

Gliding *Australian* SKY SAILOR

In this Issue:

World Class
Championships
Leszno, Poland



The BCHPA
Victoria Day
Competition





Cambridge Aero Instruments

Great package deals on Logger/LNAV combination and 2 seater repeaters plus extra discount on your Winter instruments.

LNAV, Loggers, Palm Nav software and CAV II vario usually in stock and if not they will be in about 2 weeks normally.

Barograph calibration now available for logger.

Trade in any Cambridge or Winter varios on your new Cambridge system.

Dave Ellis (Mr Cambridge) will be visiting various gliding sites during January and February this season.

Cambridge GPS loggers may at first seem more expensive than some other brands. Remember Cambridge is by far the most popular IGC certified logger in Australia. This alone tells a story. Cambridge will always offer economical upgrades, have developed excellent PC software and the GPS display is a mini computer in its own right. In this world you get what you pay for and you pay a little bit extra for Cambridge quality.

Ian McPhee first sold Cambridge Instruments in 1974 and that is **25 years** ago. If you think back there have been other Cambridge dealers over the years. Ian McPhee is here to stay and now has extensive spares in stock so the prompt service of the past is available again. May I say watch this space for new innovations in the next generation of soaring instruments.

Ian McPhee would like to thank all those loyal customers for their support especially in the early part of this season. Please note the **correct phone number** below as in several AGs an extra incorrect "1" was in the number advertised. Also note the **new fax** and **mobile number**. Note the similarity of all 3 numbers.

Best wishes to all for the festive season and may I say watch this space for new innovations in the next generation of soaring instruments from the world leader.

Ian McPhee

Australian Sales & Service

IAN MCPHEE

PO Box 657, Byron Bay, NSW, 2481

Tel 02 66 847 642 (corrected)

Fax 02 66 847 942 (new)

Mob 0428 847 642 (new)

www.dropbears.com/b/byrongliding/

Cambridge Aero Instruments

Box 1420, Waitsfield, VT., USA, 05673

Tel +1 802 496 7755 Fax +1 802 496 6235

www.cambridge-aero.com

Email cai@sover.net

ICOM

40GX UHF

2nd Ni-Cad FREE!

Top of the range ICOM UHF radio, up to 5 watts output, programmable scan, power saver, key lock, ICOM selcall, TWO ni-cad batteries. 2 year factory guarantee.

**ONLY
\$ 495!**

ICOM 40S UHF radio. Budget price with no loss in quality. 5 watts power, scan, clear clean communications at the right price. Includes a free emergency battery pack.

40S \$ 395



Garmin GPS's!

Moving map display, weather-proof, and more. The 2+ includes a South Pacific town/city database, full zoom, both vertical & horizontal display. The 3 comes with greyscale & expanded map.

GARMIN 12 \$ 339

GARMIN 2+SP \$ 495

GARMIN III \$ 655

DEAD ON ARRIVAL! Look after yourself, if you do land out & need help our pocket size, waterproof, emergency locator transmitter may save your life!

KTi Sat-Alert \$ 249

All prices quoted tax exempt.

ULTRALIGHT FLYING MACHINES

(03) 9431 - 2131

24 HR FAX (03) 9431-1869

HGFA merchandise

Available from the HGFA, PO Box 558,
Tumut NSW 2720 Phone: 02 69472888
or Fax: 02 69474328



- ◆ **\$30 Polo shirt** with embroidered HGFA logo in navy, green & white (sizes 16 to 24)
- ◆ **\$50 Rugby top** with embroidered HGFA logo in navy, green & grey (sizes 16 to 24)
- ◆ **\$15 Cap** (cotton or corduroy) with HGFA colour logo in red, black, navy or green



- ◆ **\$1.50 HGFA Car sticker** (no postage required)
- ◆ **\$6 Embroidered Badge**
- ◆ **\$30 HGFA Hang Gliding Training Video**
- ◆ **HGFA Competitions Manual** – no charge
- ◆ **HGFA Towing Manual** – no charge
- ◆ **\$45 1998 Hang Gliding Grand Prix Series video**
- ◆ **\$5 HGFA Pilot Training Workbooks**
- ◆ **\$15 Beginning Coaching** (Australian Sports Commission)
- ◆ **\$35 Better Coaching** (Australian Sports Commission)
- ◆ **\$35 Hang Gliding or Paragliding training video**
- ◆ **\$10 HGFA Operations Manual***
- ◆ **\$15 HGFA Operations Manual Binder***
- ◆ **\$5 HGFA Log Book***

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

- ◆ **\$5 Postage and Packing** (Bulk orders sent C.O.D.)

Official publication of the Gliding Federation of Australia (GFA) and the Hang Gliding Federation of Australia (HGFA).

EDITORIAL CONTRIBUTIONS AND ADVERTISING

Contributions for the combined magazine should be sent to the appropriate sub-editor:

AUSTRALIAN For all Editorial and Advertising contact:

GLIDING The Gliding Federation of Australia, 130 Wirraway Road,
Essendon Airport VIC 3041, ph: 03 9379 7411, fax: 03 9379 5519,
email: secretary@gfa.org.au • website: www.gfa.org.au

SKYSAILOR HGFA sub-editor: Richard Lockhart

c/o Blackheath Post Office, Blackheath NSW 2785, ph: 0418 130354
email: skysail@ozemail.com.au • website: www.ozemail.com.au/~skysail/
Skysailor classifieds: Mailed or emailed to the sub editor or faxed to the HGFA on
(02) 6947 4328. Classifieds will be included in the next possible issue after receipt
of payment.

All photos and materials will be returned after publication only if a stamped, self-addressed envelope is supplied. Otherwise, photographs, whether published or not, will be filed and may be used subsequently in further publications.

CLASSIFIEDS AND ADVERTISING RATES

Classifieds are charged at \$15 for the first 4 lines, \$4 for every line thereafter (40 characters). Display advertising rates and mechanical specifications are available on request. All ads to be paid prior to publication.

ALL OTHER MATTERS

Subscriptions/circulation/changes of address:



The Gliding Federation of Australia – ACN 008 560 263 & GFA Sales:
130 Wirraway Road, Essendon Airport, VIC 3041, Ph: (03) 9379 7411,
Fax: (03) 9379 5519, Email: AdminOfficer@gfa.org.au Website: www.gfa.org.au



Hang Gliding Federation of Australia
PO Box 558, Tumut NSW 2720, Ph: (02) 6947 2888, Fax: (02) 6947 4328
Email: hgfa@tpgi.com.au

PLEASE NOTE THE REVISED DEADLINE

The new deadline for articles, photos, news and display ad bookings is the 25th of each month, 5 weeks prior to publication.

NOTICE TO READERS AND CONTRIBUTORS

Contributions are always needed. Articles, photographs and illustrations are all welcome although the editors and the GFA and 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 membership number for verification purposes.

Photographs should be printed on glossy paper either in black and white or colour. Captions and photographer's name are needed. Please do not print on the back of photos.

Drawings, maps, cartoons, diagrams, etc. should be in black ink on white or transparent paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

Views expressed in this magazine are not necessarily those of the GFA, HGFA nor the editors'.

They are strictly the views of the contributor. Any GFA officer quoting his title will be responsible for submitting an official GFA article.

Copyright in this publication is vested in the GFA/HGFA. Copyright in articles and other contributions is vested in each of the authors in respect of their contribution.

Trade Practices Act 1974 (CTH): The publisher cannot ensure that the information/advertisements contained in this publication comply with the Trade Practices Act 1974 (Cth), and the responsibility for such compliance must therefore be upon those who submitted the information/advertisements for publication.

The publishers take no responsibility for any product advertised. The publishers reserve the right to refuse or withdraw any advertisement at their discretion. While every care is taken with material published, no liability is accepted for errors or delays in production.

CREDITS

Cover: Over Kauai, Hawaii – Photo: Gerry Charlesbois
Design: Suzy Gneist, Gneist & Moffatt
Film, Printing: Pirie Printers, Canberra ACT
Mailing: ContacMail, Newcastle NSW



The Gliding Federation of Australia and the Hang Gliding Federation of Australia are members of the Fédération Aéronautique Internationale (FAI) through the Australian Sport Aviation Confederation (ASAC).



Contents

January 2000

World Class Championships 1999 – Leszno Poland

2



Youth Programs/Scholarships – What Results 5

The BCHPA Victoria Day Competition 6



Picolight Fly-In 8
& Paramotor Comparison 10

In the Circuit 11

Successful NSW State Gliding Championships

12



Narromine Cup Week & Performance Camp 1999

& All roads lead to Narromine in November... 14

Monte Cuccu "Thank You's" 16

Dili, East Timor 1999 17

A Day at Loxley 18

Olympia and the Olympics 20

Barossaglide 2000 Update 23

HGFA Board Elections 2000 24

GFA & HGFA Letters to the Editors 30

1999 WHGS Canadian Grand Prix

& Hang Gliding Nationals 34

Cartoon 35

Barron Hilton Cup 1998/2000 Competition 36

Decentralised Cross-Country Event Revised 37

HGFA News 38

HGFA Events Calendar 42

CIVL Bureau Notes 44

GFA Soaring Calendar 45

What was your Best Flight in 1999? 45



The Fun of it All 46

HGFA Certificates & Endorsements 48

New FAI Badges and Certificates 49

HGFA Operations Manager's Report 50

HGFA Classifieds 52

GFA Classifieds 54

HGFA Addresses 56



World Class Championships

- Leszno

TOM GILBERT

Leszno is one of the great gliding sites of the world. Venue for two FAI Worlds and countless European contests it is a wonderful facility if a bit run down in the new order of things. Where money once was no problem with the state providing all, now was a different story.

Hangars with the paint peeling, paving with the grass growing through it had seen better days. Still, it is a beautiful airfield with all over lush grass and very unlike Australian gliding fields. After two weeks there was still no dust in the car!



Tom, Ron and Keith at the Closing Ceremony

All photos: Tom Gilbert



Ron and Tanya



Wilga towplane



Yak towplane

We almost did not get there. You would think that holding the World Class in the country where the PW-5 is built would mean that getting a glider to fly would not be a problem. Unfortunately this was not the case. There are actually very few PW-5's in Poland. The factory had some unsold stock (eight we were told) and we were hopeful that they would be made available, but with a few weeks to go the factory was still saying no! Both Ron and I were within days of cancelling the trip when I sourced one in Sweden. The only catch was that I had to go and get it. Actually that part was fun and we also got a lend of a car from Benny Orrsater (flew at Temora in January). Ron finally got one of the factory ships along with a few other pilots. Had this

1999

Poland

not happened there would have been less than 20 competitors. The fact that we only had 26 entries was disappointing. How many might have come had there been gliders to fly is not known.

Jane and I set off from Gothenberg with our PW-5 and a 1.3 litre Nissan tow car and headed for the ferry at Karlskrone. An all night trip across the Baltic had us at Gdynia early in the morning. We had less than 400k to go to Leszno but this took nine hours – this bit was not fun.

Ron picked up a BMW in Holland and had a better trip as his glider was already at Leszno. Keith Willis arrived after another of his globetrotting sorties so we were all at the site.

As well as the World Class, the European Women's Championships were to be run at the same time. This meant that we had around 65 gliders on the field. After sorting out some problems with the accommodation and installing our gear in the gliders we were ready to fly.

Practice Period 30/6/99 – 2/7/99

First flights showed that all the equipment was in order. Have to do something about the pilot! I flew reasonably locally, no more than 40k's away. No sense in testing the trailer. Ron got a bit more enthusiastic and managed to do the first outlanding for the team. It came as a bit of a surprise to Ron. One moment there was plenty of height then it dawned that the PW-5 was no Discus. Suddenly it was imperative that he find a suitable field, but none were cut – so into the wheat. One bounce, a turn through 90 degrees and it stopped! No damage (except to Ron's ego) but the retrieve was interesting. We decided to take a short(?) cut through the forest. After some kilometres we elected to turn back. The turn was a challenge in itself with heavy timber on both sides of the track. After two days the organisers set an official practice task of 146km which we completed without too much drama at about 65km/h. We were happy with that and did not take risks. It was very gloomy in places and the fleet went around in about four gaggles.

During this period we were all weighed with my glider being among the heaviest at



Launching in progress

301kg. I could have dumped some gear if required. All gliders had to fly at 300kg plus or minus 2kg and carried lead ballast under the seat if required.

Day 1 – 3/7/99

A good forecast and 306km to do. We waited for the cloudbase to go up a bit and started later than we should have. Instead of going up, it blued out with thermals being a long way apart. Ron almost went down about 50k out but recovered well and went around the first turn ahead of me. I never saw him again and eventually ended up low over a small forest in zero sink looking at the landing options which were not good. No cut crops at all so I picked the thinnest looking one and headed on in. It turned out to be beet. I slithered in on the spinach like leaves and turned through 90 degrees. No damage but what a mess! The kids (and a bloody great dog named Dingo) came running as I phoned the co-ordinates through to Jane. I showed

the adults the letter in Polish that we carried. They were very helpful although no-one spoke any English. Then the farmer arrived and he was not happy. I don't understand Polish but I do understand "Politzei" and "trespass"! He was apoplectic but settled down after talking to the adults who informed him that I was Australian. My salvation was a young medical student who then turned up. His English was excellent and he took charge. Jane and Keith arrived and we boxed LU which kept the kids and Dingo amused. Our medical student insisted that we visit his in-laws in the village where we were shouted beers. Ron did very well to squeak home in 6th place. Only 8 got around. I had covered 236km for 18th place.

No flying 4/7/99 – 8/7/99

Day 2 – 9/7/99

A no contest day. Winds were very strong (40km/h) and the clouds not very high. ►



Tom in the beet crop

I went down after a 40k slog into wind. It was hard work. At least I found a good landing field of fresh stubble. The usual mob of kids descended on us again but this time it got a bit unpleasant. Some adolescent boys were intent on being clever and even a bit aggressive at times. The next morning we found the tail rigging pin had been taken. The Swidnik man sold us another, but I was not impressed. Ron landed near the turn for 72km. Only two got around and the

day was declared no contest.

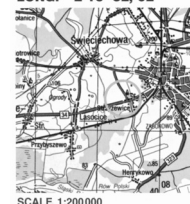
Day 2 Take 2 – 10/7/99

Winds were still at 40km/h but the forecast was for improving conditions. Had a good (downwind) run around the first turn. It was steering into wind a bit and I went well for a while. However I got low as we passed Leszno so outlanded on the airfield. Ron was hav-

ing worse problems and landed about 20k back. Sitting on the ground at Leszno I really thought that no one would complete the task. The wind was still up and it was blueing out. The ego took a real dive however when they started calling final glide. 19 completed the task. Ron and I filled the last two places. It really brought it home to us how different European flying can be. As I was back at the airfield so early I decided to polish the glider for penance. I watched a glider finish – or so I thought. It was one of the women in

96

LAT: N 51° 50, 00'
LONG: E 16° 32, 02'



Turnpoint at Leszno airfield

LESZNO TOWER



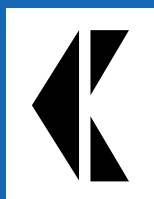
a 15m glider but it was finishing from the wrong direction. Trailing water, it flew around the airfield at about 200ft then started to circle over the tug tie-down area. I then saw a second glider less than 200ft above the first also circling. I was astounded. The top glider was climbing noticeably but drifting in the strong wind. When I last saw the lower glider it was three or four kilometres downwind, still circling below 500ft. Another incident occurred when a Czech woman broke her Ventus four kilometres out on final glide. She would be spending the next four weeks in hospital with back injuries. I hope gliding never gets that important to me

Day 3 – 12/7/99

First of the Cat's Cradles. Today was to be four hours. Conditions before the start were awful. Strong winds and a full overcast. It took forever to get to a decent start height (about 3,500ft) but eventually we just had to go. My first half hour was spent drifting between 800ft and 2,400ft. Then a forested area had to be crossed. This was not getting any better! I ventured out over the timber keeping glide angle to the last of the fields when I blundered into five knots. As I circled in the narrow lift I looked for the source, a small clearing in the trees. This climb took me much higher than I had been all day and a few cumulus started to appear in the clearing sky ahead. It got better and better with good climbs to 6,000ft. Turning one of the northern turnpoints I headed for Leszno. The time expired when I was 25km from home. Not a problem as all distance flown in the allocated time counts (distance is measured on the GPS trace) and you get a bonus of 10% for landing back at Leszno even after the time has expired. It now became important to me get home no matter how long it took. I did get home but it took forever! I came 14th for the day. Ron also had a long scratch after the time expired but also made it home.

Day 4 – 13/7/99

Another Cat's Cradle. This time 3 hours and 45 minutes. Pre start I blew the fuse on my main battery. I switched to the second and



Chamberlain Knights. Let us set a better course for your GFA Glider insurance.

Chamberlain Knights Pty Ltd Insurance Brokers

Chamberlain

Knights

Australia's Aviation

Insurance Specialist

ACN 002 493 521

PO Box 329

Epping NSW 2121

Fax: (02) 9868 5262

Chamberlain Knights Glider insurance packages are the only option approved and initiated by the GFA for the benefit of Members. Why pay more than you need to?

Call Kevin Chamberlain now*

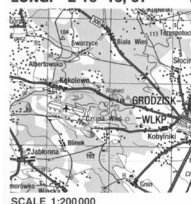
(02) 9868 4044

* and swap flight stories with a pilot of over 25 years experience!

A PROFESSIONAL REGISTERED INSURANCE BROKER



74

KAKOLEWO NORTH
EAST END OF RUNWAYLAT: N 52° 13, 90'
LONG: E 16° 15, 57'**Turnpoint at Kakolewo airfield where Ron and I (and six others) outlanded on Day 5**

informed Ron that I would have the radio off most of the time. Had a very good start and met the three Poles in the first climb. Cloudbase was 3,500ft. We headed north together making good time. After turning our second turnpoint we met up with the French this was getting better! Heading south now towards Leszno with the French just in front and a big storm front coming from the west. There seemed to be very little ahead so I ran for the storm front. Looking back I saw the French circling – damn! I was soon on the ground getting rained on. My battery was down to 11 volts and I had covered 110km in an hour and a half. I don't have to tell you who came 1st and 2nd that day! Driving home with the trailer we took the direct route to the highway. The road turned into very rough cobblestones with soft sand on both sides. We rarely got over 10km/h, so slowly in fact that a huge swarm of big flies kept up with us inflicting many painful bites. We were very glad to see the bitumen.

