowed pilots time to zip up their harnesses and dive on the start gate. Taking off further north of west forced pilots to glide efficiently over a saddle and around a corner just to make the start gate or face a five second penalty for starting below the gate. With practice, most pilots managed to get through the start gate correctly each day and some consistently dived through at high speed.

The top half of the course was similar to last year – fast with lots of turns. Improvements to the location and order of pylons and height control gates allowed the fastest pilots to stay low down the entire 1,700ft to the ski field car park. Skiers and snowboarders could watch any part of this upper course while riding the Greengates chairlift. Many then made their way down to watch gliders swooping through any of the upper five control gates. The presence of a Speed Gliding World Cup at Coronet Peak was quite a drawcard for the ski field. Word around Queenstown was to ski at Coronet that week instead of the other three ski areas because speed gliding was great to watch!

Once through the top half of the course, pilots had to slow down considerably. Most discovered this by landing short of the finish gate on practice days. Still, there were a lot of pilots flying too fast during the competition who landed agonisingly short of the line. This year the finish was further away at the Flight Park, situated on a plateau about 100ft higher than the valley floor. This, along with the landing being slightly headwind and up a gently increasing slope, deceived pilots into making the finish line more easily than was possible. Many pilots dived at the ground before the line and found they didn't float very far up the slope. Some even lost excess height on their final glide, only to be left pounding their fists on the turf just metres short of the line. The penalty was severe since no matter how fast you had flown the course, not flying across the finish line placed you behind even the slowest pilot who did! The top six pilots overall managed to cross the line in every round however.

Time penalties along the course worked well. The previous year, any missed gate or turns on course resulted in an instant disqualification. Time penalties were 30 seconds on the upper course. After that there were some long glides out over the valley. Penalties were severe for anyone cutting either turnpoint along the lower part of the course (2 minutes and then 1 minute). Competitors could choose to fly correctly through the height controlled finish gate or take a 30 second penalty flying between, but above the poles. This way, a pilot could choose to avoid a downwind landing up the finish slope, though it was usually a headwind, if anything. Further penalties were given for poor landings, 5 seconds for touching the basebar or wheels, 15 seconds for nosing in and 30 seconds for breaking anything on your glider (or yourself). These landing penalties were to discourage pilots from carrying too much ballast or flying a glider they couldn't handle.

Round 1 saw Andy Watson from Australia complete the course in 5min 48sec, just 1 second faster than John Smith. Andy wasn't so

Own South

confident as he packed his Laminar away though, his fears were confirmed later when the judge at Gate 4 penalising him 30 seconds for being too high. Callum Fisher placed 4th for the round, only 50 seconds slower than the winner, on his kingposted Desire. The slowest times down the course were around 9 minutes, with up to 3 minutes of penalties on top.

Since the weather had cancelled some days, a 2nd round was flown on the same day. Pilots balanced gliders on the chairlift, which stopped briefly to load and eventually unload everyone. This round would show what difference a small mistake could make. John Smith on a Moyes CSX (5min 16sec) was one second ahead of Andy Watson, who in turn was just ahead of Australian Karl Ewing (5min 18sec). Watson, though penalised 15 seconds for nosing in his landing, held onto 2nd place. Karl Ewing dropped to 5th place with a 30 second penalty at turnpoint 5, leaving him 4 seconds behind Kiwi Warren Simonsen (5min 44sec) and also behind Conrad Loten (5min 45sec). This round also demonstrated the advantage that kingpostless gliders seemed to have in this competition, especially when flown with a high wing loading. Kingposted gliders were as fast as 5min 57sec, but the big boys were leading the way!

I test flew the course early on the next flyable day. Conditions were good, but after I landed an official relayed back that wind had increased on launch. At 11am, the round was delayed until later that afternoon. As soon as judges were allowed time off to have fun in the snow, the wind dropped and competitors were left to wait and drool as some free fliers floated around in light thermals. Heavyweight Karl Ewing was starting to get the hang of slalom flying by round 3 of his first speed gliding competition. Mistakes on course had already cost him dearly, but that afternoon Ewing propelled his Moyes CSX down the course in record time (5min 10sec). Even with a 5 second landing penalty for touching his basebar to the ground, Karl was 6 seconds ahead of John Smith. Slower times followed in a familiar order – Watson, Simonsen, Loten.

Only one round was possible on the final day. Though the weather was perfect for more, the scores had to be finalised in time for the presentation. Karl Ewing again had the fastest time down the course (5min 21sec), but found he'd cut short a turnpoint and once penalised 30 seconds, dropped back to 3rd. Simonsen could have held down 3rd for the round, had he not nosed in on landing. 4th place for him here was still just enough for him to hold down overall 3rd place for the NZ World Cup. The effect was to be felt though on their overall world rankings: Tallied from each pilot's best three placings, Simonsen finished 4th, just behind Ewing.

This World Cup belonged to John Smith however. His time of 5min 32sec remained the fastest of the final round after Ewing's penalty was added. Watson was 5 seconds slower, but still well and truly in 2nd place for the round and overall. Though Smith's times were beaten on three of the rounds, he never even looked like making a mistake on course or when landing. Watson's consistently fast times helped him to easily hold down 2nd overall. These two pilots deserved to be ranked numbers one and two in the WHGS for 1998.

Conrad Loten on a Moyes CSX narrowly held out 5th place from 19 year old rookie Callum Fisher, flying a Desire. Tascha McLellan, lightly loading a CSX, was the only female pilot, finishing

15th overall out of 24 pilots. The NZ Speed Gliding World Cup turned out to be a complete test of pilot skill. It incorporated the ability to fly fast with precision, efficiency and good judgement. Competitors had to be competent at foot launching and landing to do well. They also had to be consistent and show some nerve if they wanted to place at the top.

While I tallied up the scores, most of the competitors and some extras loaded their gliders onto helicopters which dropped them 4,000ft higher up onto the Remarkables, a mountain range which dominates the beautiful Queenstown skyline. With a soarable breeze blowing up the face of the range, some pilots eventually pulled out of wave lift at around 9,000ft. Every pilot returned with smiles and tales to tell of their flight on a mountain range which truly lived up to its name!

It was a fitting end to the most successful speed gliding event of all time. Oamaru stone trophies, carved by renowned sculptor Ross Heywood, were awarded to the top three pilots and the first placed female. More prizes were handed out as pilots and friends proceeded to drink until the bar was dry. Throughout the week, every competitor was awarded at least one prize, often more than one. Every pilot had a blast. The event was fun, close, spectacular and rewarding. Media attention on hang gliding has never been greater in New Zealand, with television, radio and newspapers all getting behind the event. Sponsors were happy with the exposure and return business they received throughout the week. Pilots who entered were rewarded with the top WHGS rankings for 1998. All this even when we had strong wind for over half the competition!

Keep your eyes peeled for information on next year's NZ World Cup. More sponsorship is potentially in the pipeline. I can run it again, but only with the support of pilots entering. We had four competitors come over from Australia and just enough New Zealanders to make it viable, which was great! I'd like to see more pilots from Australia and around the world coming to Queenstown in 1999. Let's make it a truly international event with 50 competitors. It will be the most fun you've had at a hang gliding competition ever and you will be helping to promote our sport!

Please register your interest by emailing Geoff Dossetor with your name and contact details to antigravity@xtra.co.nz (If you don't have email then ask someone who does to send it for you). This will be the comp of the century!



Results				Points
1	John Smith	NZ	Moyes CSX	900
2	Andy Watson	AUS	Icaro Laminar ST	801
3	Karl Ewing	AUS	Moyes CSX	717
4	Warren Simonsen	NZ	Icaro Laminar ST	677
5	Manfred Ruhmer	A	Icaro Laminar ST	600
6	Conrad Loten	NZ	Moyes CSX	533
7	Callum Fisher	NZ	EW Desire	529
8	Guido Gehrman	D	La Mouette Topless	474
9	Bill Degen	NZ	EW Desire	471
10	Gérard Thevenot	LUX	La Mouette Topless	470



Maureen and Daryl get ready to take off from their private strip.

Travels in our Trike

DARYL AND MAUREEN COCHRANE

Christening our Airstrip

On Friday, 17 July, we had a ripper frost and I made arrangements for our daughters to run the shop. Maureen had moved the cows and horses into their respective holding paddocks and we struggled to find a spot free of manure and mud, to set up the wing. It was just after lunch when we were finally ready to fly.

Our East-West runway allows take-offs to the East only because of the 100ft high white gums on the banks of the Yarra near the western end. As I taxied down to the river end, Maureen walked alongside to do one more final check for objects on the runway. The surface was quite boggy and soft in places.

Bringing the revs up to just over 6,000, the take-off was a little slow, due to the runway conditions, but soon we were above our property for the first time. This was the climax to a year's training, runway building and spending thousands of dollars! At about 1,400ft we levelled out and headed downstream over the town of Launching Place and as far as Woori Yallock. Heading back to Yarra Junction, we circled just on the town limits to wave to our girls standing in the carpark at the back of the shop. Our friend and flying buddy, Peter cooper, was working at a nearby winery, so we flew over and waved at him too, knowing he'd be green with envy.

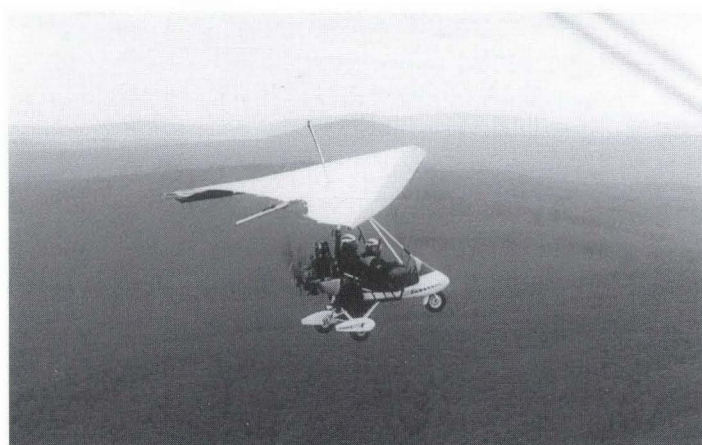
We continued to follow the Little Yarra river to Powelltown. From 1,700ft we could see Neerim and Baw Baw in the distance. We headed back to Yarra Junction, at times climbing to 2,000ft over tiger country. Over this height it was bitterly cold and we tried to keep our height to a minimum. From Yarra Junction we headed to Warburton with snow clearly visible on Donna Buang. Big Pats Creek valley had plenty of landing options, so we flew as far as these allowed us to. The cold was start-

ing to take its toll as we had now been in the air for an hour and a half.

Back home, our 400m runway with trees at each end looked like a cricket pitch from the air compared to Benalla. The soft runway had the advantage of slowing us down as we hurtled towards the white gums at 45kt. Because of the fine forecast for the weekend, we wheeled the trike into our hangar, to keep the cows of it, and dropped the wing.

A great weekend

White frost as thick as snow greeted us on Saturday morning, so we didn't set up until lunchtime. This time our destination was Healesville, the Yarra flats are wide here and so we flew reasonably low.



Near Mt Slide, on the way back from Benalla.



Daryl and Maureen during this year's Murray trip.

On reaching Healesville, we followed the Chum creek towards Mt St Leonards and sighted our friends' place, Lance and Marion Sheppard, a hang glider pilot whose house we circled before turning back for home. Landing was becoming less daunting after the first effort and the trike was once again tied down in the hangar frame.

Peter rang on Sunday. He was wanting to fly for the first time from their property, so first I took my daughter for her first ever flight in a trike. On landing, Maureen suited up and we launched and headed for Powelltown. Peter and Jan heard us coming and started a fire to show us the wind direction. The smoke showed nil wind and after a couple of circuits I set up a final over the huge river white gums. Their strip is about 400m long and we touched down about halfway along.

With our help, Peter's trike was assembled in no time. We decided to first do some circuits to get used to Pete's strip. Maureen took the pilot's seat and we blasted off over the local free range egg farm, sending chooks scurrying for cover from our huge flying birds. After a few successful circuits we stopped for a late lunch, courtesy of Jan's hospitality. The weather was still absolutely perfect, so we headed off down the valley. As we approached Yarra junction, Maureen radioed to Pete and Jan that she was going to land at home as she wanted to get her first landing over and done with. After a large circuit, Maureen set up a long final and glided in over the trees to touch down halfway down the strip.

It had turned out to be a fantastic weekend since we had not expected to fly off our strip until summer. It was only just over a year since we had spend a weekend at Bright where I had organised for Maureen to go for a tandem hang glide in an effort to give her an understanding of my love for flying. Because of the poor hang gliding conditions, Steve suggested to take Maureen on a trike flight and I passed him extra to get her hooked in one flight!

Yarra Bend to Benalla

Another frosty Saturday morning and Daryl smudged out the runway again – as usual the cows and horses had run themselves silly trying to wreck it, but they had failed this time as it was still flyable. We put the wing on the trike and once again got airborne. This was my first flight out of our place and the weather was looking really good.

We headed round Mt Tooblawung and towards Healesville, staying over the valleys – it was great to be free again! When we reached Mt Slide, I gave a radio call and Peter Mc Lean returned it. He was on his way flying to meet us. It wasn't long before we had him in sight and together we flew to Narangi private airstrip to land in lovely calm air.

We stayed and talked for quite some time before Daryl and I decided to push on to Benalla. The Strathbogies are something else from up there and it was fantastic to look and choose the best way

for us to go. It was possible to fly from one valley to the next over clearings with enough height to stay safe and have good landing options. It was the best!

We arrived at Benalla around 3:15pm to be told that Bill had been there, but had left with Tony and Therese and hadn't come back. We had no car, accommodation or clothes for an overnight stay. Luckily a kind lady from the "Yarindi" sheep property ran a B&B and took us into her lovely home for the night. Rhyllis was the best host and fed us a fabulous dinner and breakfast. She told us to fly straight into her property next time we came, as the gliders had often landed and taken off from her huge paddock – on 1,500 acres landing is not a problem!

Later that morning we headed back to the airport, picking up fuel on our way. Not much time was spend packing, as we hadn't planned to stay in the first place. We were really travelling light: a thermos, tea and coffee, nuts and fruit. We phoned Peter for a forecast and headed back to Narangi airstrip, this time with Daryl in control. It was cooler on Sunday and we flew a little lower to stay warmer.

Upon landing, we met Peter and Anne, the owners of the property, who were very pleasant and really made us feel welcome. After some lunch we were airborne again on our way home. Peter and Anne flew alongside to take some pictures, but as we approached Healesville, they decided to turn back and said goodbye. They had about 14nm to go home, we had about 10nm to go to our runway.

Once home I rang our daughters who had offered to pick us up if we got stuck. We told them that we were stuck at Tocumwal near Corram and they told us that it would take them a while to get us, by which time we were laughing so hard that they knew they had been set up and were relieved to hear we had gotten home alright.

Trike Accident/Incident Survey

PAUL HAINES

Date	No	A/c Type	Licence	Total Hrs	Type Hrs	Injury
25/7/98	26	Pegasus Quantum	Student	-	-	Nil

The instructor was conducting precautionary search and landing practice with the student pilot in the front seat. When near to the ground, the student froze on the controls and applied power. Despite verbal and physical input from the instructor, the aircraft landed heavily on the nose wheel and bounced back into the air. After a circuit and gentle landing by the instructor, subsequent inspection showed some plastic deformation of the base tube near the steering head. The whole aircraft is being carefully checked for signs of overstress.

Date	No	A/c Type	Licence	Total Hrs	Type Hrs	Injury
11/8/98	27	Airborne Edge 582	Pilot	400	400	Nil

Pilot was flying with a passenger over water at too low a height to glide back to the beach should engine failure occur. The engine, which had done 500 hours chose this moment to have a big end failure, and the aircraft landed very hard (possibly stalled) in shallow water. The impact caused the trike to roll over, totally destroying the machine. Luckily, both pilot and passenger were uninjured.

Date	No	A/c Type	Licence	Total Hrs	Type Hrs	Injury
18/9/98	28	Pegasus Quantum 582	Pilot	45	45	Nil

Pilot was undergoing 'refresher' training with an instructor in the back seat. They were conducting practiced forced landing approaches with the engine at idle, into some grassy cow paddocks. After one such attempt, on initial climb out from the paddock at approximately 400 feet, the big end failed, seizing the motor. The instructor immediately took over and performed a perfect landing in an adjacent paddock, the main paddock being not achievable due to power lines and fences in the way.

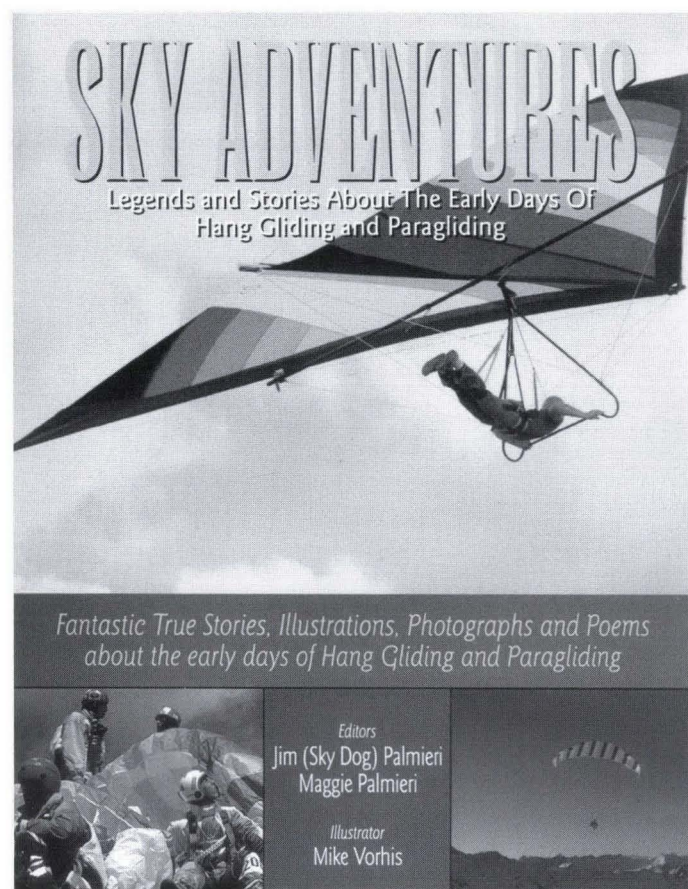
Sky Adventures – Stories of our Heritage
Legends and Stories about the Early Days of Hang Gliding and Paragliding, edited by Jim and Maggie Palmieri. This is a book that will keep you going for a long time – with over 400 pages of stories, history, cartoons and photographs, it could keep you entertained for many winter seasons to come.

Some of the historic chapters give fascinating insights into the lives and work of our early flying forefathers. Little known material about Rogallo, Lilienthal, Dickenson, Moyes and many other contributors to the sport are collected alongside a wide range of “There I was...” and many other entertaining flying stories, spanning the decades.