Day 5 – 15/7/99

Not a bad day although we outlanded again. There were a few rain showers to work around but some very good bits also. A day for changing gears often. Eventually we were stopped by a storm front after 170km. Ron had landed with some other gliders on a huge ex-military airfield that was now deserted. I elected not to go on as the fields ahead were very small and bordered by trees. After flying on track as far as I dared I claimed a GPS outlanding and turned back to join Ron. The airfield was huge, maybe 3km long and 1km wide, surrounded by forest. Eight gliders landed there that day of which three were PW-5's. Five gliders completed the course. Last night was a big party for the girls who had not flown the Europeans before the "Witches' Party". It was a lot of fun. There was a great beat-up by a Mig 21 at tree top height and a Bocian was doing night flights all lit up with nav lights.

Leaving Poland at the Gdynia ferry terminal – grey and forbidding!**Day 6 – 16/7/99**

A very enjoyable day. Cloudbase was only about 3,000ft at the start but there were some big black streets where you could really push along. There was a blue hole to tippy-toe across to the last turn. The last clouds were at the turn so we all topped up (now 4,000ft) and did a best L/D glide home. The task was only 175km and we caught the crews still in town. It was like a Queensland day – all over before 3pm! I came in 13th and Ron was 9th.

Day 7 – 17/7/99

The last day and a 300km set. A very good day. Ron and I flew with David Reid from New Zealand. We flew as a loose team all day with first one then another in front. Cloudbase was over 6,000ft but the thermals were often narrow and broken. We were too slow on the day but it was nice to finish on the last two days.

So it was all over. The French came first and second with the same pilots who flew in Turkey two years ago. This time they traded places. The Poles did very well with third, fifth and sixth. They sure gave us a lesson on how to fly in European conditions. On almost every day it rained somewhere on the course. In fact the call on the radio of "It's raining at the first turnpoint", became the standard call after starting! Another lesson that took a while to sink in was that the weatherman new very little about what was going to happen. We did better when we made our own assessments. At the closing ceremony Pam Hawkins (now Pam Kurstjens) asked me if I had enjoyed the flying at Leszno. I asked her if she thought that flying at Temora was good training for flying in Poland. This got a good laugh from Pam who flew there in January. Very little of our flying in Australia can prepare you for Europe and it is a pity we do not have some way to prepare our pilots other than actually flying there with all that expense. I must thank my crew Jane and Keith for all their support and retrieve work, Benny Orrsater and Bengt Gook for their help in Sweden and the members of GFA who help fund Australian entries to international contests through the International Teams Fund.

Youth Programs/ Scholarships What Results

BERYL HARTLEY

For all the years I have been involved in gliding, since 1965, I have been aware of numerous support programs for young inspiring pilots from local schools, air cadet groups, scouts, air league clubs and for talented pilots within their clubs. I continue to meet pilots who were recipients of these programs and are now crew for international and domestic airlines, airforce personnel and who maintain their enthusiasm for teaching and participation in gliding.

Excellent programs are established but are rarely recognised by the general gliding population. The Air Cadet Group in Australia was awarded the Hoinville Trophy this last year as recognition of their continued support for young pilots. David Sharples who presented the award on behalf of the GFA at an airforce presentation dinner in Queensland was overwhelmed by the encouragement from all present.

The Air League Group at Bathurst has and is producing well trained and talented young cross-country pilots with outstanding support from the Bathurst Soaring Club. The Uncle Foundation, originally set up by a number of elder Southern Cross members is supporting young pilots in their personal endeavours in the sport.

As the FAI badge officer I receive the claims from young pilots through the various youth training groups in each state. The air cadets/air leagues are busy in most states as indicated in the statistics listed in this report. To assist with the training, support and retention of young pilots to our sport, I invite all those clubs and groups to contact me and let me know what program you run, what works and what improvements can we make to help clubs assist and encourage young aspiring pilots.

Badge claims from youth groups to the FAI office for 1998/99:

| | | | |
|------------|----|----------------|---|
| NSW AIR TC | 34 | QLD AIR TC | 4 |
| WA AIR TC | 3 | SA AIR TC | 5 |
| NSW Scouts | 4 | NSW Air League | 5 |

Write to Beryl Hartley, 106 Meryula Street, Narromine NSW 2821.

The BCHPA Victoria Day Competition

GRAHAM LEE

(Aussie pilot on teacher exchange in British Columbia)

May is a great time of year in British Columbia. Not only warm (for a change), but also rather exciting with acres and acres of fruit orchards suddenly sprouting and flowering. We poor fly-types also know that fruit trees mean fruit picking come autumn! Work permits you mutter... Yes, well. However, the important thing this year was that Victoria Day fell on a Monday. So naturally the British Columbia Hang Gliding and Paragliding Association turned the weekend into a flying competition.

Gliders circle above the Coopers take-off waiting for the start gate

All photos: Graham Lee

I don't think I was ready for their slightly weird sense of dress though. It seems that one of the BC pilots was pretty badly hurt in Western Australia in a speed competition following the Worlds at Wyalkatchem. They got hold of the X-rays of his skull (well, the bits and pieces of bones which passed for a skull at the time) and they've stuck the picture on a T-shirt! Macabre is hardly the word... Ouch! Still it's for a good cause as the money is apparently going to the Canadian National team. I'm damn sure we all wish Don Glass a very complete recovery.

Back to the competition. I have never seen so many gliders in one small place, and I hope the photos do it justice. There were in fact 16 hangies and 43 paras entered in the competition and about the same number again free-flying. Seeing that lot in the sky at one time concentrated over the start gate fairly explained why the Red Baron's WW1 outfit was called a circus. Speaking of circuses, the take-off zone was definitely supersaturated with adrenaline, with some... urr, shall we say, wonderful moments. Not least yours truly doubling as a launch ramp for an instant. While trying to get a camera shot from below take-off up to

the gaggle above, I was suddenly face down and digging as one of the paraglider pilots missed the lift off, veered right and sank out instead of flying up above me. Still, I don't mind the photo.

Unfortunately for most of us the heat and blue sky did not add up to upward motion. A lot of sinking following much parawaiting took place on all three days of the competition. Very few of either variety, hangie or para, reached goal on any of the three days, though I don't think anyone minded much.

One problem which did arise came out of the rather small space (in all three dimen-

sions) in which all those pilots were flying prior to the start tarp opening. Simply, hangies and paras fly at different speeds in thermals, and it is not really practical (particularly in a paraglider) to see a high speed hang glider immediately to the rear and below. Apparently there was a touch, but fortunately no consequences and both pilots kept flying. Whew, I was shivering just hearing the story. No way I'd have stayed in the air!

As always happens I guess, the evenings after the official competition hours were over saw many of us move off to other sites and there was some great flying to be had, particularly from Vernon Mountain each evening.

The campfire stories on the second evening of the competition were hair raising, and again nearly scared this little black duck into giving away his gear! The BCHPA Safety Officer, Fred Wilson, has a tradition of requiring pilots who have thrown their reserves and lived to tell the story to drink a bottle of champagne. Well, we all helped in that chore. A great idea, and it's pretty reasonable champagne produced right here in the Valley. According to their records they've had 63 deployments in ten years. That makes 63 survivors, so I went out and bought a reserve chute on the strength of those statistics alone.

Anyhow, I reckon the most amazing fireside story was the one about a hangie who flew too far back over the very seriously high tension cables over Vernon Mountain. Now these are serious power cables, hell, they power Vancouver (well roughly speaking). What's more, they run up and over Vernon Mountain at one awfully steep angle, and naturally, where the hill drops away, the gap between the summit power pole and the next lower one is one pretty long span. Our hero landed right at the top of that catenary. Instant fizz of hang glider, and equally instant flying fox ride down the lines... in flames. Honest, that's how the story was told to us. Half BC went out and the electricity supply mob (BC Hydro) launched their helicopter to find the fault. Meanwhile the flames had burnt out the pilot's hang strap and he had dropped, apparently unscathed, to the ground (don't ask me, I'm only telling the story). I gather that BC Hydro is still mystified, having found only a burnt out wire and weird alloy frame.

Anyway, even without great flying weather, the BCHPA Victoria Day Competition was a great success. As always with flying weekends, the companionship and story swapping seems just as important as the kilometres flown.



▲ A competitor leaves the ground ▼ At the paraglider end of the take-off ramp

All photos: Graham Lee





Picolight

Fly-In

2-4 October 1999
Milbrulong NSW

JOS WEEMAES

Finally, the paramotoring and hangmotoring (!) event had arrived. The day started with overhanging clouds and thick fog – it did not look promising. Jeff had donated the use of one of his paddocks (thanks Jeffi); the Milbrulong community allowed us to use the sports ground and hall; and our sponsor, Uncle Toby's, had provided a hundred or so muesli bars. All that was needed was a bit of sunshine and hopefully a few pilots.

Frank Fontyne's birds eye view of the Picolight event

Photo: Frank Fontyne

On the Saturday morning Rob Lithgow, Jeff Hoffmann and myself could be found staring at the windsock, feet soaking wet from the dew and trying to guess when the fog would lift. To help lift both the fog and our spirits a log fire was started and soon the billy boiled. By 10am blue patches were visible and more paramotoring enthusiasts had arrived. Tilo Schmidt and Murray Fraser were in proud possession of their homemade Solo 210 based propulsion system.

Rob started preparing the tow while Jeff picked his brain about the advantages and disadvantages of teaching students to fly by using a tow. Jeff then followed theory with experience and strapped onto the towline. He got airborne but in the end felt that, from a training perspective, the paramotor could be a better way to get students in the air. Then again, Jeff could be slightly biased!

By this time Graham Sutherland had arrived, all the way from sunny Queensland. Graham flies an Italian Fly machine and his claim to fame is that he can fly for three hours non-stop without having to refill. Tall story? He proved it!

By late morning the clouds had lifted and paramotors were busy buzzing around the farming community of Milbrulong. The paramotors were soon given competition in the form of John Walmsley with his homemade hang glider propulsion unit, and Frank Fontyne flying with his powered Explorer harness. Although it was meant to be a "foot launched" event, John impressed all of us with the ease of take off and landing on his wheeled undercarriage. Of course there was a lot of discussion between Frank and John about the size of their props, climb rate and noise levels just to



▲ Some of the Fly-In's attendees, from left to right: DK SkyTrike, DK Beat, DK GT, Fly Products Power 115, DK Beat Whisper
All photos: Jos Weemaes



▲ The Uncle Toby's flag flies over the Picolight Fly-In
▼ Graham Sutherland proves he can fly for three hours without refuelling

mention a few topics. John also mentioned later that he made more airtime this day than he would normally achieve in six months with a non-powered hang glider.

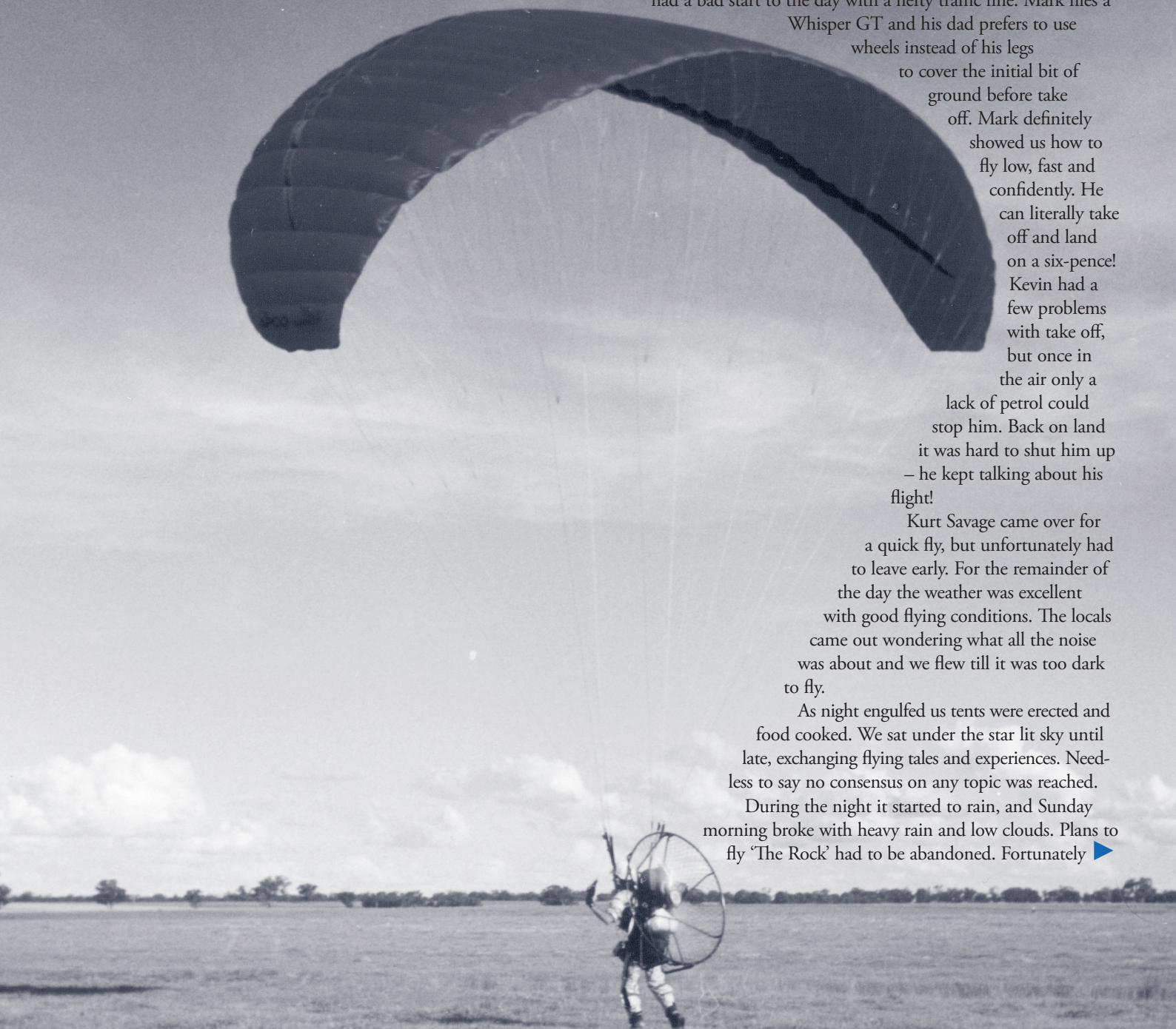
Mark and his dad Kevin Cross arrived from Melbourne. They'd had a bad start to the day with a hefty traffic fine. Mark flies a

Whisper GT and his dad prefers to use wheels instead of his legs to cover the initial bit of ground before take off. Mark definitely showed us how to fly low, fast and confidently. He can literally take off and land on a six-pence! Kevin had a few problems with take off, but once in the air only a lack of petrol could stop him. Back on land it was hard to shut him up – he kept talking about his flight!

Kurt Savage came over for a quick fly, but unfortunately had to leave early. For the remainder of the day the weather was excellent with good flying conditions. The locals came out wondering what all the noise was about and we flew till it was too dark to fly.

As night engulfed us tents were erected and food cooked. We sat under the star lit sky until late, exchanging flying tales and experiences. Needless to say no consensus on any topic was reached.

During the night it started to rain, and Sunday morning broke with heavy rain and low clouds. Plans to fly 'The Rock' had to be abandoned. Fortunately





Tilo Schmidt assisting Murray Fraser with his pre-flight checks

Photo: Jos Weemaes

we had the use of the hall, in which all details of the different landing and take off techniques were discussed at length.

As a result of the weather it was eventually decided to pack up and go home. Most of us left except Graham who, later on in the day, practiced his wet weather flying.

Despite the rain, the flying on Saturday was GREAT, the social get-together was excellent, and it was unanimously voted for a repeat next year. Jeff promised that he would again make one of his paddocks available to the foot-launched fraternity. Thanks Jeff, and also thanks to all the pilots who made this a great flying event. See you all next year for the F2000 Picolight Fly-In, which will again be held in Milbrulong (south-west NSW), 23/24 September 2000. If you're interested in attending, please contact me on 02 60265658 or by email <jweemaes@albury.net.au>.



Paramotor Comparison

Fly Products Power 115 versus DK Whisper

GRAHAM SUTHERLAND

At the paramotor fly-in at Milbrulong (near Wagga Wagga) I had the opportunity to swap para-motors with Jeff Hoffmann. Paramotor pilots are generally reluctant to lend their motor as they know how easy it would be to damage a motor if you're unfamiliar with it. We spent some time discussing what we would do if we should cause any damage. We then flew each other's motors and afterwards discussed what we noticed. We were pretty well in agreement as to the differences in the motors.

My motor is a Fly Products (not a Fly Castelluccio) with a two blade 115cm diameter wooden prop and a solo 210 engine with pull start. As an option I got the noise reducer which is a carburettor inlet silencer. I use an APCO Santana paraglider for paramotoring.

Jeff's motor is a DK Beat, which has been upgraded to a DK Whisper (single cylinder) with electric start. It has a three blade carbon fibre prop about one metre in diameter. Jeff's wing is a DK wing that they sell with the DK motor. We exchanged motors but not wings.

The smaller diameter three blade prop makes it easier to throw the lines over your head for reverse launching. The lines are also less likely to get caught on the cage when frontal launching. Thrust couldn't be directly compared, but seemed much the same. Overall the Fly motor was considerably quieter than the DK at the fly-in. The Whisper is about as quiet as an Xtralite (hang glider) is light!

The first thing I noticed once off the ground was the thrust and vibration of the DK pushing into my back. The Fly has spreader bars that come under the arms to direct the thrust into the harness supports and risers instead of into your back (more comfortable). The disadvantage of these spreader bars is that if you are big in the chest and arms they could be restrictive and hard to get into.

The next thing I noticed about the DK was that I couldn't fly straight without using some left brake. The Fly has a sliding harness arrangement that allows better weight shifting. I don't find the sliding arrangement useful for normal turns, but it allows me to just sit to the side of the harness to cancel out the propeller torque that tends to cause a gentle turn to the right.

The Fly harness and spreader bars allows you to stand up almost vertically for landing. The DK I found more difficult to land as I couldn't stand up straight. It would be easier to fall over when landing Jeff's motor.

One thing I did like about the DK was the electric start. It uses an 18 volt battery to turn the 12 volt starter motor. This turns it over fast enough so that it starts pretty quick. I saw one guy on a DK at the fly-in that was so confident of his starting that he came down on glide (motor off) and started the engine at 20ft off the deck to fly away. I'm planning to make a foot starter for mine, but I don't expect to be that confident of restarting. When I flew Jeff's motor the battery was flat (it doesn't recharge in flight) so I had to pull start it anyway.

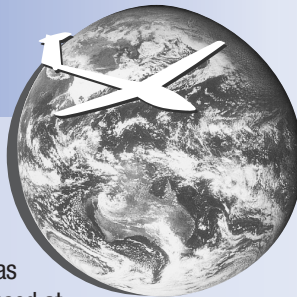
The most important difference between the two motors was the fuel consumption. All the guys with DKs said that they get about an hours motoring out of the six litre tank. Compare this to the three hours I get out of six litres! That's a 300% difference in fuel consumption. We discussed this at length at the fly-in and came up with a number of things that might be responsible for my better fuel consumption: I'm quite light (60kg) and I was doing a bit of thermalling. I get even better fuel consumption if I do more than just a bit of thermalling. Evidently DK quotes flight durations of up to 1.5 hours, whereas Fly quotes three hours for its eight litre tank. This makes an enormous difference to the flying you do, as you just can't do any sort of decent out and return in an hour.

I think the fly-in was educational for all of us. We got to discuss all sorts of useful stuff, for example, don't use Castrol TTS synthetic oil, as both paramotors and ultralight engines have had bearings die using it. I don't know if this goes for synthetic oils in general, but I'll be using Penrite TS40c mineral oil.

Paramotoring is still very new in this country and as such the general knowledge, training and expertise is still very limited. Hence it has a similar reputation to when paragliding itself first started in this country. Fly-ins give us the opportunity to compare technology and ideas and share what individuals may have learned so that everyone can benefit.



In the Circuit



Local News

Balaklava Gliding Club

Entries are rolling in for the South Australian State Gliding Competitions to be held at Balaklava early January.

Interstate and overseas pilots will be attending in order to practice for Barossaglide to be held the following week. Both contests are flown in the same area and the majority of turnpoints are identical.

Organisers are happy to accept late entries and will allow interstate competitors to enter on a daily basis.

Bernard Eckey

New Motion Passed

A new motion by Harry Medlicott was presented and passed at a meeting of the NSWGA held at Narromine in November. The motion reads that:

'Whilst fully aware of the tremendous voluntary contribution by many people over the years, this meeting believes that the best future interests of the gliding movement would be served if the election of non-salaried executive officers of the GFA and State Associations was determined by using a system of optional

preferential postal voting. We believe that by allowing all pilots to have a say in electing executive officers, rather than a small minority, the appreciation of the work done by the GFA would be enhanced and the opportunity for a wider circle of pilots to take an interest in gliding management improved. We envisage elections being conducted on a similar basis as AOPA using the official gliding magazine to publish the qualifications and aims of candidates and the distribution of voting material.'

It will now be discussed at an executive meeting of the GFA to be held in Melbourne in February at which regional Vice-Presidents have been invited to attend.



Lake Keepit Gliding Club

Lake Keepit continues to grow and improve as can be seen by the refurbishment of the airfield, new cabins and the convenience of a winch tow rope.

Two hundred and fifty truckloads of topsoil have been dumped, graded, seeded and watered to make the rough parts of the airfield smooth. The grass seed has grown well after recent rain and the cost of earthworks, some \$8,000, has been well spent.

The winch has now been converted to poly rope and is going very well and means that cheap launching is being offered to new members wishing to learn to glide.

Cabins are in place, offering members and guests good quality accommodation on-site.

Wendy Medlicott

New Record Claimed

A Dutch national speed record has been claimed by Gerrit Kurstjens following a brilliant flight from Narromine on 1 December.

Gerrit flew a total of 407.39km from Narromine airfield to Kiacatoo to Forbes silo and back to Narromine airfield in two hours 31 minutes 16 seconds at an average speed of 161.59km/h.

Jan Ritsma of Holland who claimed it from Gerrit in 1998 currently holds this record.

Under 25's Training Camp

The GFA Sports Committee is calling for expressions of interest from pilots under the age of 25 who are interested in attending a training camp. The camp will be aimed at young pilots who aspire to fly at competition level and take part in long distance soaring.

Full details of the proposed event will be reported at a later date, but in the meantime anyone interested should send details of their experience to the GFA office, Building 130, Wirraway Road, Essendon Airport, VIC 3041.

Vale Mervyn Waghorn

It was with a great deal of sadness that The Gliding Federation of Australia learnt of the passing of one of its founding fathers, Mervyn Waghorn. His contribution to the gliding movement in Australia is one of the pillars on which the organisation stands today.

Mervyn was born in England in 1914 and had his first glider flight in 1931, then joining the London Gliding Club in 1931. He studied aeronautical engineering at the De Havilland Engineering College, Hatfield. While as a student he assisted in the design of the DH TK2 light plane which won the Kings Cup Air Race in 1937. He was transferred in 1941 to the De Havilland factory in Bankstown, NSW Australia, to supervise the production of the Mosquito bomber.

Merv became active in Australian gliding about 1943 and became a member of the Sydney Soaring Club, flying a Slingsby Gull 1 and in 1944 he was one of a group in Sydney which re-established the NSW Gliding Association and was elected as president serving in that role for many years.

In July 1949 he was one of the people who established The Gliding Federation of Australia and at its inaugural meeting was elected pro-tem secretary and subsequently served as the President of The Gliding Federation of Australia.

His services to The Gliding Federation of Australia and contribution to gliding in general were subsequently recognised

by being bestowed with Life Membership of the GFA.

Apart from the significant contributions Merv made to the organisation of the New South Wales Gliding Association and The Gliding Federation of Australia his skill as a glider pilot were considerable. In December 1951 he established a new national record for O&R with a flight from Narromine to Parkes and return, 126 miles. He was chosen as the No 1 Australian pilot to compete in the 4th World Gliding Championships, held in Spain in 1952, where he flew a Weihe sailplane and finished 13th in a field of 38.

In December 1954, Merv set a National Goal record with a flight of 207 miles in the silver Olympia, earning a Goal Diamond. In January 1955, in an attempted goal flight from Narromine to Benalla in the silver Olympia, he landed at Wangaratta, setting a new National Distance record of 303 miles.

At various times during the 1960's, he competed in the National Championships and always scored well, including becoming National Champion.

Mervyn Waghorn will be fondly remembered as one of the major contributors to the sport of gliding across its whole spectrum particularly during the formative years of the sport.

Henk Meertens
based upon contributions
from Allan Ash and Alan Patching



Successful NSW State Gliding Championships

Gliders lined up on Day 1 of the NSW State Gliding Championships held at Narromine 28 November to 4 December 1999



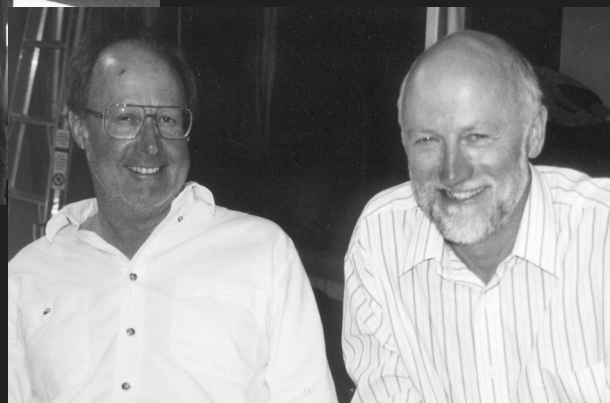
▲ Discussing the weather on Day 1 were Keith Dixon of Narromine, Hans Raschke, Germany, and Tokyo-based Miles Gore-Brown

Pilots Ron Sanders and Peter Sheard at the briefing on Day 1 of the championships ▶

All photos: Anne Elliott, Western Star Newspaper



▲ Looking forward to a successful flight on Day 1 were Lorraine and Hank Kauffman – and it did turn out to be a successful one for Hank!





Typical Narromine weather along with 46 aircraft added to a successful NSW State Gliding Championship at Narromine from 28 November through to 4 December 1999, hosted by the Bathurst Soaring Club.



▲ Flight line record keeper, Mrs Ev Turner



Competition Director, Eric Sweet, with Tugmaster, Nick Hunt ►

Winner of Open Class was John Buchanan while Chris Hostettler took out the 15m Class and Miles Gore-Brown the Standard Class. Bill Tugnett won Club Class.



Terry Cubley with daughter Tegan in the back seat



▲ DG600 pilot, Graham Engel, checking his instruments

Results

Open Class

- 1 J Buchanan
- 2 P Griffiths/Zehnder
- 3 H Kauffman
- 4 B Eckey
- 5 G Sim
- 6 I Barraclough
- 7 B Taylor

15 Metre Class

- | | | |
|------|--------------|-----|
| BB 1 | C Hostettler | CH |
| XY 2 | P Matthews | MT |
| BD 3 | H Wiesenthal | 5Y |
| BE 4 | C Turner | DX |
| SI 5 | G Engel | ZAM |
| I 6 | A Jowett | XP |
| WB 7 | N Singer | XP |

Standard Class

- 1 M Gore-Brown
- 2 S Sawada
- 3 R Sanders
- 4 G Speight
- 5 B Campbell
- 6 H Medlicott
- 7 P Jones
- 8 H Raschke
- 9 M Anglim
- 10 K Claffey

Club Class

- | | | |
|-------|-----------------|-----|
| 76 1 | B Tugnett | UL |
| EZ 2 | S Lennon | ZK |
| XF 3 | P Sheard | QS |
| ID 4 | Bathurst Team 2 | UQ |
| AM 5 | T Cubley/Cubley | WA |
| QI 6 | E Spletter | WR |
| CQU 7 | M Turner | CQN |
| KU 8 | P Eldridge | UKD |
| ZBK 9 | I McPhee | TP |
| FV 10 | R McDonald | KS |



Narromine Cup Week and Performance

CHRIS STEPHENS

It was a very close thing. On the second last day, Tom Claffey flying his *Discus b* was only 91 points ahead of Miles Gore-Brown in his *Discus 2b*. Tom was not flying on the last day and as each pilot's best three flights scored (as in the DCE), all Miles had to do was fly about 95km further than Tom's worst flight of 370km. The final day forecast was for storms late in the afternoon. Would Miles have enough time before the rain arrived? Miles launched early taking advantage of the good conditions.

As scores are based on distance only not speed (just as in the DCE) Miles planned to cover the 465km needed before the weather closed in. Tom surprised everyone by self-launching in his syndicate DG400 (pilots are not limited to a single sailplane which is also the same as in the DCE) hoping to follow Miles. Early in the afternoon as the wind swung to the west, with rain north and south of Narromine, it was clear Miles would not have the clear four-hour window he needed to overtake Tom. In fact, no pilot bettered their personal score or best performance that day. Tom returned home early, safe and with his lead secured.

Of course the Narromine Cup is only part of this week each year. The whole purpose is to provide a safe and enjoyable environment in which pilots from all sectors of GFA can fly cross-country. All that is needed is a personal goal and usually a glider. The rest is organised by the Orana Soaring Club. This year the range of pilots ran from two of the very best from the latest world championships to a contingent from the Hunter Valley Gliding Club who successfully sought their Silver C badges. Maurie Bradney flew in the *Orana Twin Astir* with different pilots each day, to coach them in cross-country performance. In fact, 31 pilots and 26 sailplanes participated. The Narromine Cup Week concept was inspired by the biennial camp hosted by Barron Hilton at his famous Flying M Ranch in Nevada.

Each day started with a housekeeping, weather and operations briefing, complemented by a short presentation on a cross-country topic. Maurie Bradney spoke on thermal knowledge rates of turn and the GFA publication *Flying Further Faster* on two mornings, Ron Sanders invited all to consult the many books on soaring then Miles Gore-Brown addressed task planning and the Sporting Code on another. Each day finished with dinner and friendly conversation in the Orana clubroom run by Arnie and Beryl Hartley. Talk about a couple of hands-on Presidents, Arnie is President of Orana Soaring Club and Beryl of GFA.

On the final night a fantastic dinner held in combination with the Orana Soaring Club's annual presentation dinner completed

JOHN MILLARD

All roads lead to Narromine in November...

Well, not quite, but they did for Ed Gressmann!

Ed, a delightful gentle German, was having a holiday in Australia when, driving down from Cairns, he saw a road sign to Narromine. In his seventies now, he recalled the many happy hours that he had spent gliding here and just 'arrived'.

He found the wonderful camaraderie that exists here always in the late spring, amongst glider pilots from all around Australia, and indeed the world, at Narromine Cup Week.

This annual meeting of soaring pilots is just that – a meeting. Pilots set their own tasks and fly around central New South Wales, sometimes flying as far as 1,000km, sometimes much less – it really doesn't matter how far. Every one does his best in the beautiful motor-less aircraft we fly and which forms our common bond.

Amiable and efficient as always, the Cup Week's Director, Chris Stephens, is supported by an efficient and formidable team. Beryl and Arnie Hartley, of Narromine's Airborne Avionics, provide infrastructure, organisation, and, as always, an Orana Soaring Club welcome.

The day begins with a briefing when the temperature trace (a 'look' at the atmosphere in the area gained from a flight to 10,000 feet – often flown by Narromine Ultralights' owner Barry Hanchard) is interpreted by the 'met person' of the day.

"How much lift?" "To what height?" "For how long?" "What will the clouds be like?" are all questions that the day's pilots are eager to have answered.

Then it's out to the flight line where the tugs successively launch the gliders on their day's tasks. Like stranded whales on the ground, incapable of moving themselves, these beautiful aircraft now become alive in the air, using the air currents created by the sun heating the land below, to go off on their long distance tasks.

At the controls of the tugs you can find Nobu Harigae and Keith Dixon while the records of flight are faithfully kept by Anne Elliott or Chris Stephens. The records are not just the bureaucracies of financial accounting. At the end of the day, each aircraft will be accounted for and, if it has not returned or reported in as landed out in a paddock or another aerodrome, search and rescue (SAR) action will be initiated. Safety is as important as fun in gliding!

The evening sees pilots relaxing in the Orana clubhouse discussing the day's flying – what the thermals were like, where we flew, where we almost came unstuck and how we got home.

Looking around the clubroom, we see overseas visitors, two Australian World Championship pilots and equally important, lots of visiting and local pilots (including your correspondent) who have just come to have fun in the sky.

The next week will see serious stuff of a State competition, with a new group of visitors coming to Narromine.

On Saturday, the Canberra bureaucrat winged his way back there in his elderly Cessna, but looked forward, next year, to that wonderful meeting of aviators that is 'Narromine Cup Week'.

Narromine Cup 1999

The President of GFA, Mrs Beryl Hartley received the Star award at the Orana Soaring Club's presentation night on 26 November. This annual award is given to the OSC member for the most outstanding achievement during the year and was presented to Beryl by the club President, husband Arnie. And her achievement? Becoming President of the GFA!



Narromine Cup Week – A Flood of Entries

31 pilots and 26 gliders made a big splash in the Decentralised Cup entry pool during the week 20 to 26 November.

Some very good soaring weather combined with overflowing pilot enthusiasm filled the DCE mailbox. Great to see League 111 and 1V entries.

At that stage, Tom Claffey had the overall lead on 1,492 points. Miles Gore-Brown holds second place by 122 points from Hans Raschke on 1,270 points.

The League 111 leader is the Hunter Valley Gliding Club and Geoff Flood from Orana Soaring Club heads the League 1V list for pilots with less than 200 solo hours.

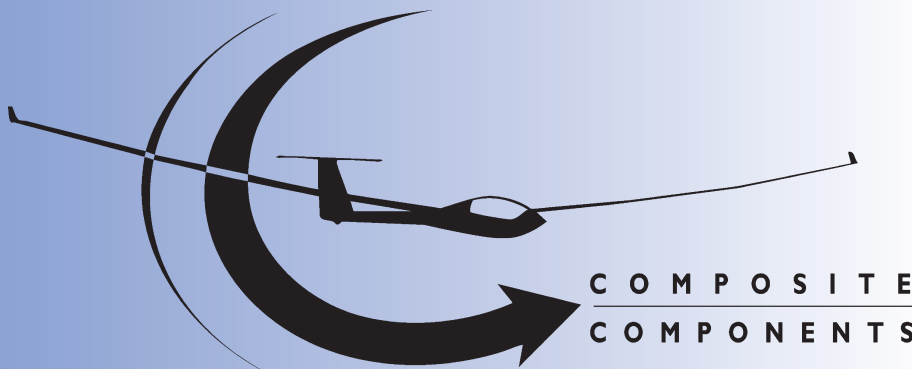
the week. Over 80 attended. Beryl Hartley said, when receiving the Airborne Avionics Shield on behalf of Paul Thompson who supplied the mouth watering lamb meals, that she hoped Narromine Cup Week would take the place of those club regattas and mini-comps which once were a part of most pilots' soaring calendar. Narromine Cup Week weather was very good. Between 20 and 26 November only one day was lost. The GFA Cu-Sonde was used to estimate each day's potential in combination with Avfax and eyeball out the window methods. Five-knot climbs seemed the norm and flights over 300km were common. The longest flight was over 660km and that pilot did not start until after 14:00. Say no more. Over 20 first time Decentralised Cross-Country Event entries were lodged.

Special mention should be made of Soar Narromine, the commercial operation on Narromine airfield. Co-operation between all runway users was essential, as it would have been easy for a conflict to develop, particularly given the wide range of experience across the pilot population that week. Each day an agreement was reached on which runway would be used and also, if necessary, how a runway change was to be managed. Thank you Shinzo.

A very special mention to Keith Dixon, who gave up the opportunity to soar in his magnificent LS8 in order to fly a tug and run the flightline on some days. Thank you Keith, you are a better person than many.