Unfortunately, the printing quality of the 25 pages of photographs, especially the historic material, is quite low. It may have been worthwhile to invest in good reproductions, to give the book the status it deserves with its otherwise great contents. Nevertheless, this book makes a fascinating read and is highly recommended for the free-flying enthusiast.

Sky Adventures, edited by Jim and Maggie Palmieri and published by Sky Dog Publications, retails for US\$24.95 plus US\$6 overseas shipping, with free shipping for orders of 5 or more books. Send US currency cheques or Visa/Mastercard details to:

Sky Dog Publications, 6611 Deepwoods Drive, Roanoke, VA 2401807645, USA.



Harry and the Hang Glider

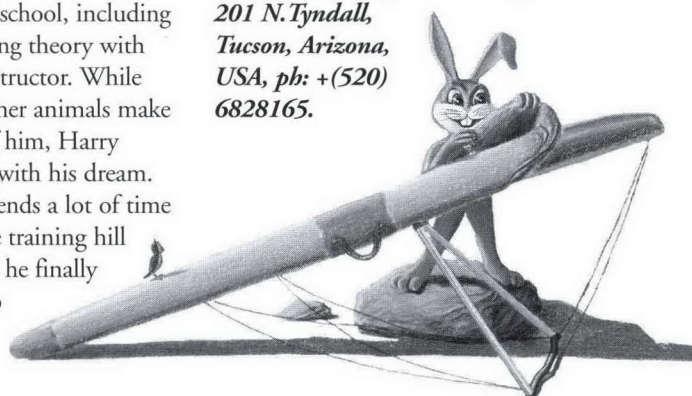
This children's book by Randall Kerchill with illustrations by D. D. Mullins, is aimed at 6 to 8 year olds. Both, illustrations and text, go into great detail to explain hang gliding to children.

Harry the rabbit aspires to fly. When he finds out about hang gliding, he decides that it's his chance to realise a dream. Throughout the book he is taken through the steps of learning to fly at a flying school, including studying theory with his instructor. While the other animals make fun of him, Harry sticks with his dream. He spends a lot of time on the training hill before he finally gets to fly

alongside his best mate and moral supporter, Ollie the owl.

This book is a great way to explain what's involved in our sport to children. It doesn't gloss over any technical parts and makes a demanding and stimulating read for its audience. Maybe the Easter bunny will even arrive by air next year!

Harry and the Hang Glider by Randall Kerchill, illustrations by D. D. Mullins, retails for US\$24.95 plus postage & packing.
Orders to: Skyhigh Publishing, 201 N. Tyndall, Tucson, Arizona, USA, ph: +(520) 6828165.

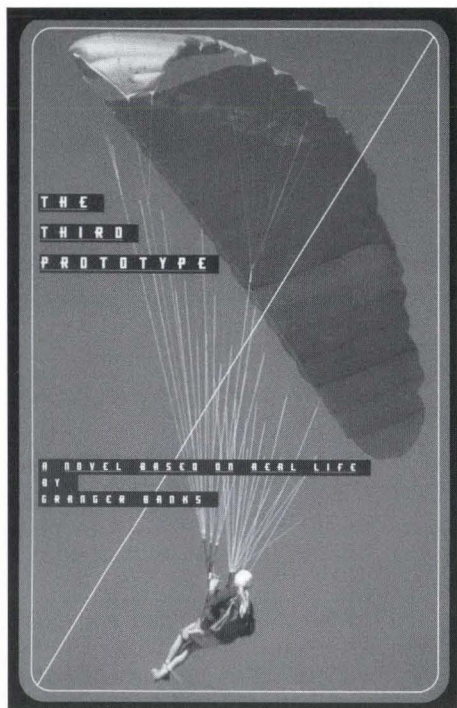


The Third Prototype

This is a paragliding Whodunnit murder mystery by Granger Banks. Although loosely based on reality, the author doesn't let that fact get in the way of a good tale.

My only regret was that the story develops a little too quickly – it could have done with a slightly more elaborate content to hold the reader in suspense for longer, as well as better research into overseas testing procedures and associations and accurate use of foreign languages to make it more convincing.

Nevertheless, if you're sitting out there on the hill waiting for the wind to come on or in a paddock waiting for your lift, this makes for an entertaining afternoon's reading.

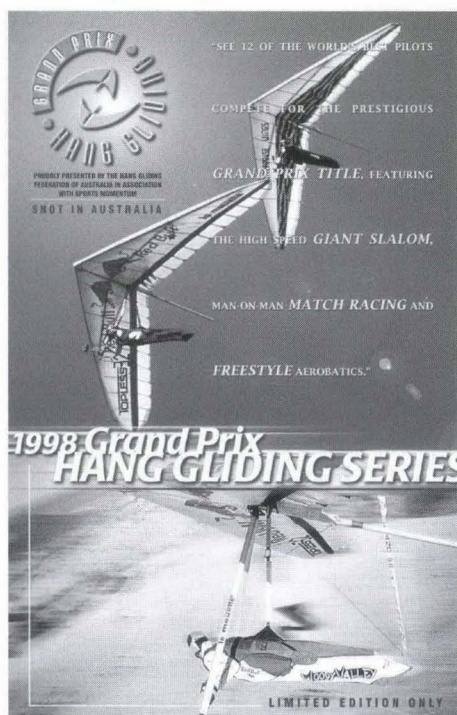


The Third Prototype by Granger Banks, published by Sky Dog Publications, 6611 Deepwoods Drive, Roanoke, VA 2401807645, USA.

1998 Grand Prix Hang Gliding Series

Don't know what to do on a rainy afternoon? Then get hold of this video covering the 1998 Speed Gliding and Aerobatics Hang Gliding Series.

Dynamic in-flight footage from some of our top pilots, alongside top international ones, will make you feel like you're in there going for it. The scenery of Tumut and Stanwell Park and the speed of the action will make your rainy afternoon exciting –



who knows, you might even watch it while the wind is on!

1998 Grand Prix Hang Gliding Series video (140 minutes) retails for \$45 (Visa/Mastercard payments accepted) and is available from: HGFA, PO Box 558, Tumut NSW 2720, ph: 02 69472888, fax: 02 69474328.

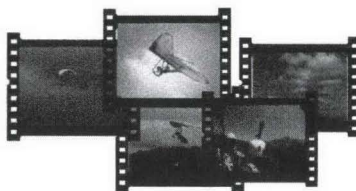
Suzy Gneist

The XC Files

Produced by Johan Anderson, The XC Files reveals the intimate details of successful cross-country flying through the eyes of some of the world's most experienced pilots.

Covering basic meteorological indicators for cross-country conditions to valuable instruction regarding launching and flying cross-country, including some well designed diagrams, The XC Files would be an effective learning supplement to any teaching program.

Intense Productions Presents



Featuring:
Darren Arkwright,
David Draper,
Gordon Rigg, Johan
Anderson, Steve
Cook, Trevor
Birkbeck and many
others.

With on-board camera footage above the scenic Aletsch glacier in the Swiss Alps, The XC Files will give pilots an educational introduction into the art of successful cross-country flying.

Chris Salmon

The XC Files, produced by Johan Anderson, price and distribution details available from Johan Anderson, email: intense@iafrica.com

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Rotax Bearing Failure

R. GROVES



Teewah Beach, looking towards Double Island. Photo: Wayne Webb

I thought this only happened to other people who weren't as meticulous as I am, but, you guessed it, I have joined the 200 hour club. Two stroke engines will not stand overheating or standing for extended periods. Anything that inhibits fuel delivery or proper cooling or a combination of these factors can result in an engine overheating. Fuel delivery can be affected by incorrect carburetor adjustment (jets, needles, etc.), low fuel pressure, dirty fuel or filter. Fuel mixture can be affected by a leak in the air intake, change in air density and change in humidity. Other factors that will affect engine temperature are ignition timing too far advanced (usually not a problem with CDI), coolant inhibitor ratio, fuel octane too low

(always use fresh fuel), rise in air temperature, excessive prop load and low airflow through the radiator or over the fins.

With all these factors affecting the life and efficiency of our Rotax, I feel that we should have a tachometer fitted to all engines, a water temperature gauge and dual EGT gauge fitted to water cooled twin carburetor engines and a dual CHT gauge and dual EGT for air cooled twin carburetor engines. Flying without these engine monitoring gauges is like playing Russian roulette. At a cost of less than \$300, I feel it to be good insurance and an early warning system that may avoid some costly engine rebuilds and airframe overhauls if you are unfortunate enough to have a rough landing. I come across aircraft



without enough engine monitoring gauges, some aerotowing on hot days at low airspeeds. The only positive in doing this is that you are usually within glide of an airstrip. I don't want to make you all paranoid, but I think we should have engine monitoring gauges included in Operations Manual 6.4.2.3 Instrumentation Weightshift Microlights. An altimeter with QNH subscale, airspeed indicator and hour meter will do nothing to warn you of potential engine problems.

As we use full throttle settings more often to climb faster, cruise faster and aerotow at low speed, we are stretching these engines to their limits. I fly wiser now and hope to avoid costly rebuilds. Check your Rotax manual for temperatures not to be exceeded, buy quality gauges and senders, keep an eye on those temperature gauges, pitch your propeller to achieve max RPM and you will save in the long run.