Top 10 results for those who entered the Narromine Cup follow. However, the real winners were those pilots who left Narromine with either a new badge or personal best. See you at Narromine Cup next year ✂

| Pilot | Rego | Type | No. of Days Flown | Total Score | Place |
|------------------|------|--------------|-------------------|-------------|-------|
| Tom Claffey | FV | Discus B | 3 | 1492 | 1 |
| Miles Gore-Brown | 76 | Discus 2b | 3 | 1401 | 2 |
| Hans Raschke | UK | LS8 | 3 | 1279 | 3 |
| Hans Wiesenthal | 5Y | DG600(18) | 3 | 1198 | 4 |
| Colin Turner | HDX | ASW20b | 3 | 1136 | 5 |
| Chris Stephens | G2 | DG300 | 3 | 901 | 6 |
| Phil Elridge | UKD | ASW19b | 3 | 692 | 7 |
| Jon Millard | FQJ | Single Astir | 2 | 665 | 8 |
| Errol Spletter | WR | LS1f | 1 | 623 | 9 |
| Paul Matthews | MT | LS6 | 1 | 504 | 10 |



Make Horsham* Aerodrome your base for complete sailplane care and attention.
Repair work and hangarage fully insured.

- ★ GFA APPROVED WORKSHOP ★ REPAIRS – MAJOR/MINOR
- ★ REFINISHING IN SUPERIOR GERMAN 2K OR FERRO
- ★ INSPECTIONS/SURVEYS – FRP/STEEL TUBE/WOOD

Refinish Vacancy Available in Year 2000

Phone: Joe Luciani – 03 53825735
Hangar 03 53826777 Fax: 03 53821999
23 FARRAR AVE, HORSHAM, VIC 3400

Australian Agent for Mountain High Electronic Delivery Oxygen Systems.

*The Good Country. Home of the Wimmera Soaring Club.

Monte Cucco “Thank You’s”



Phil Schroder

PHIL SCHRODER

I'd like to say thanks to the people and organisations that helped the Aussie team compete at the 1999 World Hang Gliding Championships (Monte Cucco, Italy) last August.

Alitalia Airlines/KLM

Thanks to Ivano Pourpouras for helping us with glider transport which is the worst part of flying overseas. Their assistance made the journey much easier on us.

Bill and Molly Moyes

Would you give up two weeks of your holiday, hire a van and drive a bunch of hangies around Umbria for nothing? They did, and



Presentation Ceremony (from left to right): Andre Wolf (2nd), Manfred Ruhmer (1st), Pedro Matos (3rd).

I get the feeling that they've done it before too. You are both legends.

Len Paton

Len organised my flights, my accommodation, glider transport and countless other things

for me and others. He went to the briefings early each morning with Bill and deciphered the garbled information from the organisers into something meaningful. Thanks mate!

Matt Worth

A great bloke and our taxi driver for the first couple of weeks. Thanks for giving us your time, your company and your Kombi!

Moyes Delta Gliders

Thanks to Vicki who is always helping someone out and doing it with a smile.

Ricegrowers – my sponsor

Competing at this level costs, and the assistance Ricegrowers provided me certainly made a difference.

UEA Trenchless Solutions

– Tove's sponsor

I think Tove has and will give them good value for their assistance because of the wide exposure she has given them.

Mountain Designs

Thank you for providing us with our team uniform as well as your assistance to Tove.



The Aussie team. Back row, left to right: Steve Moyes, Phil Schroder, Grant Heaney, Len Paton, Thorrey Heaney. Front row, left to right: Joel Rebecchi, Tove Heaney. All photos: Phil Schroder

Dili, East Timor 1999

FLIGHT LIEUTENANT MARK LEESON

Friday 10 September I received a phone call at home from my boss:

"Hi Mark, are all your vaccinations up to date?" Oh bugger! I knew what his next line would be.

"Be prepared to leave this Sunday, you're going to East Timor!"

I'm a Flight Lieutenant, Air Traffic Controller, in the Royal Australian Air Force. I've been in the RAAF for over ten years and this is my first deployment overseas. I also love to hang glide, and Dili has some doozy sites to slope soar. I'm thinking, all I need is a camouflage glider and I'm set.

I could write a whole magazine on what I've seen and done so far, but I can't for obvious reasons. Hopefully there will be photos soon, which will give those of you who know nothing of this part of the world an idea of how beautiful this place really is (not to mention the hang gliding potential!).

I flew to Townsville for pre-deployment training, which took about a week. We then flew to Darwin for a quick stop-over before our flight to Dili. As it turned out, our aircraft (a C-130) was re-tasked and we boarded the *Jervis Bay*, the navy's new high speed Cat. At 42kt across the water, we were there in ten hours.

We got a quick brief before disembarking, which was basically keep your head down, eyes open and if someone shoots at you – take them out. Welcome to Dili, East Timor!

The sights and smells of Dili were one of devastation and gut wrenching stench. The township of Dili has been destroyed – period. We had to drive through the centre of town to get to the airfield, Komoro, where we were to set up and conduct Air Traffic Services for the operation. Komoro is the name for Dili's airport.

The airfield is right on the beach and the view from the tower is great. To the north you

overlook the Strait of Wetar, and on a clear day, which is rare, the island of Atauro. This island has some very high peaks and looks to be ideal for a soar. To the east, south and west is a high ridgeline just begging to lose its virginity.

Has anyone flown Dili before? There is a nice steady breeze every day and the vegetation is light on the hillside. Landing areas are few but I'm sure I could make the runway on a hot day (which is every day from 11am onwards). Just east of the Dili harbour is a huge, perfect bowl which has a good landing site too – the beach.

My Co has just given me approval to fly here, while writing this, so now I'm going mad to see if I can get my glider on a Herc and over here. My next plan is to convince a helo driver to take my glider and I to a ridge to commit aviation. My main concern is landing areas, but I'm sure this can be overcome.

Back to the war. Some of my training has also included the army parachute course. I have completed 12 jumps, and I achieved my 'Wings' this time last year. As a result of this and other training, I was deployed with 2RAR to Balibo, a small township on the West Timor border. This was the largest Air Mobile Insertion since the Vietnam War. I was there for a week, controlling the airspace for the helicopters. Without knowing it at the time, I became a part of history as the first qualified RAAF Tactical Air Traffic Control Officer deployed for such duties in a war-like theatre of operation. Yet, I digress.

I'm not sure if the opportunity to fly here will be achieved in the short term. If not, I hope to return some day when the town has been rebuilt and the people have returned with their happy yet simple lifestyles.

To fly here then, would mean a lot.

I have been here since September and should be home to my darling wife, whom I miss dearly, by February sometime. If you wish to write to me please do so at:

*Fltlt M.T. Leeson – 0133282
381 ECSS Interfet (ATC)
Operation Warden, AFPO 5
International Mail Centre, Sydney NSW 2890*

Nothing is better than mail to put a smile on your face. Cheers!

We'll be hearing from Mark again soon, next time with some photos. ED

California Winter Hang Gliding Tour

DYNAMIC FLIGHT, in conjunction with High Adventure of San Bernadino California, is pleased to announce a winter hang gliding tour to California, the USA Mecca for hang gliding! This is a fun tour with an emphasis on airtime and a variety of flying experiences. Local expertise will fine tune the itinerary to yield the maximum number of flyable days. Crestline alone boasts over 300 soarable days a year from this mile high site!

Cost: A\$3,980* – 14 days
A\$4,980* – 21 days

Tour Dates: July 1-14/21 inclusive

Flying Sites: Crestline, Marshall, Lake Elsinor, El Mirage Dry Lake (towing), Walt's Point/Gunter/Piute (Owens Valley)

Skill Requirements:** HGFA Intermediate or Advanced Rating

Tour Includes:

- ✱ Accommodation
- ✱ Airfare
- ✱ Prizes
- ✱ Site Fees
- ✱ Farewell BBQ
- ✱ Transportation
- ✱ XC Retrieval
- ✱ XC tips
- ✱ Tour Guide – 25 years HG experience & World record holder – has flown above sites since 1980
- ✱ Maps & site briefings
- ✱ Airport transfer (LA)
- ✱ USHGA Membership (includes site insurance)
- ✱ Glider Rental***
- ✱ Leisure Activities
- ✱ Weather Briefings

Not Included in Tour:

- ✱ Beverages & Meals
- ✱ Flying equipment other than hang glider

* Tour conducted at these prices subject to obtaining a specific group size.

** Advanced rating required to use Walt's Point. Other Owens Valley sites are unregulated (intermediate rating recommended).

*** Recreation class glider (eg WW Sport). Bring your own glider at your cost and risk. Higher performance gliders available at an additional cost.

Want to know more?

Send for an InfoPak today or call

**(03) 9395 2304
or 0417 366 766**

to reserve your place now
– seats are limited.

jmrtneff@bigpond.com
Dynamic Flight Pty Ltd www.
ffa.com.au.com/dynamicflight

A Day at Loxley

STEVE OAKLEY

It was that time of month.

The time when the moon

is in perfect alignment with

Saturn and Mars. There was

a window of opportunity to fly!

A rare conjunction indeed...



Bwyan doing pre-launch engine run-up

Photos: Steve Oakley

The heavens were in agreement; the family was taken care of and the car was loaded and fuelled up. All we needed was the weather. Well, you can't be unlucky all the time. It just so happened a fine day with a light north-easterly was forecast. Loxley, here we come.

Loxley is home to a small gliding operation. The operators had been extremely helpful when Bwyan and I were training with our Mosquitoes, giving us access to a corner of the aerodrome to do as we wished and providing friendly advice. Heaps of room and nothing but sheep and sheep dogs. Incidentally, sheep dogs do not compliment the Mosquito mouth throttle texture.

It is also interesting to note that GFA pilots only have one head, talk the same language and also tend to have their heads in the clouds.

11 o'clock found Bwyan and I chatting at the airstrip and being given permission to set up in the usual corner. Bwyan and I mess around like nothing else when we are setting up. Flying so infrequently means you are always having first day nerves, and triple check everything. We try hard to fly safely if nothing else.

With the windsock only just showing a hint of movement Bwyan was the first to taxi out and make his run. In light winds the old 'run hard' motto is still as relevant in a powered harness as at any other time. Under full power and with the bar right back for speed, the climb rate is not exceptional. Hence Bwyan's take off included a deviation for trees further down our strip and a slow banking climb to the west.

Two minutes later, and with Bwyan settled into a slow lazy climb over paddocks to the right, I commenced my own taxi and take off run. After running a pre-flight through my mind I relaxed into the launch run and moved the bar back for speed. The Mosquito is not a power machine and so speed and rate of climb are a relative thing; it's certainly no trike. The launching technique requires the pilot to be very much aware of the surrounds and maintain good control at all times. Under power the harness (pilot) is pushed through the base bar in a manner similar to towing, except the relative angle of attack is more natural.

Our launch styles have evolved as we've become more familiar with the Mosquito characteristics. Initially we launched with our hands on the uprights all the way up to 200ft, at which point we kicked back into the harness and moved our hands down to the bar. This was largely due to a lack of faith in the stall characteristics should we have an engine failure. Well, we had plenty of those on

our first day because the standard mouth throttle kept slipping out of our mouths during critical moments. We learnt that this produces a reaction not dissimilar to finishing a tow climb; the glider slows a little and pitches forward to the new flight path. All very gentle and no problem, just maintain air speed.

Frank Fontyne of Albury flies an Explorer harness and has been a good source of info. He has been flying the harness for about 12 months and was getting good experience and lots of hours. We met Frank when we were first investigating the motor harnesses. Frank's technique for launch is to get onto the base bar very early. We tried this on subsequent launches and it provides a far greater degree of control. Our current technique is to start with two hands on the uprights, drop one onto the base bar for better pitch control soon after becoming airborne, kick the legs back into the harness and then bring the other hand down onto the bar.

It was one of my better launches, and I began a slow spiralling climb just north-east of the airstrip. Bwyan was now down at the south end of the strip at 600ft and heading off towards the Hume Freeway some 4km away.

At 400ft I entered my first signs of thermal lift; the 200fpm climb rate lifted suddenly to 500fpm. I held the throttle constant and began chasing the core in a lazy fashion. The drift had me slipping along the side of the airfield and minutes later I was some 600ft higher than Bwyan. At this stage I decided it was time to begin my journey.

We had planned to just fly off to Glenburn some 75km south-east. There just happens to be a pub there and also the chance of meeting some brethren who may have been flying at Three Sisters or Landscape. Besides, that was where we had dropped Bwyan's car in anticipation. I elected to cruise at 2,000ft and set off after Bwyan. Following my compass bearing for the intended course it became apparent that Bwyan was taking a much more southerly track. Our radio communications were being unreliable, so as a consequence we set off in different directions.

The paddocks below were a mixture of emerald green and Patterson purple. Sprinkled about were flecks of white wool, white cockies and silver dams. Occasional treetops ruffled the otherwise smooth texture. The Hume Freeway had come and gone beneath me. I toyed briefly with the idea of following it to find Bwyan, but he's a big boy now.

My course lead up towards a small ridge that I assumed would be a good thermal collection point, and so it was. I tracked the ridge and began a slow climb to 3,000ft. At 2,950ft I met with some occasional lumps and began to porpoise around until I broke through 3,150ft. This occurred again some short time later when I dropped back down under 3,150ft after reaching the end of the ridge trigger points.

The clouds were looking lovely and fluffy by this time, so I decided to go up and enjoy some cooler air. I took some 20 minutes to climb to just under cloudbase and used the available lift to continue the voyage. As I crossed over a river below I changed my course to fly between two clouds that were slowly converging and threatening to block my way. With the motor throttled up and the bar pulled back I sailed between them. It was just mystical.

Bwyan, still trying to make contact, was several kilometres behind and about 1,000ft lower. He at least knew where I was. I stopped and circled several times in an attempt to see him, but was unsuccessful. I could see Three Sisters in the distance and made that my target. As I approached closer I could see a lone paraglider pilot sitting forlorn on the top of the hill. In the last 15 minutes there had been a noticeable drop off in cloud activity and a big blue hole was centred on the hill. I briefly considered buzzing the ridge but my fuel reserves were getting thin and I still had 10km of flying to get to the pub. Decisions, decisions... the pub won.

I continued on and found myself at just under 5,000ft with a wedgie making lazy circles below me. Was he trying to come up to me? He was climbing too slowly to ever get near. Ha, no threat.

Breakaday ridge produced just a little buoyancy over the quarry at the end, and I reduced the motor speed to reduce fuel consumption. In the distance I could see the Yea Highway and a small building I assumed was my target. At this height I could glide in, so I was home.

Bwyan had elected to land at Three Sisters about this time, as his fuel consumption had been heavier. He would wait for me to find him.

Bwyan taking off in his Mosquito harness

15 minutes later I commenced a slow spiral into the big paddocks adjacent to the pub. Below 1,200ft the north-easterly was a little stronger than it had appeared at the higher levels. With 1,000ft of air beneath I unclipped the retractable legs and unzipped the harness. With a little pressure by the knees and the tension of the retreating legs pulling backwards, I was leg free. At 500ft I maintained height for a couple of minutes whilst I checked for powerlines. The beauty of motor power is that you can observe your intended landing field as much as you like. At 200ft I settled into a big long aircraft style base landing approach. It looked like I would end up short, so I increased the throttle until I was happy that the landing spot was right.

I still landed short.

The prop is an effective drogue chute when allowed to free wheel. It reduces my approach speed and increases my glide angle – much closer to my old Moyes Mission. This suits me very much as I was always wary about the landing speed of my Blitz 146.

So with Bwyan nowhere in sight, not on the radio or the mobile, I packed up and went hunting. Geoff Tozer (club El Presidente) was in the area as his car was also parked at the pub. I left my glider with a note on Geoff's car, as Bwyan's car didn't have roof racks. Once on the road I made contact with Geoff on the radio. He sitting on Three Sisters with another pilot, Andrew, waiting for things to pick up. Bwyan, he informed me, was waiting below him at the property gate.

And so the day finally finished with a cold beer at the pub. Geoff and Andrew were staying for a counter tea that smelt fantastic. As tempted as we were, Bwyan and I were keenly aware that the astrological junction that had made the day possible was about to eclipse, so we made our apologies.

The flight took just over three hours all up and used five litres of fuel.

Next flights planned are: Selby to Mt Donnabuang, Pakenham to San Remo over Western Port Bay, and Pakenham to Wilsons Promontory. What's it all for? The Morning Glory, Burketown, October 2000... here we come!





Olympia and the Olympics

MARTIN SIMONS

The Sydney Olympic Games are almost upon us, and Caleb White's article in the October 1999 issue of *AG/Skysailor*, reminds us that the Olympia 'Yellow Witch', built by Arthur Hardinge and Ken Davies more than 50 years ago, is still flying beautifully.

It is worth looking back to trace the idea of the Olympic sailplane to its origins in 1936. In that year the Olympic Games were held in Germany. Big money, nationalistic politics and racism entered the arena along with the athletes. The Nazi government made the Games an occasion for vast displays of nationalistic fervour and 'strength through joy'.

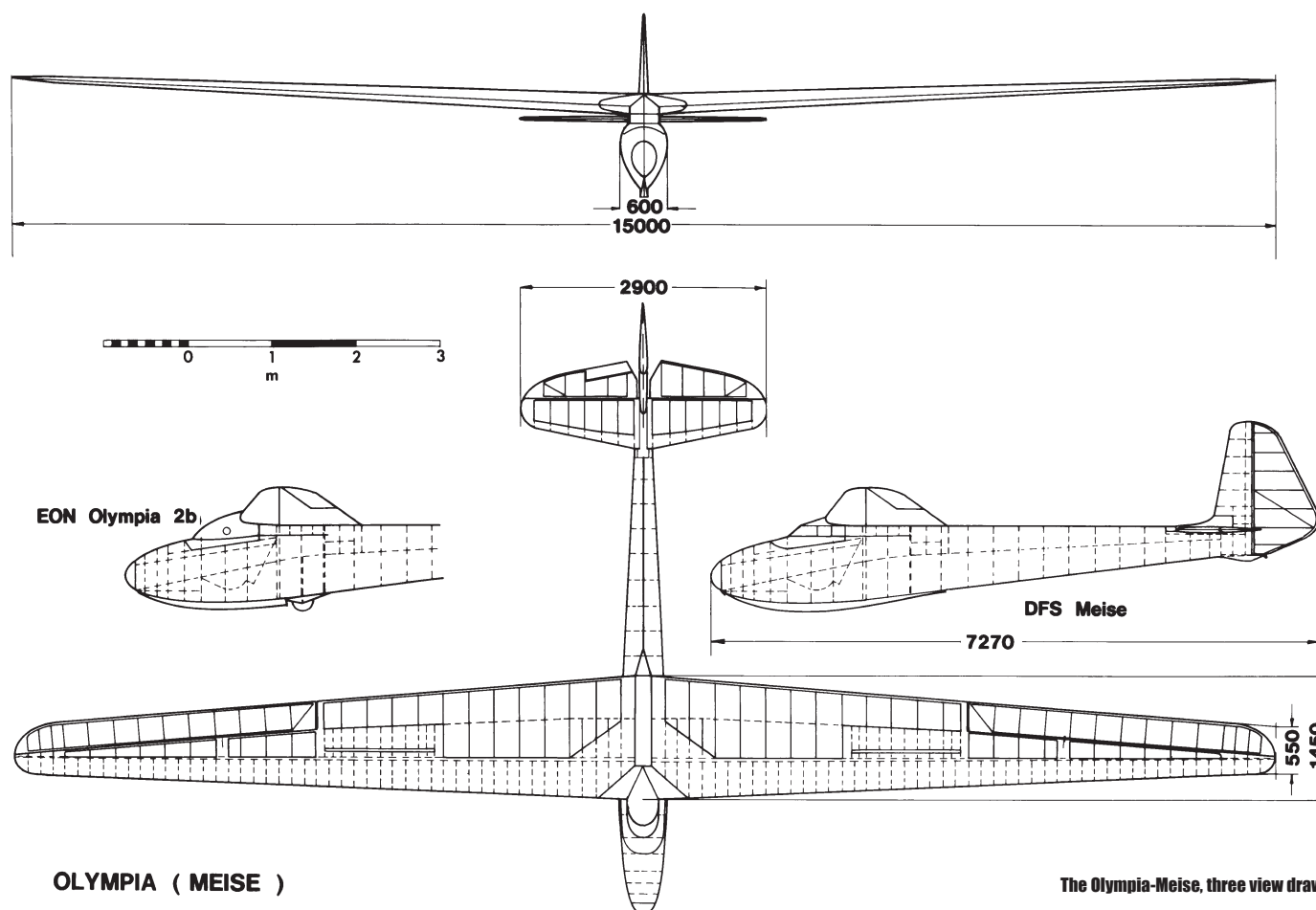
Gliding, or more properly, soaring, was not a recognised Olympic sport, although yachting was. The Olympic Games spectators were, nevertheless, entertained by some spectacular glider acrobatic displays by Ernst Udet, Hanna Reitsch and Peter Riedel among others, taking off from the ice at Garmisch-Partenkirchen during the Winter Games and over the stadium in Berlin. A special acrobatic sailplane, the *Habicht*, was developed for these displays by Hans Jacobs, and a few were built.

The yachting event took place at Kiel. During the Games, an international cross-country soaring contest was organised at Rangsdorf Aerodrome near Berlin. Entries came from Germany, Italy, Bulgaria, Yugoslavia, Austria and Switzerland but the Hungarian pilot and sailplane designer, Ludwig Rotter, in his magnificent *Nemere*, made a goal flight of 336km to Kiel where the yachting crowds were gathered, showing himself and his aircraft to be at least the equal of the best German competitors. His soaring flight was the longest made in Europe that year.

After this the organising body for gliding, ISTUS as it was then called, made a strong bid for gliding to be included in the next Olympic Games. It was, by the way, never imagined that this would involve aerobatics. It was to be a soaring contest, with cross-country and altitude flying. In 1937, as part of this campaign, the first truly international championship was held at the Wasserkuppe in the Rhön Mountains north-east of Frankfurt on Main, where gliding as a sport had been going on regularly since 1920. The winner of that event, Heini Dittmar, has ever since been recognised as the first World Champion sailplane pilot.

The Olympic Games organising body was persuaded to accept soaring as a future Olympic sport, the next Games being scheduled for 1940. It was decided that, in keeping with the general spirit of the Games, as contests between human beings rather than machines, all the Olympic pilots must fly the same type of aircraft. In yachting terms, it was to be a 'one design' championship.

A design competition was organised. A specification was drafted for a sailplane of moderate performance with a wing span of only



OLYMPIA (MEISE)

The Olympia-Meise, three view drawing



The Meise prototype designed by Hans Jacobs and built by the DFS (Deutsche Forschungsanstalt für Segelflug), at Sezze in 1939 for the design competition. The cockpit canopy was a light framework of steel tubes with curved panels of transparent plastic rivetted on. Moulded canopies were almost unknown at this time.

15 metres. (The *Nemere*, for instance, had a span of 20 metres, Dittmar's *Fafnir 2* was 19m and very costly.) Construction was to be simple, of wood with no expensive or rare materials. Air brakes were required but no flaps or retracting undercarriages. Landings would be on a simple rubber-sprung skid. Within these rather vague limits, the performance was expected to be good but not specially outstanding. The idea was a cross-country sailplane capable of being built in any country where gliding was practiced, and from which suitable pilots might come. The prototype sailplanes were to be assembled at Sezze in Italy during February 1939, for flight testing. There was an international jury with members from six European countries.

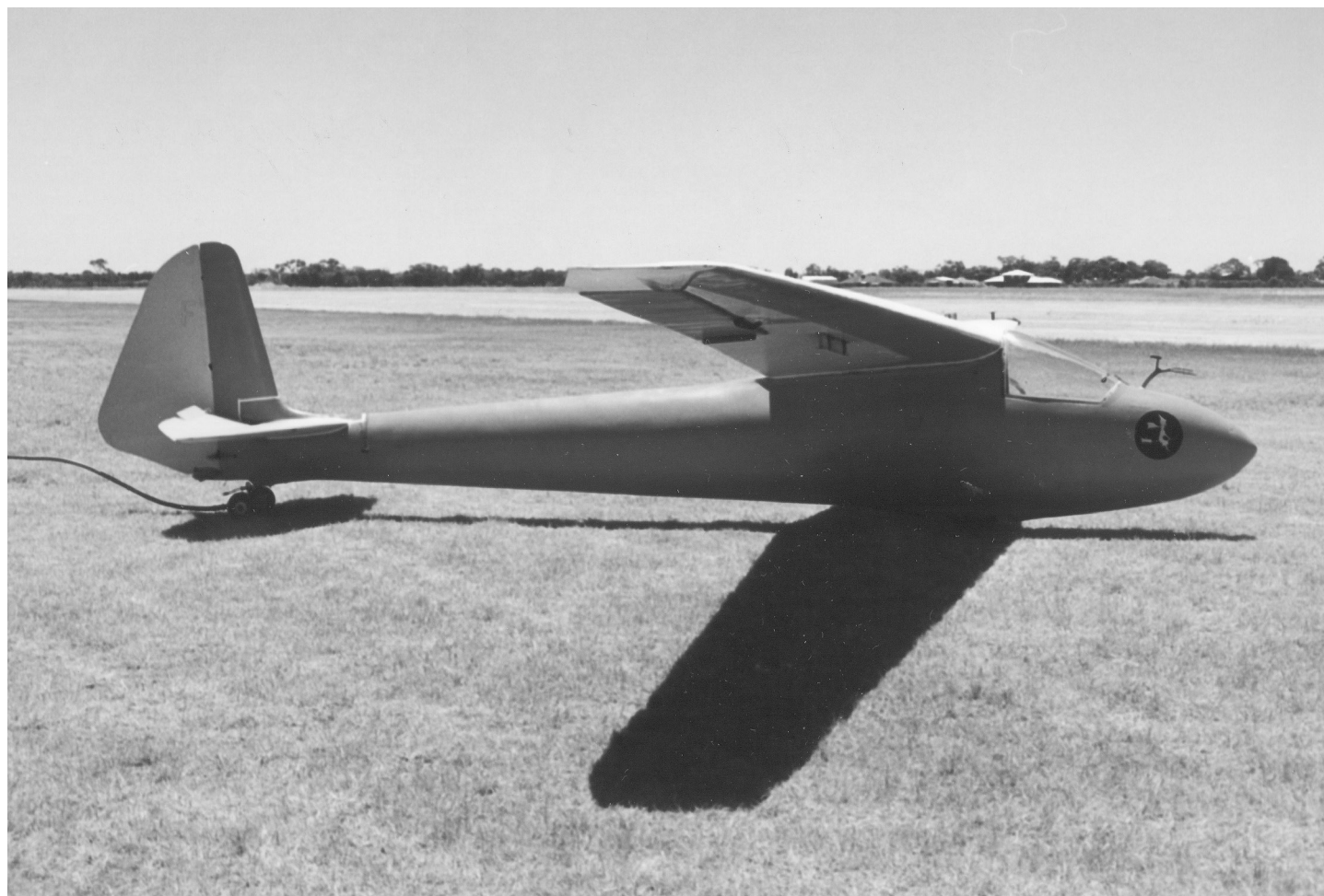
Several designers entered. Two sailplanes came from Italy, one each from Switzerland and Poland and two from Germany. The *Meise*, designed by Jacobs, was judged the winner, not because it necessarily

had the most outstanding performance but because it handled exceptionally well, was very safe and would be within the capabilities of any reasonably skillful aircraft constructor. The *Meise* was, in most respects, a smaller version of Jacob's earlier, very successful, 18 metre *Weihe* of 1938.

The *Meise* was now to be known as 'The Olympic Sailplane'. Plans were published and widely distributed. Meanwhile in Germany the *Meise* entered mass production as a useful club sailplane.

The outbreak of World War 2 in 1939, and the Russo-Finnish 'Winter War' of 1939-40, caused the Olympic Games to be cancelled. After 1945 soaring was omitted from the list of Olympic sports and has never been re-instated.

In England both the Chilton Aircraft Company and Slingsby Sailplanes started advertising a British version already in 1944. They



OUR LATEST RELEASE Aussie designed and manufactured

Microair 760

- 760 channels – 25 memory channels • 2 displays – active/standby with flip flop or memory only (25 memory channels plus scanning)
- Priority toggle – immediately switches to channel 25, handy for 121.5, finish line frequency etc.
- Remote stick mounted toggle switch can allow handsfree memory selection and scanning
- TX indicator – steady red means transmit – flashing indicates a transmission
- longer than 40 seconds STUCK MIKE INDICATOR!
- RX indicator – Steady green means signal
- Variable squelch control • 2 place hot mike intercom as standard
- improved mike input with speech compression • 3.5 watts carrier (14 watts PEP!) • 85 ma standby – 1.2 amps transit – will work down to 10.4 volts. Now only 135mm in depth!
- ACA approved – VFR approved to 25,000ft



RRP \$1,150.00 ex tax

Please enquire with dealers for club pricing.

Microair

**Boom microphone available
– rugged construction
electret insert.**

Contact

MICROAIR ELECTRONICS

PH: 07 5448 9986

FAX: 07 5448 8866

were encouraged by the words of Philip Wills, the best known soaring pilot in Britain at the time. *“The Olympia is”,* he wrote after flying a German one, *“one of the finest pieces of balanced aerodynamic poetry which has been created by man.”* British airworthiness regulations by now differed from those that had prevailed in Germany, so a good deal of re-stressing work had to be done. Slingsby abandoned his plans to build Olympias quite soon, preferring to develop designs of his own.

Before the first Chilton *Olympia* was completed, the rights were sold to Elliotts of Newbury, a furniture company which had been directed into building military transport gliders during the war. It was at this time that Arthur Hardinge and Ken Davies obtained the Chilton drawings in Australia. Their achievement, building the sailplane ‘from scratch’ and flying it in 1948, is hard to exaggerate. It was a wonderful effort.

Soon after it was completed, Hardinge took the *Yellow Witch* to New Zealand and made an astonishing, barnstorming aerial tour of that country, which did a great deal to re-awaken the New Zealand gliding movement.

In Britain, Elliotts build over a hundred of the type. With some further re-stressing and the addition of a landing wheel, it became the *Olympia 2b*, the most widely used club sailplane in Britain for about ten

The Yellow Witch. Originally the cockpit canopy was like that of the Meise, but was later changed for a moulded ‘bubble’ giving a much improved view for the pilot. A wheel was added when the sailplane was operated by the Waikerie Gliding Club.

years. (I did my own ‘Silver C’ cross-country and height gain flights in one of these.) Several were brought to Australia at various times, and some still survive. Production of the *Meise* was undertaken also in France, Sweden, the Netherlands and Switzerland, and some of the German ones also were saved, or looted, to continue flying. After 1951, yet more were built in Germany. This 15 metre design was the forerunner of the modern ‘Standard Class’ sailplane.

There remains the question of soaring in the Olympics. The World Air Games might already be regarded as an aerial equivalent and the *PW 5* World Class sailplane has been arrived at in somewhat the same manner as the original *Olympia*, a design contest with a multi-national judging panel. But, considering the present, unhappy state of the Olympic movement, it might be best for us to stay clear of all that. Since 1936, the Games have never been what they were supposed to be. Probably they never were. But the ‘Olympic Sailplane’ was, and remains, a fine piece of aerial poetry, as anyone who has flown one will agree.



Barossaglide 2000 Update

TERRY CUBLEY

Barossaglide 2000 is the International event to be held at Gawler in South Australia from 16 to 28 January 2000.

It comprises the Australian Club Class National Championships and the inaugural Australian Grand Prix Championships, plus the international Club Class event which will act as a practice for the World Championships to be held at Gawler in January next year.

Entries to the end of November 1999 were approximately 55 competitors, with 17 of these being from a variety of countries including Germany, Japan, Czech Republic, Great Britain, Hungary and Sweden.

To ensure that the competition achieves one of its aims, that of encouraging friendships amongst pilots, a welcome party will be held on the evening of Sunday, 16 January. This will be free for each pilot and one of their crew. Quite often, pilots get to finally meet one another at the end of the competition at the closing and prizegiving. By holding the welcome party it is hoped that Australian pilots new to national competitions and international pilots will be able to start friendships with the more experienced Australian competitors and develop this over the following two weeks.

Some new innovations will be seen at this international event.

Weighting: The weights of both Club Class and Grand Prix gliders will be checked daily. Grand Prix gliders are restricted to a wing loading of 43kg/m^2 in order to limit the spread of performance between aircraft. Club Class handicaps are based on a maximum permissible weight and pilots must nominate the flying weight of the aircraft and maintain this weight throughout the whole competition.

Some local club members have developed a weighing system, which resembles a weighbridge similar to that used at the New Zealand World competitions. It will be situated on the strip between the tie-down and launch areas. Each glider will be required to tow over this slowly, still attached to the car. This will provide a simple and fast initial check of glider weights. If there are any discrepancies identified, the glider will be weighed fully on the launch grid.

Remote finish: One issue that may arise

at Gawler is the possibility of a sea breeze affecting gliders trying to finish. Over the past three Nationals there has been a total of four contest days where gliders have been prevented from finishing because they have been unable to penetrate the sea breeze. A remote finish point has been identified approximately 30km from Gawler and a suitable paddock for aerotow retrieves has been leased nearby. Gliders may elect to use the remote finish point rather than try and come back to the airfield. If they do select the remote finish, they will be required to land there and will incur a 50-point penalty. This is a much smaller penalty than landing in the sea breeze part of the way home. Hopefully the paddock will never need to be used, but it is a special safety feature for the competition.

The Barossaglide competition will be held using the facilities of the Adelaide Soaring Club. These have been used for a number of National and State Championships in the past and will provide an excellent venue for 2000. Everything is central and the social possibilities should please all visitors.

For the World completions in 2001 the Gawler club has arranged for the use of the trotting track rooms, bar, lounges, etc, which will provide some of the best facilities ever seen at a World Championship. This is being done with the generous support of the Gawler Harness Racing Club.

Some harness race meetings will be held during the Barossaglide and the World competitions, which should provide an extra interest for glider pilots, their friends and families.

The Grand Prix will be a new and exciting type of competition. It should be the first of many such events as it will provide interest and exciting flying for competitors, and also provide some interest to the general public and media.

The event involves racing tasks around a pre-set course, in small groups of gliders, a racehorse start (like a yachting race) and a placing scoring system (like a grand prix car race). This first event only has a small number of competitors but should prove the concept so that the first international event for this style of racing can be held in conjunction

with the Club Class World competitions at Gawler in 2001.

Barossaglide will permit the use of cameras or dataloggers for verification purposes. With the growing use of loggers there will probably be very few pilots relying on cameras which will make it much easier for the organisers and much easier and safer for competitors. There is a possibility that Cambridge Instruments will have some loggers for hire for the competition and so organisers are hoping that everyone will be able to make the best use of this technology. Any pilot interested in hiring a logger for the competition should contact Australian Cambridge agent, Bruce Taylor on 02 67797345.

In the interest of encouraging maximum participation in either the International Club Class Championships or the Australian Grand Prix, pilots who would like to compete may enter the competition up to 15 January 2000. They can contact the organisers through a web page (www.worldclubclass.on.net) or by phoning contest director Terry Cubley on 0407 334303.



AIRBORNE AVIONICS Pty Ltd

**Sales and Service
of Avionic Equipment**

**CASA approved
Avionic Workshop**

Agents for

**ICOM
KING**

SKYPROBE

WALTER DITTEL

LEATHERMAN

Arnie Hartley

Phone 02 68 892 733

Fax 02 68 892 933

Email: hartley@avionics.com.au

HGFA Board Elections 2000

The Candidates' Profiles

TASMANIA

Rohan Grant

Background

For 10 years as an HGFA Board member I have played an active role, mostly in executive positions, in reshaping the organisation to achieve an internationally acknowledged two year lead in service delivery.

In recent terms as President I have been set clear priorities for policy and service delivery; mandated accrual based accounting by project to consistently achieve balanced budgets; promoted our needs as pilots to peak national bodies in aviation management and sports development; and strengthened strategic relationships with organisations with complementary objectives.