Important Information for the Radiator Fitter

Electrolysis Diagnosis

Electrolysis is a highly destructive reaction caused by the passage of electrical current through coolant and destroys its corrosion prevention properties. It is a menace that attacks radiators and heaters and can destroy an entire engine within 20,000km. Electrolysis occurs when electrical current flows through engine coolant in search of ground. It is most commonly caused when an electrical component or accessory somewhere in the vehicle loses ground, usually from a loose or broken ground wire. When electrical devices lose their normal electrical path to the chassis or battery ground, the current seeks out any other failure route. In most cases of radiator or heater failure, loose or missing grounds can be traced to electrical cooling fans or relays. Another cause is a bad ground wire from the engine to the chassis.

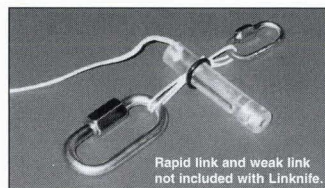
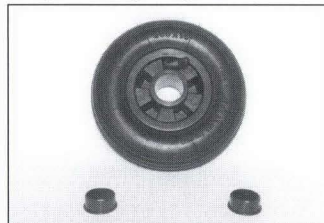
Fitting new Core - No Accident Damage

1. Before removing the radiator, check the existing coolant for an electrical charge. This is done by connecting a voltmeter between the coolant and the battery ground. The meter should have a range of at least 12V (assuming the vehicle has a 12V electrical system) and a sensitivity of at least one tenth of a Volt. By connecting one test lead to battery ground and placing the other lead in the coolant (Do not touch the metal core or filler neck!) any voltage reading indicates the presence of current passing through the coolant - electrolysis.
2. If no current is found, flush out the existing coolant or inhibitor with a quality alkaline cooling system flush. Drain and rinse the cooling system, including the overflow bottle, with water and fit the new radiator.
3. Select coolant or additive for the vehicle as per manufacturer's recommendations or an equivalent product that meets the ASTM D4340-89 aluminium corrosion standard test and refill cooling system. Bring engine up to temperature and let cool. re-check the coolant level and top up if necessary.
4. Important: Again check the coolant for any current as per procedure 1 and ensure the reading below 0.05V. If a positive reading is found, the source of the current must be located as this current could destroy the radiator and the engine.

MORE SAFETY EQUIPMENT

The Linknife is a main release that works by cutting the weaklink
It is also a backup release which can be placed almost anywhere in the system. The two stainless steel blades form a V which will quickly and cleanly cut anything that fits into the 6mm slots, including perlon, webbing, towline and, of course, weaklink string of any strength.

Only \$29.50 plus p&h



Rapid link and weak link not included with Linknife.

Light weight inflatable wheels

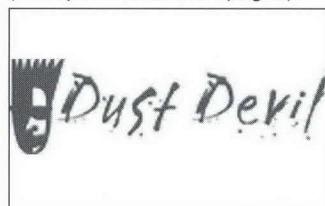
Designed for pilots who occasionally land on them, these wheels serve as shock absorbers on hard ground and measure 200 x 50mm, weigh 450g and have a diameter of 35mm. They require adaptor sleeves to fit them to control bars.

Only \$74/pair plus p&h

(Cheaper than a new upright!)

Dust Devil - CO2 actuated, rechargeable wind direction indicator for XC pilots. Dropped from altitude the Dust Devil ejects a large cloud of chalk upwards making the wind direction clearly visible from great distances.

Only \$64.50 plus p&h

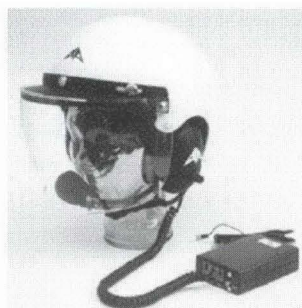


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Microlights



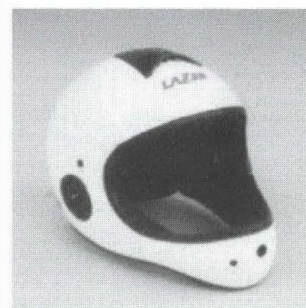
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Hang Gliding Federation of Australia Schedule of Fees

PO Box 558, Tumut NSW 2720 Phone: 02 69472888, Fax: 02 69474328

HGFA Polo Shirt with embroidered logo in navy, green, white (sizes 16-22)	\$30
HGFA Rugby Top with embroidered logo in navy, green, grey (sizes 16-22)	\$50
Cap with HGFA colour logo in red, blue, black, navy, green	\$15
HGFA logo car sticker (no postage)	\$1.50
HGFA Hang Gliding Training video (23 minutes)	\$30
HGFA Competitions Manual	no charge
1998 Hang Gliding Grand Prix Series video (140 minutes)	\$45
HGFA Pilot Training Workbooks	\$5

Compulsory Annual Fee Structure

Membership Fee

12 months (FULL) HGFA Membership \$110

plus State & Regional Development Levies

West Australia	\$25
South Australia	\$30
Victoria, Tasmania & Queensland	\$20
ACT	\$35
New South Wales	\$35

New Member Joining Fee

incl. 1st pilot cert. & m/ship package	\$30
Family Membership (12 months)	\$60
(plus State & Regional Development Levy)	
Short Term Membership (4 months)	\$80
Visiting Pilot Membership (4 months)	\$50
FAI Sporting Licence, incl. competitions manual, FAI Badge & Records pack	\$20

Certificate & Insurance Fees

Powered Operations Insurance Levy	\$20
Passenger Endorsement annual renewal	\$175
Instructor Certificates annual renewal	\$175
Combined Instructor with Passenger Carrying Endorsement annual renewal	\$300
Microlight Aircraft Registration	
Initial Registration, valid 5 years	\$200
Microlight Aircraft Registration Renewal, with 5 yearly inspection documentation	\$100
Skysailor Subscription, for non-members only, 12 months subscription	\$55
Skysailor Overseas Airmail	\$35
International Pilot Proficiency Identification	
IPPI Card for overseas flying	\$10

Replacement Operations Manual	\$10
Replacement Operations Manual Binder	\$15
HGFA Log Book	\$5
Microlight Instructor Examination & check-flights (payable to Microlight Examiner)	\$50
Level 1 Club Coach (Valid for 4 years)	
<i>Please add \$3 postage & packing for all orders. Bulk orders sent C.O.D. 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.</i>	

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

* Includes all updated material from Level 1.

Membership Application

Please complete in BLOCK letters

Surname _____ Given Names _____

Address _____

State _____ Postcode _____

Birth Date _____ Home Phone _____ Work Phone _____

Club _____ Occupation _____ Sex M / F

Please read and sign Membership Declaration below

Please provide the following information and tick appropriate boxes:

HGFA Number (if known): _____ Instructor _____

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

Visiting Pilot Member ☐ Short Term Member ☐ Subscription Only ☐

Discipline: Hang Gliding ☐ Paragliding ☐ Microlighting ☐ Parascending ☐

Membership Declaration (must be signed to gain membership)

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

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

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

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

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

Member's Signature _____ **Date** _____

Payment Details

HGFA Membership fees (\$110 Full or \$60 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: 02 69472888, Fax: 02 69474328

THE FIREBIRD IGNITION

QUENTIN KING

I had a chance to fly a large Firebird Ignition today at Mieussy. Although I only flew for one hour (cunimb stopped play), it was intense and violent at times, so I was able to get a good impression of the wing's handling in strong air.

The Ignition is Firebird's new DHV 1/2 offering. It looks similar to the DHV 2 Flame, but with a reduced aspect ratio (4.9:1 flat). This is comparable to the Advance Epsilon 2 and a little less than the Nova Xact. The glider has 43 cells (no diagonals), and is pleasingly light as a result (5.9kg). It has four risers (3A,4B,3C,3D) and the outer A line has its own mini riser to make big ears easy (which I appreciated during the flight). This is kept together with the main A riser using velcro.

I flew the large size (29m2, 75-95kg) at about 90kg all up, but a medium (60-80kg) and extra large (90-120kg) are also available. The French A League championship was held at Mieussy at the time, so I decided to tag along and attempt the course: 3 turnpoints, 70km total distance. I reverse launched into a brisk thermic wind, the glider came overhead perfectly with no overshoot. The fun started once I was in the air, and I don't mean this ironically!

This wing is fun to fly. It combines good communication with manners. It has great stability without being a brick. From the moment I was airborne I concentrated on fitting in with the 50 or so other gliders just above take-off. It wasn't long before I found a nice 4m/s thermal and climbed past half a dozen comp wings. The difference was that the thermal had 100% of my attention. I didn't even think about the wing, which is the highest compliment I can pay it.

By the time I was within a few kilometers of the first turnpoint, a huge cloud was raining on us and the task was cancelled. I fought my way back up the valley into a very strong headwind and continuous violent punchy thermals. Once again, I was able to overtake several comp wings by flying with full speed bar for most of the way while they flew mostly unaccelerated. By this time there had apparently already been two reserve deployments (which I didn't see) and I'd watched several gliders losing control, so most pilots were flying cautiously!

The Ignition has light brake pressure even over a fairly long travel. This is a matter of taste, but I personally prefer it to the shorter travel of the Epsilon 2. I can't comment on the performance, but in strong air I felt at a considerable advantage over the high performance gliders around me. I don't doubt that the glider has ample performance for XC flying, especially in the Alps.

While flying the Ignition, I was completely relaxed even in strong air; it felt like I'd been flying it for months rather than minutes. I can recommend it without reservation to pilots like myself who simply want to fly without stress and with minimum risk.