Issues of Interest

If re-elected I will maintain these priorities, and look forward to reshaping our public image and marketing the sport to a wider audience, to further improvements in service delivery, with a strong focus on the improving the performance of schools and clubs, to grow the sport.

I remain committed to improving the conditions for all HGFA members, no matter what you choose to fly, and seek your continued support.

VICTORIA

John Reynoldson



Background

As a crusty old salt who has been hang gliding since 1975 and triking since 1984, I've seen the sport move from

ground skimming in home-made standards to today's high-tech activities.

I've also seen the sport wither in many ways thanks to a lack of accessibility. Paragliding has helped a lot, by offering a fast and simple-looking entry into soaring, but the reality is that cost remains a major obstacle to many. In addition, it has become very difficult for those who want to compete at a national, or even a state level, to be competitive without spending fortunes on this year's state of the art machine.

Issues of Interest

I support the regulation of competition to allow only appropriately certified aircraft, both in paragliding and hang gliding, the continuing development of lightweight power-launch systems like the Explorer into viable and affordable soaring machines and extension of the sport into the realm of ultralight sailplanes. I would like to assist the microlight contingent within the HGFA in assuring that they get value for their membership dollar.

Currently, a number of factors including peer pressure, encourage pilots to aspire immediately to inland XC flying. I would like to see a lot more encouragement of "fun" flying using the current skyfloating wings, rather than have pilots leave the sport early when confronted with the logistics involved in serious XC hang gliding or paragliding.

Personal Information

What do I fly? A Shark 144 when I'm serious, a Fun 190 when I just wanna cruise, a Chaser-S trike when I want to go somewhere in a hurry, and my home-built 30kg Thistledown soaring trike with my Fun, when I want to thermal without logistic hassles. I'm based in Melbourne and run a part-time business building communications systems for microlights and ultralights.

Brian Webb



Background & Personal Information

My experiences to date are:

Paragliding:

- Instructor, 12 years,
- Australian team pilot

Hang gliding:

Microlights:

Gliders:

Business:

- IBM GSA/ Mobiles IT Production
- Telstra Alliance: Support manager
- Alpine Paragliding: Director

Personal:

- Age: 43
- Children: 1

I have been professionally involved with the HGFA, paragliding and hang gliding for the last 10 years. I have taken a leave of absence from my paragliding business to pursue a short term career in the IT industry.

Issues of Interest

The opportunity to put back into the HGFA some of what I have taken from it appeals to me. To be a part of the new HGFA Board that steers the HGFA through the year 2000 would be a challenge that I would enjoy participating in.

My key strengths to the membership would be: An appreciation of the desires of novice, intermediate and advanced pilots A clear understanding of the current operations and procedures of the HGFA. A willingness to match the aims of the HGFA with the needs of the membership

Jeremy Torr



Personal Information & Background

- Age: 47
- Children: 4
- Married

Residence:

Frankston, Victoria

Qualifications:

- Level 2 Paragliding Instructor

- CFI at Melbourne Paragliding

Positions held:

- Senior Safety Officer, Skyhigh Paragliding
- Editor, Australian Paragliding News
- Past President, VHPA State Association
- Past President Skyhigh Paragliding Club

Self employed since 1980 as a mountain bike frame designer and builder, journalist, off-road tour leader, TAFE lecturer, technology writer and paragliding instructor.

Issues of Interest

Thanks to some very dedicated pilots I first met when I came to Australia in 1989, I was able to enjoy the first wave of paragliding here, with its sense of adventure and excitement. We made plenty of mistakes, but we learned a lot too.

Now I guess the time has come to return that favour, and try to put something back into the sport I enjoy so much. I would hope that my broad knowledge of managing a range of small businesses (without going broke) over a couple of decades would be of use to the HGFA, as would my innate cynicism for any schemes which promise to haul us quickly and easily away from the brink of chaos. In my experience, there is only one thing which keeps any organisation working well, and that is a high level of dedication and responsibility from its active members.

I think I can bring these things to the HGFA Board. If elected, I would try to ensure a that a sensible level of commercial reality,

together with a real sense of loyalty to the members who pay up their \$100+ every year are applied equally to all Board decisions. We need to offer an organisation that really listens to ALL its members, and produces the benefits they want, yet still manages to provide value. And above all, helps keep us flying the way we enjoy.

Mark Howard

Background & Personal Information

I am 48 years of age, married to Jeanene with two children, Katie and Andrew. Four years ago I was introduced to the joy of flying a trike and have been actively flying since then. To improve my general skills I am also doing GA training.

Initially I trained as an electronic engineer and have fulfilled management roles in engineering and project management. Most of my work now is in large system projects and start up companies such as Fly Buys, QLD Lotteries and new systems for Telstra and Australia Post. With this training and experience I feel that I can bring to the HGFA, in conjunction with the other Board members, the "big picture" perspective that is needed to move our organisation forward. About two years ago Jeanene and I saw the need to develop the trike community, as we had met a number of trike pilots around Victoria who were looking to do more flying with other pilots. To further the need we started up the Southern Trike Club and through the club our trike pilots have introduced improved training, trike activities (such as the National Fly-in) and social occasions for club members and their families.

The club has become an extension of the HGFA goals and I would like to be part of improving the HGFA for all flying disciplines.

Issues of Interest

My vision is really about the ability to fly, fly with other pilots from all interests, fly safely and to see our sport grow. I see growth in several areas:

- More HGFA pilots, so what we have as a group is maintained. In some ways our aircraft are unique and so are the skills to fly them. If we are to keep our place in the overall flying community we need a voice and this voice must be based on members.
- A greater involvement with other pilots and disciplines. People who understand and respect what you do become your allies and the flying community needs to develop together. An example was the amalgamation proposal with the GFA. I feel even the initial steps has taught us a lot more of how we can share the sky.

- Committing to the sport. As with the trike club, unless we personally make the effort not much will happen, so I wish to add my effort to ensure our future in the sport is protected.

Rohan Holtkamp

Personal Information & Background

- Age: 35
- Children: 3
- Married

I have been flying hang gliders for 13 years and have been flying in competitions for approximately 12 years.

I first learnt to fly on a rigid wing glider and in the early 90's converted to flex wing gliders. Since this change in wing type I have represented Australia at a number of competitions both here and overseas. I am currently the number one ranked Victorian pilot and have been for the past five years. My ranking on the National ladder currently sees me in the number two position. I also hold a number of National and World records.

Issues of Interest

I have been instructing hang gliding for seven years and feel that the information I can pass on to the Board from my experiences (as an instructor, hang glider pilot and competition pilot) can be of a benefit to the Federation. As an instructor I am in direct contact with the general flying community, as well as prospective pilots, seven days a week, 365 days a year and therefore have a good understanding of what they require from the Board.

I was first elected onto the Board four years ago and have just completed my second term as a member. I would like to renominate for a Board position as I feel that I still have a lot to offer the Board and hope to be able to continue to represent the general flying community at Board level with their concerns, criticism (negative and constructive) and also their expectations.

SOUTHERN QUEENSLAND

Andrew Abbott

Personal Information & Background

- Age: 35
- Paraglider Pilot since 1993
- Aspiring hang glider pilot since 1998
- Captain of Boats and Committee member Banks Rowing Club – 2 years
- Photography and Advertising Production – 10 years
- Small business skills in retail and property – 7 years;
- Vice-President of Southern Cross Paragliding Club – 2 years
- Committee member Kosciusko-Alpine Paragliding Club – 2 years

Issues of Interest

Flying came into my life at a particularly difficult time and I am happy to say that it has been both uplifting and rewarding. Now I hope is my time to try and put something back into that which has given me so much yet asks little.

I hold a strong belief that most if not all the skills required to promote and advance our air sports are currently available within the membership and as such are under-utilised with there being a considerable number of pilots who have much to offer our sport. Considering the age of the Federation, I feel sure there are many more members with much to offer our sport other than just the hard core of long term volunteers who seem to be becoming thinner on the ground year by year.

As my involvement with clubs continues I am seeing more and more that secure site access is rapidly becoming a problem for many clubs. Is it time for the HGFA to have more formal site agreements with litigation fearing landowners? It is up to the Federation as individuals to do its best to present a safer and more responsible face to the public.

For our collective survival to be ensured it is imperative that we disregard the differences between our respective disciplines and get on with the job of sharing our knowledge and skills. Of course, if we are not united and cohesive, I feel we will lose access to the thing of most importance to us all, the skies.

Michael Zupanc



Background

I have been flying hang gliders for 19 years now, and in that time I have had a long involvement with competition flying, both as a competitor (highest national ladder

position of 3rd) and as an organiser. I am the convener of the Australian competitions committee and the Australian representative to the international body of hang gliding and paragliding (CIVL). I am the chairman of the international working groups concerning competition scoring and flight verification and also a vice president of CIVL.

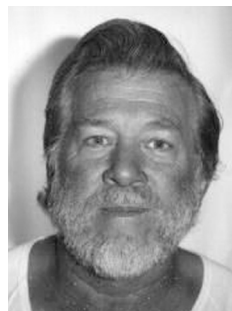
One of my goals is to get the sport of hang gliding and all its related activities out of the public "loony bin", so that we are more open to commercial sponsors and less open to high insurance charges.

I aim to produce organisational systems that are fair for as many people as possible, and not favour any particular section of the flying community.

HGFA Board Elections 2000

SOUTHERN QUEENSLAND continued

Stan Roy



Issues of Interest

Hi, I'm Stan Roy. I am standing for the Board because I believe that we need radical change in the way the HGFA is being run.

I believe that the fully paid staff are costing us too much, and are not operating efficiently. I believe that our two chief employees could be brought back to half time.

For example, it is my view that our Chief Executive has spent an inordinate amount of his time pushing for amalgamation with the GFA. I don't believe that this move was popular at the grass roots level, despite the claimed 90%+ support vote received. We have not been provided with information regarding the actual number of votes received, or the percentage of eligible voters who participated; in contrast to the GFA, who published complete details of their vote.

I advocate reverting to the hang gliding/paragliding magazine that we once read and enjoyed, even if this means black and white publication and/or bi-monthly news.

One way of achieving rationalisation could be to delegate many of the duties currently carried out by the HGFA to state or regional based bodies, carried out by volunteers. This will facilitate grass roots participation in the administration of our sport.

The HGFA should stay out of advertising and promotions, which has eroded our capital (ie your money) by as much as \$100,000 over the last two years.

The HGFA should cease legal wrangling with instructors over relatively trivial matters, which has impacted negatively on HGFA-Instructor relations generally. Instructors are absolutely vital to the future of our sport.

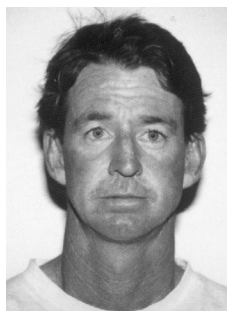
Background

On a personal level, I have been flying hang gliders since 1975, PHG microlights since 1981, and have done two solo courses in sailplanes in the interim. I am the proprietor of Suncoast Hang Gliders and Microlights, which is involved in the training of hang gliding and microlight pilots. I am an active pilot myself.

I have a long history of entrepreneurial activity. As a young man I was involved in the formation and growth of our family businesses (Golden Ripe Citrus P/L and Suncoast Juices

P/L) which were subsequently sold to Berri Juice Co. I have also started and run three small businesses for periods exceeding ten years, and consequently I have the experience to help bring about cost effective operation of the HGFA.

Phil Pritchard



Background & Issues of Interest

I have been hang gliding since 1983 and a member of the HGFA since that time. I have been instructing hang gliding since 1986 and microlights since

1992. I have seen the needs of the membership change considerably over that period and believe we the members need very flexible and motivated people directing our organisation. This is also required at club and state level.

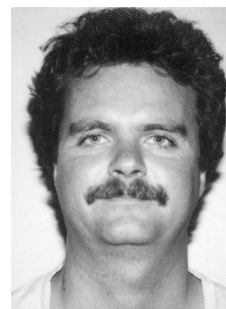
I have been very critical of the performance of the current Board. I don't believe the current Board members are pursuing the present needs, let alone the long term requirements of the membership. Quite often I and other members have challenged the decisions made by the Board to be treated with contempt and even called trouble makers. This is the opinion of a number of club committees and their members and still the Board is pursuing a line of independent arrogance. Not to mention the reckless spending of the members capital base. I know it is easy to be a knocker, but there is enough concern amongst the membership for change. I will list some policies that I will be working towards if I were elected:

- Reduce HGFA back to an administration role. Make sure we aren't becoming the bureaucracy we set out to eliminate.
- Examine past and current expenditure with the view of rationalisation.
- Start communicating with members and clubs with the view of regaining their trust.
- Ensure the membership is more aware or involved in HGFA policy making.
- Promote the club structure to facilitate site development through financial independence.
- Support instructor development and promote facility development.
- Ensure the three disciplines of HGFA remain united with common goals.

This is just a start, which will be expanded on. If you are happy with the present status of HGFA and don't want change, don't elect me.

It's time for the members to take control of our destiny. We the members are HGFA.

Mark Plenderleith



Background & Personal Information

I started flying paragliders in June 1993 and have been a member of the HGFA since. By profession I am a university lecturer

and include rock climbing, windsurfing and mountain biking amongst my other hobbies.

I have always taken an active part in sports administration, having been the founding member of the Brisbane Rockclimbing Club and the South-East Queensland Climber's Association (an association formed to liaise with State Government and other stakeholders to retain access to climbing areas) and for many years was the driving force behind the Queensland Rockclimbing Championships.

I served on the Canungra Hang Gliding Club for two years as secretary and more recently as Paragliding Senior Safety Officer. For the last three years I have organised the Paragliding State of Origin Series (a friendly state-based competition aimed at pilot skill development). I also run the Paragliding XC League on behalf of the Canungra Hang Gliding Club and have been a regular contributor to Skysailor.

I am an active pilot whose passion is XC flying but who enjoys all forms of aviation. I am heavily involved in the competition scene having participated in the Canungra Classic and almost all of the A-grade paragliding competitions over the last three years (as well as a number of overseas events). I am one of a number of people in the area who have worked very hard to foster closer ties between the forms of foot-launched aviation in SE Queensland.

Issues of Interest

I am applying for a position on the Board because I am seriously disenchanted with the organisation that administers hang gliding, paragliding and microlight aviation in this country.

Over the last few years I have had the opportunity to interact with the administration as a regular pilot, a club committee member and as a volunteer who has put a great deal of my own time and effort into the development of the sport. My experiences (like those of many others) lead me to conclude that:

- The administration is seriously out of touch with the sports it purports to represent.

- The direction of the organisation appears to be driven by personal ambition rather than the collective good.
- There has been a serious deterioration in basic services and an extravagance of overly ambitious ventures.

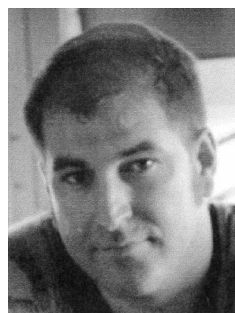
Communication between the administration and the membership is at an all time low (despite the return to a monthly magazine).

In order to remedy these problems I suggest we:

- Elect a new and enthusiastic Board made up of active pilots from all disciplines who are in touch with what's happening at the grass roots level of their sport and have the energy to initiate change.
- Establish policies which, first and foremost, provide basic services to the pilots, instructors, clubs and associations.
- Consider expensive, time consuming and grandiose schemes ONLY once basic services are in-place and providing there is the necessary energy, resources and means of evaluating the benefits to the organisation.
- Re-evaluate the role of the Executive Director.
- Provide regular, informative and timely distribution of information to the membership about the proposals being considered by the administration.
- Develop strategies that enhance safety, pilot skill development and participation in the sport at the club level.

I am applying for a position on the Board because I believe I can effectively represent the interests of ALL pilots (regardless of where they live or what kind of wing they fly) and have the necessary skills and motivation to initiate change. If you are happy with the direction, level of communication and accountability of the current administration then DO NOT vote for me.

Damien Gates



Issues of Interest

After a recent hiatus from flying due to work and study commitments I return with an enthusiasm to immerse myself in flying and flying related activities.

Paying close attention

to the development of the flying community and Federation issues over the last 3 years, I want to provide support and interaction for members, focusing on the development and revitalisation of our disciplines as a recreation and sport. I also have a keen interest and fresh perspective for entry level and diversity in competition and free flight experiences.

Personal Information & Background

Education

1997-present: Bachelor of Laws, Queensland University of Technology
1988 High School Certificate

Employment

1991-1997 QLD Police Service, Police Rescue
1991-1998 Member, Instructor and Senior Safety Officer in State wide Police Rescue Team; High Angle Rescue; Search and Rescue; Police Diver.
1998-1999 QLD Police Service, Dog Squad Dog Handler

Interests & Activities

- Hang glide as much as I can
- Reading, writing and playing on the computer

Skills

I offer a strong work ethic and diversity in organisational, management and supervisory skills. I have a sound background in budget management, system and policy implementation. I have initiated and implemented state-wide resource databases and played a key role in the appraisal and supply of information, equipment and policy through out specialist areas in which I have worked.

NEW SOUTH WALES

Bill Moyes

Personal Information & Background

HGFA Life member

I offer my services as a Board member representing NSW.

I began flying in December 1966 and worked with John Dickenson on the first ski wing. I began building hang glider wings in 1967 and I continue today, including ski-plane, ultralights, gliders and trikes.

Records: I set 7 World records and 2 Australian records between 1966 and 1975 and served on CIVL from 1975 until 1986. I was President of the Australian Kite Flyers Club for 3 years, I am currently President of the NSW Association (2 years) and have previously been HGFA President for 2 years.

List of Awards:

| | |
|---------------------------------|-------------------------|
| 1977 Queen Elizabeth Medal | Silver Medal |
| 1978 Russian Aero Club | Bronze Medal |
| 1980 Royal Australian Aero Club | Oswald Watt Gold Medal |
| 1980 NSW Hall of Champions | Plaque |
| 1982 NSW Government | Advance Australia Award |

1983 C.I.V.L.

Diploma of Honour
Associate Member

1992 Australian Sports Hall of Fame

1995 NASA Space Technology Hall of Fame
1995 Smithsonian Institute Invention Award
1998 Medal of the Order of Australia OAM

Issues of Interest

It is obvious that I have an interest in sport and its future and would like to see it well managed.