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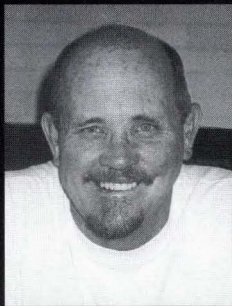
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I write this report from Tumut following a great weekend at the Southern NSW Fly-In. Nearly one hundred pilots attended, and

most pilots enjoyed some good flying. I personally had two great days soaring over the Tumut valley after aerotow launch from the airport. From my perspective the most successful part of the weekend was the fact that not one accident occurred (though some might say the barbecue at the Tumut Aero Club was the highlight). Another pleasing aspect of the weekend was the camaraderie between pilots of the various HGFA disciplines – the love of flight certainly brings us together.

Aerotow Fatality

Long time Canungra Club stalwart, Dr Nick Dillane, was killed when his glider dived into the ground following a lockout at low level on the first day of the Dalby aerotow competition. Though all witness and inspection reports are yet to be analysed, a preliminary report follows. Nick was flying his relatively new CSX and was aerotow launching in a 15 knot wind. Following launch he stayed too long on the uprights, began to oscillate and apparently attempted to transfer to the base bar. Whether he tried to transfer both hands at once or simply missed the base bar and then lost the control frame entirely is uncertain, but the glider nosed up radically (to 75 or 80 degrees); a wing dropped; the glider entered a turning dive; the weak link broke and Nick was unable to level off prior to the glider impacting the ground at high speed – tailwind. Though medical help was quick to arrive, Nick was not able to be revived.

As with most accidents, a number of factors accumulated to cause the accident. Nick had considerable aerotow experience, having flown several flatlands comps in past years – however he had not aerotow foot launched for some time and had not towed this particular glider. Though he had hill launched the glider and gained about 20 hours since buying it, he was concerned and nervous about the aerotow. The weather was far from ideal, with a gusty wind and considerable wind gradient prevailing. The wind gradient necessitated a quick transfer to the base bar which Nick was unable to achieve. Nick had an unpleasant experience towing another topless glider in the past which would have contributed to his apprehension. Additional pressure to fly may

OPERATIONS MA

have been added by the fact that he had planned to stay only two days at the tow comp. It is easy after the event to say that he should not have towed in the conditions. There are usually as many reasons for flying, as for packing up – it never feels good packing up on the hill, or prior to towing – sometimes it just has to be done. The accident also highlights the need to be able to abort a tow quickly should it not be progressing as planned.

Microlight Inspections

I apologise to microlight owners for the time it is taking to develop the five yearly inspection criteria. We have just carried out the first few inspections and are currently refining the inspection schedule. We hope to be able to establish a format that will enable the owner/operator to carry out the inspection. I hope to release the inspection material prior to the end of the year.

Paragliding Inspections

Several paragliding distributors are now in a position to provide paragliding inspections. Included in these inspections are porosity tests, line strength tests and a thorough examination of lines and attachment points. The fee attached to these inspections is minimal given the time required to conduct the inspection and the cost of purchasing testing equipment.

HGFA Accident Statistics

The HGFA Accident database has been compiled using reported accidents from HGFA pilots over the past six financial years. There has been a marked drop in the number of reported accidents over the last couple of years, though the number of accidents resulting in injury have come down only slightly.

Over the 6 year period, the percentage of pilots having accidents resulting in serious injury has dropped (by serious injury I refer to an injury requiring doctor or hospital treatment, including fatalities). The mean averages of serious injury accidents over the six year period are: hang gliding – 1.57%; paragliding – 2.68%; microlighting – 0.7%. These figures are based on reported accidents vs HGFA certificate holders in the various disciplines. Hang gliding percentages have remained reasonably constant, around the 1.6% figure; though the percentage in the 97/98 financial year dropped to 0.9% (I suspect due more to a reduction in reporting rather than a reduction in actual accidents). The percentage of paraglider pilots involved in serious injury accidents has improved markedly, from a mean average in the first three years of 3.47% to an average over the last three years of 1.9%. Last year the percentage dropped to 1.3%. Microlighting has also seen a reduction in serious injury accidents, from a 0.85% mean

average over the first three years to a level of 0.6% over the last three years.

When the accidents are occurring? Not surprisingly, over half of all serious injury accidents in both hang gliding and paragliding occur on landing – with the remaining half of accidents close to equally divided between launch and in-flight (stalls, collapses, etc.). Microlighting are close to equally divided between take-off, in-flight and landing accidents.

When looking at the level of pilot skill of those involved in these accidents, the breakdown is as follows:

<i>Hang glider pilots:</i>	Students	28%
	Restricted pilots	28%
	Intermediate pilots	17%
	Advanced pilots	27%
<i>Paraglider pilots:</i>	Students	37%
	Restricted pilots	32%
	Intermediate pilots	16%
	Advanced pilots	15%
<i>Microlight pilots:</i>	Students	11%
	Qualified pilots	89%

These percentages have remained reasonably constant over the past six years, though the last few years have seen a reduction in training accidents.

Determining accident causes is sometimes a subjective process. On looking at all reported accidents, the most recurrent causes are as follows:

<i>Hang gliding landing causes:</i>	
Incorrect flare technique	21%
Misjudged wind direction	4%
Chose unsuitable landing area	18%
Overshot landing area	9%
Landed short of landing area	5%
Stalled on downwind turn	7%
Stalled on final approach	12%
Incorrect top landing technique	10%
Incorrect approach technique	12%
Other	2%

<i>Hang gliding launching causes:</i>	
Incorrect technique for site	46%
Incorrect technique for conditions	25%
Insufficient airspeed	7%
Neglected launch while entering harness	6%
Other	16%

<i>In-flight hang gliding causes:</i>	
Mid-air	6%
Tumbled	8%
Stall	42%
Flew into something	14%
Failed to control glider	22%
Other	8%

<i>Hang gliding towing causes:</i>	
Lockout on tow	48%
Incorrect launch	23%
Incorrect release set-up	9%
Other	20%

Paragliding landing causes:

Incorrect flare technique	30%
Misjudged wind direction	6%
Chose unsuitable landing area	13%
Overshot landing area	2%
Landed short of landing area	13%
Stalled on final approach	11%
Incorrect top landing technique	2%
Incorrect approach technique	23%

Paragliding launching causes:

Incorrect technique for site	38%
Incorrect technique for conditions	46%
Insufficient airspeed	4%
Other	12%

In-flight paragliding causes:

Mid-air	9%
Canopy collapse	38%
Stall	11%
Flew into something	11%
Failed to control glider	20%
Other	11%

Paragliding towing causes:

Lockout on tow	50%
Incorrect action after weak-link break	25%
Inexperienced tow system operator	25%

Microflight landing causes are equally divided between an incorrect approach technique and incorrect flare technique. There was one tumble and two mast failures in-flight, where the launch causes were related to insufficient airspeed. Though the recent reduction in reported accidents is heartening, there appears to have been an increase in the number of very experienced pilots having serious accidents, not just in Australia, but around the world.

OS Accidents

Two recent accidents in Brazil warrant reporting. Perhaps they contain a lesson you can appreciate.

1. It became too windy at the training hill for paragliding students to fly so one instructor took advantage of the situation to soar a bit. The other instructor, Jadson Luiz Taborda, took out a school glider and began inflating it with one hand on the risers and one on the brakes. He wasn't wearing a harness or helmet and wasn't intending on flying, obviously. In a couple of gusts he was lifted 2m up and then set back down. In the third gust, he was lifted up, and up, and up, and didn't let go, preferring to control the glider with the one hand on the brakes. The glider reached 60m above take-off with him just holding onto the risers. The other instructor saw what was happening and flew down to encourage him to hang in there, but it was of no use. Unable to hold on any more, he fell to the ground. The reporter would like us to understand that it's clear the accident was caused by imprudence on the part of the pilot, who placed himself in a situation of unnecessary risk. There is a lesson

here for those who still don't appreciate the seriousness of our sport. He wishes that this death not be in vain and that it helps us to always measure the risk of all our actions, however trivial or inconsequential those acts may appear.

2. In a 2nd accident on the very same day, a pilot launched unhooked in a Moyes CSX. He held on to the uprights as the wing accelerated, then did a wingover and flew back into the mountain about 200 m below launch. The glider hit a tree and both objects were destroyed. The pilot suffered a compound leg fracture and stopped breathing for a while, but eventually regained consciousness and was airlifted to hospital. The pilot, married and father of two children, is OK. "I witnessed a miracle!", says the reporter.

This report came in from South Africa:

It saddens me to report a paragliding fatality at one of my favourite sites, Maniacs Mile near Cape Town. The pilot drowned after a landing on a very narrow part of the beach. After landing the pilot remained in the harness and was swept out to sea after a big set of waves came in. At this stage it appeared that the pilot didn't realise the extreme danger of landing near water and didn't attempt to get out of his harness. The pilot was a very low airtime pilot who was not flying under supervision.

Recommendations

- Pilots take cognisance of the extreme danger related to water landings
- Pilots should fly with hook knives and quick release buckles on harnesses if flying near water
- Instructors should impress on students the danger of water especially in cases where training is done on seaside sites
- Hook knives, flotation gear and quick release buckles are recommended
- Be aware of sea conditions (swell, tides) and avoid sites/times when landings are restricted
- Lastly, if you land in water or high winds, get out of the harness, then assess the situation!

Aussie Accidents

No. 1

<i>Pilot:</i>	Restricted certificated hang glider pilot
<i>Experience:</i>	Approx 20 hours
<i>Aircraft:</i>	Novice hang glider
<i>Pilot Injury:</i>	Nil
<i>Aircraft Damage:</i>	Nil
<i>Weather:</i>	Light wind
<i>Location:</i>	Inland tow site

Description:

The pilot was under instruction for a tow endorsement and on his second ever tow. As the tow progressed the swivel on the tow line

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OPERATIONS MANAGER'S REPORT continued

failed and the tow line began to "wind up" the bridle. Realising the situation, the pilot quickly used his hook knife to cut the bridle. He landed without further incident.

Comments:

The pilot was criticised by another pilot for not continuing on the tow and cutting free once he had topped out. I strongly disagree, once any problem becomes apparent it is essential to quickly get off the tow rope – despite any inconvenience that may result. Carriage of a hook knife is strongly recommended – for a such a situation as this. The HGFA Towing Procedures Manual states: "Never take a chance with towing of any kind", and, "If at any time the pilot in command is not happy with the progress of the tow, he/she should stop the tow immediately."

No. 2

Pilot: Intermediate paraglider pilot
Experience: 51 hours
Aircraft: Intermediate paraglider
Pilot Injury: Bruising to back and buttocks
Aircraft Damage: Nil
Weather: Moderate wind and turbulence
Location: Inland hill launch

Description (written by the pilot):

Wind conditions at take-off were not too strong, but clouds were coming in rapidly. An instructor on the hill warned that it would not be long before the wind came down and it would be too strong to take off. Another paraglider pilot took off and had difficulty penetrating. I waited about five minutes; then the wind dropped a bit and I took off with no trouble. The other pilot, some distance along the ridge from me, was now losing height and scratching, but I was going up, so there was clearly a lot of variability in the air. I had been in the air for perhaps a minute and, according to onlookers, I was 100-200ft above take-off height and perhaps 100m out from the hill. Suddenly I felt something go slack and looked up to see a major tuck in what I thought was the left side of the glider. Half the glider had folded under. Watchers at the top noticed the wing fold under and back. What they observed however, was that the right side had collapsed and that I was turning to the right. So much for the reliability of observations in crisis situations! I had no warning of this and had not encountered turbulence to this point. Conditions were overcast. What went through my mind was, "Brake on the right side and pump out on the left". It seems this was the wrong way round, but I'm not sure it made much difference because I think I tried to brake and pump simultaneously. Moreover I reacted too vigorously because the outcome was a full stall with the paraglider falling behind me in that horrible squiggly shape. Observers tell me that the tuck came out before I stalled, but I

was unaware of this. I don't believe that I pulled the brakes anywhere near full travel and I can't image that in normal circumstances the amount of brake I used would have stalled the glider. I have pumped out much smaller tucks before. It was the size of this one that panicked me and led me to respond instantly, without assessing the situation first. I don't know what happened next or what I did. I know I fell rapidly, twisting as I fell. Another thought went through my mind: these are my last moments, but strangely, I didn't feel terrified. I didn't think about using the reserve; I don't know why; I think I was just too disoriented. Watchers below say the paraglider stabilised and inflated moments before I hit the ground, about halfway down the hill. I was aware as the ground approached that the rate of approach suddenly slowed and what went through my mind was – PLF. My body was moving backwards down the hill when I hit – feet first. My back hit the rocky ground and so did my head, with a thump. Thank God for the helmet. I must have fallen 4-500ft. I unbuckled and stood up as quickly as I could, realising as I did that I had hurt my lower back, but not seriously.

Comments:

Obviously recognising the problem and acting quickly and appropriately to get the canopy flying again is essential when a collapse occurs – a lucky escape.

Fly safely,
Craig Worth

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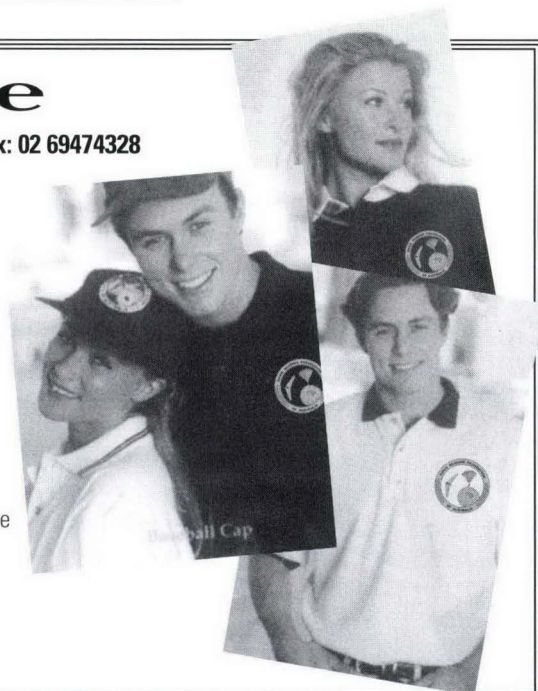
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XT 165 Pro int, excel. colours, orange LE, green/purple US, top cond., has 2nd glider bag, \$2,200. **EW Rage 157** int, new cond., magenta LE, fl. yellow US, low hrs \$2,400, **Sting 154** int, VGC, grey mylar LE, fl. yellow US, c/w 2nd glider bag, \$2,000. Ph: 07 55435631 or 0418 188655.

Victoria

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XT 145 int, speedbar, scrim, 40 hrs, EC, \$2,750. Also: **XT 165 Pro** int, VGC, \$2,000; Moyes Flex harness, as new, suit 5'6 pilot, \$580; front entry harness, GC, suit 5'10 pilot, \$250; Aircotec Piccolo vario, \$450; Bräuniger Basis vario, \$350; 2 parachutes, never opened, \$450 each; full-face helmet with headset, as new, \$150; Icom 40GX with headset, \$450; 2 Wingtech tow bridges, \$20 each; 2 x 300mm PVC tubes, \$200 each. Ph: Rebecca 03 94590814 or Tim 03 98574302 (h) 0417 104517 (w).

XT 165 int, 10 hrs airtime, Moyes pod, Edel reserve parachute, altimeter & vario plus spares, all EC. \$3,500 ono. Ph: 03 98490256 (h).

XT 165 int, near brand new, in perf. cond., only 8 hrs, great colours with Scrim LE, incl. wheels, Moyes Flex harness with reserve parachute, full-face helmet & Flytec 4010 vario with adaptor, cost over \$5,700, sell \$4,275. Ph: 03 96453681 (h), 03 92523335 (w), email: dj@connect.net.au.

XT 165 int, near brand new in perf. cond., only 8 hrs airtime! Great colours with Scrim LE, incl. wheels, Moyes Flex harness (med build), reserve parachute, full-face helmet and Flytec 4010 vario with adaptor, cost over \$5,700, sell \$4,275. Ph: 03 96453681 (h), 03 92523335 (w), email: dj@connect.net.au

Xtralite 137 adv, flies very nicely, have a test fly in Bright or Mt Beauty, bargain price \$1,500 ono. Ph: Dermot 03 57544910 or email: jmclaren@albury.net.au

Xtralite 147 adv, Power Rib blue LE, blue/mauve US, 130 hrs, excel. perf. & handling, well cared for, in GC, c/w owner's manual & batten profile, \$2,000; Flytec 3005 vario, \$450, pod harness, L, \$100. Ph: Glenn 03 98761312 or 0411 814420.

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ACT

CSX 4 adv, must sell so owner can purchase new wing. Ph: 015 485732.

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).

Mission 170 int, dk blue & white, GC, 120 hrs TT, last 60 with me, lots of TLC, incl. wheels, manual, batten profile, spare DTs & basebar, fun, friendly forgiving first glider, \$850. Can try at Bright, ACT or Stanwell. Ph: John 02 62816830 or 0412 159472.

Tasmania

XT 165 int, as new, fl. green/blue/white, Scrim, speed bar, \$2,700. Parachute \$500. Flytec 3005 vario, EC, \$450. GME TX475S 40C UHF, head set, charger, \$280. Ph: 03 63315428.

South Australia

Aero 145 nov, pink LE with blue & white US, low hrs, VGC, \$1,800 ono; harness & other extras available. Ph: Matthew 08 93453027.

Western Australia

Moyes Xtreme harness, as new, suit slim/med 5'8, worth \$1,200, first caller \$800. Ph: 08 93623515.

Moyes X2 210 Tandem glider, 3 yrs old, used privately, EC, dk blue LE, white MS, with pod harness, helmet & 12" wheels, ideal as 'fat boy's' int glider, 2 spare DTs, \$1,900 or will separate. Owner going o/seas. Ph: Ken 08 93394643 in WA or 02 49424637 in Newcastle, NSW, over Xmas.

XT Pro 145 int, EC, wheels, aero DT & king post, Moyes Xtreme pod, 7 hrs, \$2,300. Ph: Simon 08 93391016 or Steve 08 92773879.



PARAGLIDERS

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

New South Wales

Airwave Harmony 24 Acapul stand, pilot weight range 45-65kg, like new cond., well looked after, needs smaller wing, 80 hrs, \$2,500. Ph: 02 66876907.

Airwave Samba 26 Acapul int, GC, trim tabs, speed system, \$1,800. Ph: Jason Turner 02 49636681 or 0419 997196.

Comet 26 NCIS, suit pilot 65-85kg, Apco Secura harness, speed bar, airbag, hardly used, Uvex helmet, M, never used, urgent sale, the lot \$600. Ph: 02 66858841.

Nova Phocus NCIS, 15-20 hrs, 90kg min, purple/green, good looker, immac. cond., priced to sell, \$2,500. Ph: Jason 02 99720979.

Nova Vertex 26 DHV2/3, all up weight 85-105kg, 43 hrs, JDC porosity average 377 secs, EC, complete with new standard lines. For the advanced who wants that extra top end with DHV 2-3 safety, \$3,000 ono. Ph: Rob Schroettner 02 42674499, email: mnewland@ozemail.com.au

Paratech P21 NCIS, incl. harness, approx. 5 hrs airtime, like new, \$1,700. Ph: 02 98733375 or 0413 996637.