Mike Eggleton



Background & Personal Information

I have been a member of the Northern Beaches Hang Gliding Club (NSW) since 1991 and am currently Senior Safety Officer

– Paragliding and hold an Advanced Paragliding Certificate.

I have been on the HGFA Board for the past 18 months and feel that I have served a basic apprenticeship. During that time I have gained an understanding of the challenges that we will be facing over the next few years.

The year 2000 brings not only new challenges, but also opportunities for the management team. I look forward to continuing as part of that team, as I bring many years of experience in business management from sales/marketing to general management. I am currently involved in the management of my own business.

SOUTH AUSTRALIA

Robert Woodward

Background & Personal Information

Fellow pilots, I am currently serving on the Board of the HGFA and am nominating for the next tour of duty. I commenced hang gliding in 1977 and have been actively involved in the administration of the SA Hang Gliding Association and the HGFA and its predecessors since then. I hold an advanced rating and fly a Blade presently, though over the past few years other life demands have meant I have been lucky to get 10 hours per year flying! Whilst I don't get on site as often as I used to, I believe I still have a good understanding of pilots' requirements and their expectations of our sport and its administration.

HGFA Board Elections 2000

SOUTH AUSTRALIA continued

Issues of Interest

Advances and innovations in our sport have often been brought about by individuals with drive and determination to bring about a result and as such these people can often be frustrated by a committee structure. However, I believe we would not tolerate a benevolent dictator running HGFA for very long. It is up to the individuals on the Board to make decisions for the collective good of the organisation based on their own experiences and the information presented. The boards on which I have been a member have not been afraid to make decisions and try out new ideas or explore opportunities to advance the sport.

I was in favour of the amalgamation with the GFA, the joint magazine, the Training Levy, employment of professional staff and the TV series, to my mind policies that have and would have (if implemented) advanced our sport in various fields. Decisions made at Board level can impact on all members and sometimes on specific groups within the organisation, Board members are conscious of this and rely on pilots communicating their feelings to the Board. So my suggestion to you if you feel that your interest group is not represented on the Board, is to elect someone who is going to put your views at that level or alternatively form an industry body to which the Board could turn when decisions need to be made which could affect that section of our membership.

As a Board we have a responsibility to listen to individual points of view but ultimately any decision needs to be to the betterment of the whole membership & organisation.

We fly our various forms of aircraft with a minimum of controls and regulations because pilots as individuals and as members of committees have given of their time to lobby Government, councils & land owners to secure our right to fly.

I believe that a sign of the Board's effectiveness is that we all continue to fly safely with a minimum of interference from external authorities.

WESTERN AUSTRALIA

Keith Lush

Issues of Interest

I hereby submit my submission for a position on the HGFA Board.

I feel that my skills in business management and marketing will provide a good balance for

the Board. I understand the requirements of the HGFA in today's environment where we must combine both service delivery to our members with compliance to the regulations that govern our activities.

I believe I have an open mind to new opportunities that may benefit both the HGFA and the hang gliding population at large. I am also acutely aware that our sport currently supports three disciplines, those being hang gliders, paragliders and weightshift microlights and feel that I am able to represent the needs of the wider spectrum fairly and impartially.

I am a hang glider pilot who loves the sport and am always looking forward to my next flight. I also believe that a close second to safe flying is fun in our sport and will responsibly defend to the utmost the freedom that we currently have in our activities. I feel that a good board of directors is like a good football umpire. You get the greatest game when you don't notice that the umpire is there. He manages the rules allowing us to enjoy the game.

I have served on the Board for two terms and believe that I still have a lot to offer hang gliding at a national level while continuing to support the sport in my home state of Western Australia.

Mark Thompson



Issues of Interest

I seek your support for the position of HGFA Board member, as I would like to be involved in the direction that the HGFA takes, and ensure that it aligns itself with what the

average pilots wants – to go and fly.

My vision for flying hasn't changed over the years but has been enriched by the people I've met, the flights I have had and the memories I revisit daily. My vision comprises three principles that I believe we all share:

- *To be able to fly safely and effectively in the limited spare time that we have*
- *To inspire and be inspired by fellow pilots*
- *To have a means of sharing new ideas and experiences between all pilots within Australia and globally*

My role if elected to the HGFA Board is to realise these three principles. I want us all to be able to fly in a safe environment in which we take off and land safely every time.

The HGFA Board is in a position to make a significant contribution to the safety of our sport through pilot training, the pilot rating system and the culture of the sport. Gone are the days of the mad man jumping off a cliff, dicing with death at every turn. I want us to be able share our flying with others. Imagine a world where you couldn't share your experiences. The satisfaction of competing with mates and sharing stories of flying adventures over a beer is often as satisfying as the flight itself. The HGFA Board is in a position to contribute towards the continuing growth of our sport through enticing new pilots but most importantly maintaining the passion of existing members. I want us to be able to read about new products, competitions, pilot flights, the weather and flying techniques. I want us to see pictures of the "gun pilots" crossing the goal line at 100km/h at 10 feet. I want us to be able to share our own experiences with others. At the present time the HGFA provides us with Skysailor. I believe this has been through some rough times lately, with the amalgamation, but still continues to serve us well. I would hope the HGFA could explore other options, such as hosting Skysailor or some derivative on a web site, providing some interaction between the existing club and teaching school web sites.

Background

Flying is a passion – it consumes (at least that's what my girlfriend says). Flying provides me with the biggest, three-dimensional backyard of anybody I know. I have been flying for over 7 years and still feel like a man with a lot to learn. In this time I have been an instructor, a club president, a competition director, and of course a novice (restricted pilot). In Western Australia I have initiated a WA State Cross-Country League which sees hang glider and paraglider pilots compete as equals. This has been developed further for the comp pilots by organising "333" week to break the WA 10-year-old state record of 297km.

My understanding is the HGFA Board is similar to that of a business in which you, the shareholders, entrust the Board member to steer the business of flying for the common good of all members. I believe my business skills, derived from 10 years experience in the commercial sector will allow me to provide input and leadership to my fellow Board members. My business skills can be summarised as the ability to understand the needs of customers (that's you) and build a team that can develop a sound commercial, legal and operational solution.

Official Entry Form



38th Australian National Gliding Championships

[Federation Aéronautique Internationale]

Benalla Aerodrome, Victoria

27 February to 10 March 2000



PLEASE USE BLOCK LETTERS

Pilot Name:

Address:

Phone: Fax: Email:

Total Hours: 1st or 2nd Nationals? ☐ Yes ☐ No

Crew Chief Name:

Aircraft Type: Rego No.: Class:

GNSS Logger fitted? Yes No Make: Model:

When registering you must show a valid:

GFA membership card, Competitor's License, Maintenance release, GFA Currency requirements for cross-country flight.

Aircraft must be fitted with a 720 channel VHF radio. It is strongly recommended that gliders be insured for 3rd party and public liability.

Please complete the indemnity form below and return the entry with payment of \$290 entry fee (cheques made payable to

'GCV Nationals Competition A/C') to Gliding Club of Victoria, PO Box 46, Benalla, Victoria, 3672 by 11 February.

All enquiries to Gliding Club of Victoria Office: phone 03 5762 1058 or email <gliding@Benalla.net.au>

For more information see the GCV webpage at http://www.home.aone.net.au/benalla_gliding/

Indemnity Form (must be completed):

I certify that the information supplied above is true and correct.

I agree to abide by the competition rules (including any amendments) and note in particular that if any aircraft does not meet the airworthiness requirements of those rules, entry application may be rejected.

I agree to waive all claims against the Gliding Federation of Australia, the Victorian Soaring Association, the Gliding Club of Victoria, Benalla 2000 Nationals and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever.

I enclose cheque/money order for \$290 (per aircraft) entry fee.

Signature Pilot: Date:

**Note: Entries made after 11 February will be charged normal entry fee plus 25%.*

Office Use Only

Date received: Payment Received: Rules Posted:

GFA & HGFA Letters to the Editors

Increasingly the sub-editors of both the HGFA and GFA are receiving letters aimed at members of both organisations rather than just one. We cannot print such letters twice, but instead have decided to combine the *Letters to the Editors* and sort them into subjects. Hopefully this will make it easy for all pilots to find their subjects of interest.

Debbie Smeeton, 1965-1999

► Hang glider and paraglider pilots in the North East of Victoria were saddened this month with news of the passing of Debbie Smeeton.

Debbie learnt to paraglide in April 1990, subsequently moving on to hang gliding shortly after meeting her future husband Jim in the sport. Deb was full of fun and many of us have memories of the times, particularly in the early days of paragliding, when a sled ride was more the norm. Deb was privileged to be one of the first to wind up in a tree, for which she was awarded a T-Shirt emblazoned with 'Debbie Defoliates'. We also have funny photos of her walking around the landing paddock wearing a windsock as she was slim enough to fit into it.

A primary school teacher, Debbie was also a tireless contributor in her local community, with strong commitment to a number of community support groups.

Due to family duties, we have not seen Debbie in the flying scene for a while now, but she is remembered with fondness.

Our hearts and thoughts go out to Jim and their two children, Hamish and Erin.

Phil Brown

Casa Replies

► Please allow me to respond to Mark (Max) Townsend's letter in the November issue. IF CASA has earned this kind of opinion then it is up to CASA to earn a better response, so as the person responsible for Sport Aviation Compliance let me start the ball rolling.

I am a GA pilot and amateur aircraft builder. I've tried gliding and flown aircraft for parachuting. I have now recruited two Sport Aviation Auditors, both long time parachutists and GA pilots, and between them also flying hot air balloons, gliders, hang gliders, powered parachutes, paragliders and ultralights. Does that go some way to reassuring Mark that we may be the aviation police but we have some knowledge and a lot of personal as well as professional interest and perhaps even some skill?

Self-administration is alive and well in most sports and CASA will continue to work with the sporting bodies. Sometimes the process does not work as well as we would

like, and in the final analysis it is CASA which is responsible so naturally we retain the right (and duty) to have a look at sporting aviation in the field as well as in the office.

At the end of October, I was on holiday and passing by Mt Tambourine, but spent a delightful couple of hours listening to pre-competition briefing, walking around looking at hang gliders and paragliders, taking photographs and enjoying myself with my wife and grandson. Yes, I tried to say "Hello" to Craig Worth as the HGFA chief present and competing, but he was not to be

found at that time. Another competitor recognised me anyway so my presence was known. There were a great many aircraft there and I did not observe anything other than excellence in what I saw. I wish the GA fleet was as well presented! Even if I had gone there deliberately with my CASA hat on, I saw nothing to cause me a concern let alone an official response.

To Mark and all your readers I can only say that CASA's main role in Sport Aviation is to ensure the safety of the non-participant; those on the ground or in non-participating

Joint Magazine Matters

A New Name?

► We need a new name for "Australian Gliding/Skysailor". This title is cumbersome and wordy. I hope the forthcoming review to be conducted by the new magazine committee will consider this.

As a former editor of "Australian Gliding", a title I never liked, I raised the matter with various persons during the amalgamation debate. I would be sorry if it were forgotten now, so I will repeat myself.

In the days when hang gliding and sailplane flying were commonly done from the same sites, as they were at the beginning of our sport, a term commonly used was "Sailflying". The journal might thus be properly entitled "Australian Sailflying" or "Sailflyer".

Apart from being neat and accurately descriptive of what we all do, the term relates closely to the German, Italian and French expressions: Segelfliegen, Volo a Vela and Vol a Voile.

The idea of an editorial comment at the beginning of the magazine drawing attention to particular letters and articles of general interest is a good one.

Even so, in the long term I feel the magazine should gradually work towards a unified approach. Many matters will surely apply to all the 'sailflying' community: for instance, safety, training, articles on weather, many technical issues, aerodynamics, structures, relations with government, public relations, etc. The magazine can help make our rather divided bunch into a community.

As in daily newspapers, there could be a correspondence section with all letters grouped together in one part of the paper?

Martin Simons

Thank you for the suggestions, as you can see we're starting to take them into account.

The Editors

Content

► Well, what used to be a magazine that kept me interested in its content for a number of weeks, has now failed to keep my attention for an hour.

The October '99 issue of AG/Skysailor had seven pages dedicated to hang gliding. One page was an article, the rest was OPS reports, ads and club news. And for me, what was once a valued way of seeking my potential next glider/radio/vario, etc, the classifieds contained one ad for Queensland in the hang gliding section.

I'm not anti paragliding, gliding or microlights. I'm just not interested in them. With that in mind, and with the limited exposure of hang gliding in the magazine, maybe membership to the HGFA could be with or without magazine subscription, saving a member \$40-50 or thereabouts on a magazine that doesn't get read.

Edsel Falconer

► *We should clear up what appears to be a common misconception about the real costs and potential savings that may be achieved through radical change to the magazine.*

Firstly, due to there being 6,000+ subscribers we gain significant scales of economy for printing, mailing house costs and Australia Post – Print Post discounts. Over the past 12 months with a change to 12 issues per annum the magazine has been delivered at an average of approximately \$28 per member pa. Recent changes to printers and distribution arrangements and a focus on increasing advertising revenues should see the costs per member drop by approximately \$2 per member per issue. Therefore if we discontinue Skysailor, membership fees would only drop by \$24 pa.

But we would still need to print and post L/D to satisfy our regulatory and basic member communication responsibilities.

flying machines, especially those carrying paying passengers. Within the sport we do not have the detailed knowledge to second guess your self administering organisations and do not want to be in the situation where we have to do so. We have mutual interest in successful self administration.

My aircraft is a COZY, VH-COZ; a noticeable aircraft! I cannot get around incognito which means I have to behave myself and you can come and say "Giddy" and decide for yourself if I am the ogre Mark believes CASA folk to be! Others here say I

What will it cost to deliver a separate L/D to each member?

- Postage (in standard DL envelope) costs 45 cents each.
- The envelope, paper and label costs 15 cents each.
- Print costs 20-40 cents each (depending on number of pages).
- Folding and envelope stuffing (staff time) 8 cents each.
- Freight & incidentals required to produce newsletter, say 3 cents each.
- Max total about 111 cents, let's say \$1 each L/D.

Without the regularity of Skysailor, L/D would probably need to be delivered 12 times pa or less regularly, but at twice the size taking it outside of standard postage rates. But at a minimum the cost per member would be \$12 pa without calculating internet/website costs for electronic posting of the newsletter.

So we saved \$24 pa by not producing Skysailor, but must now include the costs of L/D at \$12 pa (remembering that L/D is currently delivered via an insert in Skysailor and hence costs are a fraction of separate post and production, not touching on what gets into Skysailor which would now be required in L/D).

The maximum nett reduction in HGFA fees that may be achieved would be \$12 leaving us with a base annual HGFA fee of \$98.

It should now be obvious that we get excellent value from our magazine and just as we do not read every article in the daily newspaper we possibly should not expect to get excited about every article in AG/Skysailor. As a general publication trying to cater to all soaring and associated aviation sporting interests the memberships of both the GFA and HGFA get pretty good value for money.

Ian Jarman,
Executive Director & Public Officer HGFA

am Dracula in charge of the blood bank, but you decide!

On the other hand, if you are parachuting through a cloud containing FR aircraft, doing paid public joyflights illegally in unregistered aircraft without an AOC, flying unannounced through the Sydney control zone or some other gross legal atrocity then perhaps you don't want to meet me. We do have a job to do!

If you fly within the limits and have fun then I look forward to meeting you and

HGFA Classifieds

▶ To all those readers upset at having to pay for classifieds, take heart, it's just all in the approach. Take for example the 'Paragliding in India' article in November Skysailor. A full page spread describing India as the utopia of paragliding: "...is perfect for flying... amazing flying possibilities, as yet unexplored... once airborne you can soar for hours at a time... Oh, and by the way you can contact us on..." Looks suspiciously like an advertisement to me!

But seriously, the issue of 'user pays' is one that is very in focus at the moment. The days of hidden costs being absorbed by general revenue are I think over in many and perhaps most industries and businesses. However the application of having to pay for classifieds, cheap as they may be (try putting an ad in one of the national papers) seems to have turned off many potential ads. This puts us between a rock and a hard place, as on the one hand if your gear is worth selling then surely it's worth the minimal fee for advertising, but on the other hand if the number of ads really do drop off then readers lose an important source of information as to what's available and where the sport is moving.

Perhaps we need to look at an alternative way of raising similar revenue. Pay if you sell, like the "Trading Post"? Probably a bit much to ask the editors to administer a system such as that. Could be quite time consuming.

So, to all those who don't want to pay \$15 for a small ad, any suggestions?

Phil Brown

committing safe aviation. That's what it's all about.

Tony Rothwell, General Manager
Airways and Self Administration Branch
Compliance Division, CASA

Amalgamation Vote Results

▶ I recently received some correspondence questioning the veracity of the results published for the vote on amalgamation. I apologise for providing nothing more than the result in whole percentage terms, but this was because the constitution describes the majority required in percentage terms.

At the time of the vote we would have had approximately 2,900 members eligible to vote. The number of ballots received was 1,469 (highest ever voter response):

| Votes Counted | |
|---------------|-------|
| FOR | 1,287 |
| AGAINST | 145 |
| INFORMAL | 37 |

From all ballots received 87.6% voted in favour of amalgamation. 89.9% of all VALID ballots were in the affirmative. Hence I reported a 90% in favour result after rounding to the nearest whole percentage point.

Ian Jarman,
Executive Director & Public Officer HGFA



Open Letter to Ian Jarman

▶ I have spoken with our club executive re our recent letter to Skysailor, and we have decided that it shouldn't be published. Godfrey told me that things have been resolved to everyone's satisfaction.

However that letter was not only about Manilla, but was also an expression of the discontent with the HGFA that exists amongst our club members to varying degrees. I would still like to make you aware of some of these feelings that are commonly talked about not just in our club, but also with many of the other pilots that we meet from other clubs.