Paratech P50 27m² DHV2/12A, easy to launch & fly int glider with V-rib design. Responds well with light brake pressures. Suit 65-90kg pilot (80-104kg all up). In excellent condition with only 30-35hrs. Selling because I need a larger glider. Bargain at \$1,600. Ph: Tilo 03 59622272.

Sensor M DHV2, Perché custom sail, EC, 28hr, \$2,300 ono, Ph: Ole 0265597762.

Vertex NCIS, only 100 hrs, c/w set of standard lines, retail \$4,790, my price \$2,700, this glider is in great cond. & has excel. perf. Test fly now! I'll be in Corryong & Canberra quite a lot, so give me a call if you would like to arrange a fly. Ph: Peter Bowyer 02 62359014.

Queensland

Nova Xyon DHV 2-3, 50 hrs, 85-105kg, GC, finance available: Pay \$1,000 now and \$500 after 3 months. Ph: Jorg 07 55752096.

Pro Design Pro Feel 35 SHV int, 85-105kg, 130 hrs, very stable nice canopy in GC, gift at \$1,800. Ph/fax: Ivan 07 55798975, mob 0412 446683, email: sphere@fan.net.au

Victoria

Edel Quantum S NCIS, 55-75kg, lilac/yellow, 20 hrs, EC, c/w Edel harness, \$2,900. Also: 6 mth old reserve, will sell separately, \$500. Other gear also available. Ph: Andrew 03 95604760.

Edel Quantum M Acapul stand, mist green/gold, 2 hrs, EC, \$3,000. Ph: 0419 378616.

Falhawk Atoll NCIS, full harness, EC, \$2,200. Ph: 03 95794676.

Firebird Navajo 28 10A1B1C, very low hrs, EC, adv glider, ideal for powered PG, purple/white, best offer. Also: **Firebird Sitting Bull** harness, very comfortable, incl. Kevlar backplate with crumple zone, \$500 & Firebird RS2 reserve, never used, \$500. Also: **Swing Minoa 28** DHV3, white, speed system & trimmers, GC, adv canopy, 53km/h top speed, no porosity or tears, \$1,800. Ph: Suzy or Richard 03 51498326.

Flying Planet Mengo Acapul perf, only 12 hrs, weight range 95-120kg all up, excel. perf. & cond. Michel Le Blanc's best design to date! Only selling 'cos it's time for my annual update. \$2,900. Ph: Elgar 02 62551851, email: elgaritv@canberra.teknet.net.au

Motored PG, as new, 5 hrs TT, no accidents or dings, genuine sale, will not separate or sell to non-HGFA; DK Whisper GT engine 198cc, air-cooled, 2 cycle, one cylinder, output 18hp @ 6,000rpm, thrust 125+lbs @ 6,240, electr. start, 3-bladed carbon fibre prop, Deluxe harness; DK Hathor Humming XL Glider, 28 cell, 11.2M wingspan, take-off weight 137-225lbs up to 275lbs with motor. Ph: Steve Bowtell 03 94399860, email: bowtells@aol.com

Nova Phoenix 28 DHV2, EC, only 50 hrs airtime, suit restr/int pilot weighting 70-95kg, \$1,700 ono. Ph: 0417 819770, email: designs@senet.com.au

Pro Design Contest 26 NCIS, great performing wing, suit pilot weight range 75-95kg all up, c/w speed system, manual & rucksack, only 40 genuine hrs, EC, \$1,800. Ph: 03 94358934 (h), 03 94903158 (w).

Paratech P41 XL DHV1-2, nov/int, 85-130kg weight range, 40 hrs, EC, \$2,500. Ph: Joe 03 93354685 (w), 03 97552046 (h).

Skyline PG harness, EC, black/pink, \$280. Also: Beginner apron PG harness, EC, black/grey, \$150 & PG reserve, around 20m², brand new, \$450. Ph: Carol 0417 311360.



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

Edge Executive 582 T2-2744, electr. start, full instr., compass, quiet kit, 3-blade lvo prop, GC throughout, \$14,500. **Pegasus XL 462** high power T2-2720, original perf. cond. & has only flown 9 hrs, indistinguishable from brand new, \$16,000 (saving you \$6,000). Ph: 02 42941031.

Edge Executive 582 T2-2838, red, w/c, electr. start, 90 hrs, Edge wing, last Executive made before Edge X, has a combination of the best of both models, full instr., water-proof seating, after silencer, intake silencer, stone net, incl. full set of Airborne covers & custom trailer, \$21,000 one for quick sale. Ph: Jeff or Julie 02 43291545.

Edge Executive 582 T2-2675, 95 hrs, electr. start, full instr., quiet kit, custom colours and covers, lcom radio, Comunica helmets, headsets & intercom, flying suit, everything you need to fly. Ph: 0416 033301.

Edge wing T2-2547, EC, \$3,500. Ph: Richard 02 65505789.

Edge X T2-2845, full instr., pod & soft sides, Wizard wing, lcom radio, headset intercom, trailer, all new, only 30 hrs, \$19,500. Ph: Gary 02 49981502.

Quantum 462 trike T2-2766, A1 cond., high power Rotax 462, comms & helmets, \$15,995, will sell without engine. Ph: Don Woodward 0417 696461 (mob), 02 60363042 (messagebank or fax/ph). **Wizard wing**, only 60 hrs airtime, blue LE & yellow US, will sell for \$5,000 ono. Ph: Lee Scott 02 65565265.

Queensland

Edge Executive 582 T2-2655, 185 hrs, electr. start, full instr., GPS, lcom A22 radio, intercom, 2 helmets, training bars, pod covers, saddle bags, trailer, fully maintained, always hangared, EC, \$16,500. Ph: 07 49783490.

Rotax single radiator, GC, \$250 incl. freight. Ph: 07 54450084.

Victoria

Conrod bearing testers, incl. dial gauge, plug adaptor, syringe pump & tubing, \$145; Rotax exhaust muffler, EC, \$100; 582 crankshaft, GC, measures 0.65, still within tolerance, \$150. Ph: John 03 98776047 (w), 03 98022682 (h).

Pegasus Q 462 T2-2707, TT 250 hrs, ASI, EGT, tacho, water temp, hr meter, compass, lvo prop, VHF radio & remote aerial, Comunica helmets & headsets, PTT, com box, freezer suits & trailer, fully maintained, logged, faultless history, always hangared, in excel. flying cond., \$15,000. Ph: Peter 03 58265204.

Pegasus Q 462 T2-2916, 100 hrs TT, full instr., trike cover, new prop, \$10,900. Ph: Brett 03 95281755 (w), 03 95963298 (h).

Pegasus Quantum T2-2754, reliable 503 DCDI engine, electr. start, 4 blade Brolga prop, 110 hrs TT, instr: CHT, EGT, VSI, Alt, airspeed, digital tacho, compass, voltmeter, dual battery (lead acid + gel cell), wing: white with red/grey US, c/w training bars, Comunica helmets & intercom, new lightweight trailer with 2 jerry cans (tows great), perf. cond., offers around \$19,800 considered. Why buy new? Ph: Scott 03 95429741 (w), 03 98863789 (h).

Other

Holden panel van 1976, roof racks, HG car, rego 12/98, rusty but runs well, perf. for o/s pilots in Oz for summer, can sleep in, \$500 ono. Ph: Tish 02 49278867 (h), 1800 653935 (w).

Wanted

Edge or Executive 582, will also consider trike for restoration project. Ph: 02 94603409 or 0409 121123.

Foile 160 B airframe for spare parts. Ph: Moyes Factory 02 93164644.

SX 5, must be in EC. Ph: Mike 07 33503409.

Subscriptions

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

Other Products

Wooden Propellers manufactured custom designed for optimum performance & quiet operation. Contact Michael Ellinas, **HELIPTERA**, Ph: (03) 9363 8085 VIC

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

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Administration: Margaret Steinhart
 PO Box 558, Tumut NSW 2720,
 ph: 02 69472888, fax: 02 69474328,
 email: hgfa@tpgi.com.au

President: Rohan Grant

188 Bathurst St, Hobart TAS 7000, ph: 03 6233 7638 (w), 03 62311112 (h), 0419 344011, fax: 03 62333311, email: rohan.grant@ccd.tas.gov.au

Treasurer: Robert Woodward

PO Box 6260, Adelaide SA 5000, ph: 08 8232 5405 (w), 08 82977532 (h), fax: 08 82237345, email: benchpos@dove.net.au

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252 Kidston St, Canungra QLD 4275, ph: 07 55435093 (h), 0418 778422, fax: 07 55434493, email: tim@eis.net.au

Vice-President: Keith Lush

5 Fortune St, Sth Perth WA 6151, ph: 08 93679066 (w), 08 93673479 (h), fax: 08 94741202, email: keith.lush@hds.com.au

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PO Box 256, Helensburgh NSW 2508, ph/fax: 02 42943941, 0412 009952, email: epicon@ozemail.com.au

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27 Knightsbridge Ave, Belrose NSW 2085, ph: 02 99754114.

Operations Manager: Craig Worth (Safety & Operations Committee, Pilot Development & Training Committee)

PO Box 71, Hallidays Point NSW 2430, Ph/fax: 02 65592713, 0418 657419, email: hgfaops@midcoast.com.au

Microflight Public Relations: Paul Haines

Ph/fax: 02 42941031.

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

States & Regions

North Queensland Hang Gliding Association

12 Van Eldik Ave, Andergrove QLD 4740; Pres: Gerry Gerus 0412617935 (w), 07 40577473 (h), email: gerus@iig.com.au or gerry@cairns.net.au; Sec/Trs: Ron Huxhagen 079 552913, fax: 079 555133.

New South Wales Hang Gliding Association

Sec: Steve Hocking, 19 Gladswood Gdns, Double Bay NSW 2028, ph/fax: 02 93274025, email: nswghga@s054.aone.net.au

Victorian Hang Gliding & Paragliding

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

ACT Hang Gliding & Paragliding

Association PO Box 3496, Manuka ACT 2603; Pres: Michael Porter 0415 920444; Sec: John Wilson 0419 600636; Trs: Craig Hopkins 02 62862488 (h), SSO: Peter Dall. Meetings: 1st Tue/month 7:30pm, "Sky Lounge" Yamba Sports Club, Phillip.

Tasmanian Hang Gliding Association

PO Box 163, South Hobart TAS 7004; Pres: Brett Tooker 03 62316367; Sec/Trs: Hugh Glenn; State Co-ord: Mick Calvert.

South Australian Hang Gliding Association

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.

Hang Gliding Association of Western

Australia PO Box 82, South Perth WA 6151; Admin: Graeme Wishart 08 94449505; PG Rep: Julian McPherson 08 93881584 & David Humphrey 0418 954176; HG Rep: Michael Derry 08 92840750 (h) & Keith Lush 08 93673479 (h), 08 93679066 (w); Trike Rep: Graham McDonald 08 93649226 (h), 0418 910841; Trs: Phil Wainwright 08 92424483.

Clubs

NEW SOUTH WALES

Blue Mountains Hang Gliding Club Inc

Pres: Richard Lockhart 02 94040073, 0418 130354, email: flyhawk@kdbnet.net.au; Sec: Alan Bond 02 98995351, 9 Finchley Pl, Glenhaven NSW 2353; Trs: Dolores Semprebani, SSO: David Middleton 02 96236961; Newsletter: Glen Tomlinson, ph: 02 95468028, email: glen_tomlinson@orix.com.au Meetings: Last Tue/month 7:30pm, Sportsman Hotel, Kildare Rd, Blacktown.

Byron Bay Hang Gliding Club Inc

Pres: Brian Rushton 02 66290354; Sec: Peter Aitken 015 257699; SSO: Brian Rushton 02 66290354, 014 615950. Meetings: 1st Wed/month 7pm, Bangalow Bowling Club.

Kosciusko Alpine Paragliding Club

Pres: Roger Lilford 06 2815404 (h); Sec: Lisa Rylie 06 2359120, 06 2359060; SSO: Heinz Gloor 02 64576019 (w), 02 64567171 (h).

Manilla SkySailors Club Inc

http://gri.une.edu.au/mss Pres: Brian Shepherd 02 67852182; Sec/Trs: Felix Burkhard 02 67751050, mailto://felixb@xyon.com.au; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Godfrey Wenness 02 67856545.

Mid North Coast Hang Gliding Association

Pres: Lee Scott 02 65565265; SSO: Dale Davis 02 65597716.

Newcastle Hang Gliding Club

Pres: Tascha McLellan 02 49278867 (h), 1800 653935 (w), email: tascha.conrad@hunterlink.net.au; V-Pres: Jason Turner 02 49408665 (h), 015 636384; Sec: Karl Kindl 02 49677711; Trs: Tony O'Connor 02 49529146, SSO: Coastal - Jason Turner 02 49408665 (h), 015 636384, Inland - Al Giles 02 49430674, John O'Donoghue 02 49549084. 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, Park 02 94502674, Glenn Salmon 02 99180091.

Stanwell Park Hang Gliding Club

Pres: Rob de Groot 02 42942173, fax 02 42943788, rdegroot@ozemail.com.au; Trs: Karen Lederer 02 42942273, 0411 362273.

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: Rob Fakes 02 42942273 (h); Sec: Duncan Cross, 48 Cormiston Ave, Concord NSW 2137, 02 97435128; Trs: Dave Worthington 02 9665 1465; SSO: Mark Mitsos 02 42949065. Meetings: 1st Mon/month, St George Leagues Club, Kogarah.

University of NSW Hang Gliding Club

Pres: Daniel Faber 02 93150727, email: dfaber@kensocoll.unsw.edu.au; Sec: Jon Ingles 02 93150571, email: jingles@kensocoll.unsw.edu.au; www page: www.vision.net.au/gbeng/Hang_Gliding.html

QUEENSLAND

Cairns Hang Gliding Club

Pres: Brod Osborne 07 40534686 (h), 07 4051 5555 (w); Vice-Pres: Ian Graham 07 40954466; Sec: Lance Keough 07 40912117, 31 Holm Street, Atherton QLD 4883; Trs: Kasanda Brease 07 40532586 (h), 07 40512438 (w).

Canungra Hang Gliding Club Inc

Pres: Shuana Purser 07 66793404; Vice-Pres: Andrew Horchner 07 33661787, 0412 807516, afactor@gil.com.au; Sec: Richard Glasscock 07 55450643, richardg@qldnet.com.au, PO Box 41 Canungra 4275; Trs: Fran Ning 07 55773260, ning@ausinfo.com.au; SSO: Glen McLeod (HG) 07 55435716, John Botting (PG) 07 33002049.

Capricorn Skyriders Club Inc

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

Conondale XC Flyers Club Inc

13 Cottman St, Buderim QLD 4556; Pres: Bruce Crerar 07 54451897; Vice-Pres: Shane Gingell 07 32851668; Sec: Mark Savage 07 54416423; Trs: Annie Crerar 07 54451897; SSO: John Blain 07 54948779; Visiting pilot contact: Graham Sutherland 07 54935882.

Gladstone Hang Gliding Club Inc.

25 Amelia St, Gladstone QLD 4680; Pres: Colan McGree 0413 941134; Sec/Trs: Natasha Atkinson 07 49726840; PR: Brian Duffy 07 49922676; SSO: Geoff Craig 07 49923137, Paul Barry 07 49922865, rbarry@tpgi.com.au

Sunshine Coast Hang Gliding Club

53 Yungar St, Coolool QLD 4573; Pres: Geoff Pettigrove 018 061595; Vice-Pres: Mal Price 07 54480038; Sec/Trs: Cathy Edmunds 07 54463037; 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: David Nash 07 49531817; Sec: Ron Huxhagen 07 49552913, Fax: 07 49555122, email: sitework@mackay.net.au

VICTORIA

Dynasoarers Hang Gliding Club

Pres: Peter Hannah 03 52632335; Sec: Tony Hughes 03 52612415; Trs: Rod 03 52811209; SSO: Ted Remeika 015 841107; Rob van der Klooster 03 52223019, hrt@deakin.edu.au; PR Warwick Spratt 03 52531096. Meetings: 1st Fri/month, Bay View Hotel, 2 Mercer St, Geelong.

Eastern Hang Gliding Club

Pres: Geoff Tozer 03 97583250 (h); Sec: Andrew Medew 03 98227861, 16/25-29 Brougham St. Box Hill VIC 3128; 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: Bill Graham 03 57501828; SSO: Geoff White 03 57501244. Meetings: 1st Thu/month 7.30pm, Pinewood Hotel, Bright. www.home.aone.net.au/gilbert/nevhc.htm

Sky High Paragliding Club

Pres: Adam Nienkemper 03 94811122 (w), 03 93057442 (h); Vice-Pres: Phil Savory 03 959772537 (h); Sec: Jeremy Torr 03 97702775 (h), 03 97705770 (w). Meetings: 1st Wed/month 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Club

Contact: John Reynoldson 03 95970527. Meetings: 1st Tue/month, Middle Park Hotel, Canterbury Rd.

Southern Cross Paragliding Inc

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

Southern Trike Club

Pres: Mark Howard 03 97511480, 0418 533731, fax: 03 97511584; Vice-Pres: Dave Wentworth; Sec: Ben De Jong; Trs: John Amor. Meetings: 2nd Tue/month 8pm, Jakes Nightclub, 23 Church St, Brighton.

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, wescoast@iinet.net.au; Vice-Pres: Rob Stevenson 08 92211338; Sec: Stephen Hoeffs 08 95275782; Trs: Michael Derry 08 92840750.

Cloudbase Paragliding Club Inc

Pres: David Humphry 08 95745440; Sec: Julian McPherson 08 92279266. Meetings: 1st Wed/ mth, 8pm at the Windsor Hotel, Sth Perth.

Geraltion & Midwest Hang Gliding Club

Pres: Des Hill 08 99216219; 231 Third Street, Geraltion WA 6530.

South West Microflight Club

Pres: Brian Watts 0412 552363; Vice-Pres: Don Wilson 08 97641007; Sec: Paul Coffey 08 97251161; CFI: Brendan Watts 0408 949004.

WA Hill Flyers Club

Contact: Rick Williams 08 92943962 (h), 015 057961.

Western Soarers Hang Gliding Club

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

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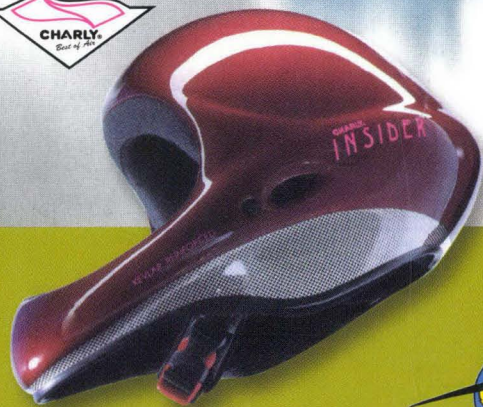
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