The main gripe is that the HGFA puts its own concerns before those of the members, ie the thing with Godfrey, charging for classifieds in Skysailor, etc. This is even being built into the system. For example, from the "Call For Applications For HGFA Committee" insert in Skysailor: "Board members are not elected to represent a particular interest group or geographic location but are elected to ensure that the organisation fulfils its objectives, responsibilities and statutory obligations." That is, the Board is to put the HGFA's interests before those of the members who elected them. How democratic is that? This decree is not in

GFA & HGFA Letters to the Editors

the constitution. Many people feel that the HGFA is becoming just another bureaucracy, and is becoming more dictatorial. The HGFA was created as a service to pilots, now it seems that the servant wants to be the master. Maybe with all the liaising with CASA etc, the bureaucratic mentality rubs off. We would like to see the HGFA doing things that directly benefit the members, in preference to all these things that can only indirectly (and arguably) benefit members.

For example, the benefits of the push for getting more members are both indirect and dubious. We see sites that are under pressure from the large numbers of pilots flying there and that could be lost or restricted with further increases in numbers. Landowners may be happy for a small number of people to use their land, but when it becomes a flood they often crack up, and offers of what to them is pocket money don't do much good. When we do come to an arrangement with owners of launches and bomb-outs we can still have problems with outlandings. Around Canungra for example there are significant numbers of land owners who are sick of people landing on their property. Unless we can offer them more than pocket money they would rather we weren't there and can get very vocal about it. The Canungra Club tries its best to tell and show pilots where they can and can't land, but no system is perfect and people make mistakes. More pilots mean such things happen more often.

Here is one area where the HGFA can be of direct assistance to members. We find that whenever a landowner talks to their solicitor about us they are almost always told that even with our insurance they can still be sued. The HGFA could provide clubs with an information pack that contains insurance documents and legal information etc that could help land owners to trust us. Also included could be details of our legal rights with respect to outlandings (forced landings). If a landowner comes out abusing us for landing on their property, what are our options? After apologising, should we say we will get off their property immediately, or offer money for any possible damage to their pasture etc. I am led to believe this could prevent us being sued for trespass. Is this right? Obviously we try to prevent such occurrences, but they do happen and are not totally preventable.

Also, some landowners and councils may want extra insurance coverage so that their name is mentioned specifically on the insurance documents and there is no excess that a pilot could conceivably renege on. The club controlling the site could pay for this site

specific extra cover where required.

Chamberlain Knights no doubt could come up with something. We have one landowner who has tried to get his own public liability insurance without success.

In our area if we had the number of pilots that there are in Canungra we would lose half our sites. We don't believe we should be discouraging people from either learning to fly or from coming to fly our sites. We try to make visiting pilots feel welcome and help novices as much as we can. But we don't see any need to be spending any time or money encouraging people into the sport on an Australia wide basis. This happens all by itself.

People see us flying, landing and hitch hiking, ask questions, and if they have a real desire to fly give it a go. Only a relatively small fraction of those that learn go on to be active and experienced pilots. This is only to be expected, people like to be able to say that they've done hang gliding, sky diving, etc. Some then discover that contrary to what they've been told, they really could kill themselves doing this sport and they drop out. Others get sick of the hassles with weather, driving all over the countryside, bombing out, retrieves etc.

Certainly there are parts of the country that would benefit from more pilots and more instructors. This is why it should be the clubs and schools, and not the HGFA, that do their own promotion. That way they can do as much or as little promotion as they feel is necessary. The HGFA could also have a specific information pack for this that clubs could request if desired.

Skysailor is also an issue. We recently had a pilot arrive from the UK. She was offering around Skywings for everyone to read as she had heard back in the UK that our magazine was of little interest for paraglider pilots.

We need to have a rethink as to what the objectives of Skysailor are.

Skysailor should be first and foremost an organ of communication and inspiration to help pilots fly more often, more enjoyably, and more safely. To this end, education, information, organisation and feedback should be first and foremost. Presentation, colour photos and glossy paper are nice, but they make no contribution whatsoever to the real purpose of Skysailor. The success of Australian Paragliding News shows that fancy presentation is not that important.

To prevent a backlash of paraglider pilots refusing to pay the Skysailor subscription, Skysailor needs to be more useful.

The biggest problem with Skysailor as I see it is the six week (now five week) lead

time for articles. It means that articles and news are regularly out of date. The excuse is that the articles were submitted too late. Well if the deadline was only two weeks prior to publication they would be submitted on time. There could be a centre section that is produced by whatever technology is the fastest possible to edit and get into print, presentation only secondary. The time sensitive stuff could go into this section, the timeless articles and advertising could then be in the outer section that takes longer to produce (if presentation is considered that important).

Having written a number of articles, etc for Skysailor I can say that the long lead time is also a disincentive to submit material. From the time I submit something it can take two months or more before it arrives in my mailbox. By then I have given up waiting for it, and have largely forgotten all about it. If Skysailor could drop its lead time to two weeks, APN would lose some of its allure for article writers. We shouldn't need to pay for two magazines, when everybody already gets one of them.

Let's concentrate on making Skysailor something that is most useful to the members. Looks must come second. Forget any ideas of putting a fancy but over generalised magazine on news stands.

Ian, I personally trust that you have the best of intentions with respect to HGFA members and that your main problem is that the members don't tell you what they need and want.

However, you are no doubt like most people in that you want a secure job with advancement opportunities and steadily increasing pay. Your challenge and dilemma is not to let that effect decision making where the HGFA and its members are concerned. If you are looking for advancement you should be looking elsewhere.

In the phone message that you left me in response to the previous letter you said that there are things that should not be in the public domain. I must disagree. I think that discussing everything in the public domain is a good way that you will encourage people to tell you what they want and need.

If the HGFA were to set up an internet website, it could have a feedback, opinions and suggestions page that could be like a bulletin board. It could provide a forum for discussion, such that you and the board could have a much better feel for the pilots that you serve.

A website could also be used to quickly poll the members to get a feeling for the opinions on subjects likely to effect

members. If Skysailor could have a two week submissions deadline, notice of the poll could be quickly advertised. People with an opinion but without internet access could then arrange for someone with internet access to proxy for them. This need not be as serious a thing as for the amalgamation vote, but would be of great assistance to the board in making decisions that will effect the members.

It would no doubt mean that we will have to put up with some verbal diarrhoea, but as with the internet, there is gold to be found by sifting through it.

Don't think that the elected Board members are truly representative, as the large fraction of pilots are voting for candidates that they don't or hardly know. All we have to go on is a short resume on each candidate. As someone who has tried the meeting place advertisements in the hope of meeting a nice woman, what people say about themselves can be quite different to who they are and how they act. We need to be trying all the avenues of communication at once if we want the HGFA to be truly in tune with its members.

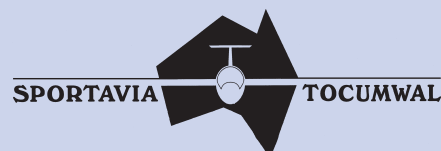
I know that you can't hope to please everyone. That no matter how good a job you do there will always be people who are dissatisfied. They crucified Jesus Christ after all. Maybe in your part of the world people

are happy with the HGFA, but up here there are many more than just a few ratbags who are dissatisfied. I hope that you can try to address our concerns and consider the suggestions.

Graham Sutherland,
Secretary Conondale Cross Country Fliers

► *The Conondale Cross Country Fliers have written a long letter expressing concerns about a broad range of issues. A full response has already been sent directly to the club by the HGFA's Executive Director and is too long to reprint in full here. However, a response from the Board is also necessary and appropriate. As many of the concerns, misconceptions and contradictions contained in the letter get raised from time to time by others outside the Conondale Club, I propose to respond by way of a series of shorter articles to be published over the next few months addressing the major subjects raised in this letter. At the end of the series we should all have a better idea of what the HGFA is, what it does, and why and how it does what it does and where we are all headed.*

Rohan Grant, President HGFA Board



HANG GLIDER PILOTS

Quick conversion course

Christof Kratzner – World Champion
Hang Glider Pilot 1999 FAI 2 – will be at Tocumwal most of the summer – come and meet Christof!

CLUB PILOTS

– Build your hours and extend your cross-country training experience.

Largest fleet in Australia waiting for you!!!

**Motel Pool Spacious lawns
Liberator lic. Restaurant**

**AUSTRALIA'S MOST
ADVANCED
SOARING CENTRE**

**Web Site: www.sportavia.com.au
Email: info@sportavia.com.au**

**P.O. BOX 78, TOCUMWAL 2714
N.S.W. AUSTRALIA**

PHONE: (03) 5874 2063

FAX: (03) 5874 2705



X-Country Tour

7-12 FEBRUARY 2000

**at MANILLA nsw
and LAKE KEEPIT**

Designed for both Hang Gliding and Paragliding, with a combination of both hill and winch towing. The course will include motel accommodation, tow training and endorsement, along with full transport and retrieval on X-country flights. In-flight instruction will be given, along with a full evaluation of day to day flying skill/performance.

COST \$750.00, only 10 pilots in total.

Call now as tour is already half full before this advertisement!!!

PHONE 02 6556 5265 OR TOLL FREE 1800 063 648

Email <leescott@highadventure.com.au> and see our web site www.highadventure.com.au

1999 WHGS Canadian Grand Prix

IAN McARTHUR

Day 1 of the Canadian Grand Prix and Nationals was a good start to the event. Overcast and cool, it took time to get the pilots away. Several incidents on launch were worthy of comment. Kim Stauss discovered that the flattish look of the "Back Door" launch isn't just an optical illusion. He launched, flew and launched again when the big green ball got a little too close. Nicely done Kim. One of the Japanese contingent gave an excellent demonstration of: stall on launch, fall in your harness, wobble off to the left, climb a tree, correct and recover, climb the next tree, trim the top ten inches off it, correct and recover to fly away and act as if nothing happened. As Mr Spock would say: "Fascinating".

The task was to fly north to Fadear Creek junction then south to the LZ at Whitecroft. Mike Swift and Tyler Borradaile tie for first at 27km. No one made goal. The day netted only 179 points under the GAP scoring program, but it was enough to get started.

Day 2 dawned bright and blue. The task was to be the longest and most challenging of the event. "Top of the World" to Dunn Lake and back to the Whitecroft LZ. Total distance 120.1km. Pilots launched into a picture perfect sky at 2pm and raced north in the best conditions of the meet. Tyler B. narrowly edged out Kamloops native Mike Swift in a gruelling five hour duel, landing just 2.5 miles short of the goal field at Whitecroft. The field was very well spread out in this task, and the validity factor went way up on the GAP. Maximum points for the task were 900. Again, no one made goal. This task had the highest collective total distance flown by the pilots at 1,478km and only one pilot in the bomb-out zone.

Some pilots were disappointed to learn today that GPS turnpoint verification is a little more challenging than they had originally hoped. Although their tracks clearly showed they were extremely close to the turnpoint (in some cases past it) they just didn't get the single point in sector they needed. Most wouldn't make the same error twice. They were awarded positions closest to the turnpoint, although some did much better.

Winds up to 35km/h up the south-west face, and only occasionally straight up at the "Back Door", conditions caused some pilots to hesitate in launching

on the third day of the event. The task called for pilots to fly to Barriere Airstrip some 30 miles to the north and return to the goal at Whitecroft. Mike Swift, hungry from the scrappy day before, was away in the first group. Geoff Dossetor also left early and both made the turnpoint at Barriere and some distance back.

Pilots were slow to take the plunge after Jeff Rempel launched and had to top land out on the West Bowl. It cost him a down tube but by far the greatest damage was to his pride. Jeff shouldn't be too hard on himself. He flew through a lot of crap and made a pretty good decision to land where he did.

Safety concerns closed the "Back Door" launch after four pilots had flown. The balance of competitors were assisted in moving to the south-west launch where (in the words of Steve Best) we saw a wonderful crop of "Canadian Potatoes". Only after the start gate had closed did an appreciable number of pilots commit aviation. Too few to make a big difference, but just enough to change the leaders.

Tyler Borradaile's concerns for safety on launch may have caused him to wait too long before starting. Although he did get the start gate within the time allowed, he chose not to go on course and flew to the LZ for bomb-out points only. Some have asked me, "What was he thinking?" I don't have any idea. I'm sure he's still talking to himself.

With only four pilots on course the devalued day only netted 43 points to the winners. Geoff Dossetor and Mike Swift both received the max, while Rick Hunt and Tyler both got the bomb-out minimum. By the way, most of the pilots that chose to fly after the window had closed had excellent flights, many going to cloudbase at over 10,000ft amsl. Perhaps they won't be so shy next time.

The GPS verification system has worked very well and all of the pilots were very impressed when G.W. Meadows consistently produced results within minutes of getting the landing forms and downloading the data. The ability to see the launches, start gate, turnpoints and goal in relation to your actual flight track is absolutely fabulous from a verification standpoint. There wasn't a single case where a pilot snivelled about another pilot fudging a turnpoint. Gotta love it! Currently the GPS turnpoint verification system is operational only on Apple computers, although I'm told a version for PC will be out in October.

With the approval of the BCHPA I will be acquiring a copy of the current software. Hopefully we will have a copy available for the Cache Creek Team Meet. Those of you that would like to learn more about the program should go to the USHGA website and run a search for GPS Verification. You will find all you need and more.

July 28 was called at 2pm because of a strong gusting south-west wind. Standings showed Mike Swift of Kamloops on a Stealth holding a slim 22 point lead over Tyler Borradaile of Vancouver also flying a Stealth. Dustin Martin of Phoenix Arizona flying a Moyes CSX was holding down third. Simon Kurth from Washington on a Predator was just 12 points ahead of defending Sun Peaks Speed Gliding Champion Geoff Dossetor of New Zealand flying his trusty Airborne Shark. It was a horse race.

Soggy conditions with promises of afternoon clearing weren't enough to keep the boys at home. By 10am pilots were packed and on the road for Deadmans Creek 60 miles west. The task committee debated the options and learned that several preferred turnpoints had been omitted from the list leaving only one good option. Deadmans, Basils return. Total task 54.2km. Another bloody upwind task. Only thing worse would be upwind both ways! A late start found many pilots grovelling at or below cloudbase with the big question (can I really go from here?) constantly cycling through their minds. Several were to break out and find cycles that took them above cloudbase and far up the sides of spectacular cumulus to almost 10,000ft amsl. This was a classic race day that saw Geoff Dossetor into the "International" goal at 6:31pm and Dustin Martin right behind him at 6:33pm. Good flying at about 2 1/2 hours on course. No one else made goal but there were some significant developments.

Before this meet Mike Swift had never used a GPS for navigation. Like most of us, he wasn't really very familiar with the intricacies of the beast. I don't recall exactly how far he flew, but I believe he came up just short of the turnpoint. It should have been good for something over 100 points. But he missed the start gate and zeroed for the day. Simply a case of turning right instead of left. It probably cost him the Canadian Championship. Bummer, eh?

But it ain't over till it's over. Wow! What a bite of reality that is! By the time the dust

and Hang Gliding Nationals

cleared on the last day, the whole point of a long contest comprised of many tasks was clearly evident. Conditions similar to those on Day 1 faced the committee and the decision to call "Agate" and return seemed a natural. We could try to get everyone on the ridge spotting for one another.

Some say it was a crap shoot, others say it separated the men from the boys. I'll leave it to you, but let me assure you it wasn't a cake walk. It was great drama, excellent racing, and probably the most exciting task for the ground crews. How can a little 48.5km task be that good you ask? Conditions: Tough, scratchy, sometimes lucky, but never boring.

Scores were so close after four tasks that the only thing for sure was that the eventual winner was going to have to earn the points. If a front runner were to zero the day, he would move at least three positions. And like milk, the cream will rise to the top. Geoff Dossetor ripped over the goal in 1:30 elapsed time shadowed by Martin Dennis at 1:42, Master Barry Bateman at 1:44 and Dustin Martin at 1:49. Here's what Geoff had to say about the last task :

"I used some crafty tactics to get past Dustin Martin on the last day. He's a really good young pilot (19 years old) who came 10th at the recent US Nationals. I knew he would follow me since I was only 65 points behind him going into the last round. I started early on the task and he followed to the next thermal. We climbed to cloudbase and when he thermalled up the front of the cloud and lost sight of me, I turned and flew back

to the start gate. He flew on unknowingly while I waited another 20 minutes to restart (10 minutes before the start window closed). To win the competition I had to catch up to Dustin, which I did before the only turn-point and then passed him, beating him and the other pilots into goal by a minute or so."

Mike Swift landed just short of the turn-point while Tyler B. was heard later to exclaim/ explain "I hate this f...ing site!" as part of the reason he was in the bomb-out. Perhaps he is cursed.

Geoff Dossetor was the winner of the Canadian Grand Prix and Nationals by the hair on his teeth. Only 7 points allowed him to edge out Dustin Martin of Arizona. Martin Dennis (the man with two first names) claimed the Canadian title and won third over 300 points back. Mike Swift in fourth at 1,200 points followed by Tyler Borradaile at 1,191. The 9 points came back to haunt him it seems.

Of special note was the quality of flying on the part of the Japanese contingent. Yes, they have problems sometimes, but no more than any of us. What was remarkable was the tenacity, courage and excellence of their flying this year compared to the last two years. Ask anyone who flew with them north to Dunn Lake. These guys are tough competitors. Stay away from those mountain bikes Kayo!

Banff Ice Vodka was the official host of the 1999 Canadian Grand Prix and Nationals Awards party. Although Neil Roberts couldn't be there, the product was enthusiastically received and enjoyed late into

the night. A special note of thanks to Fred Wilson who "told everyone where to go", also to Borg Host and Joe Podanowsky who performed yeoman service as Pathfinders. Without you guys it would have been pretty tough to get the "Potatoes" off the couch.

BIDGEE BEACH CAMPING GROUND

11km east of Hay on Stuart Highway

BIDGEE BEACH offers the peace and tranquility of a natural bush setting on the banks of the Murrumbidgee river.

FEATURES:

- extensive lawned area,
- swimming beach,
- pets OK,
- hot showers,
- drinking water,
- boat hire.

40% discount (\$3 per head) for HGFA members and crew.

Ph: (02) 69934808 or 014 452304

CARTOON by Dave Kovac





LAKE KEEPIT

TAMWORTH NSW

- ★ Training 365 days a year
- ★ Good glider availability
- ★ Bulk flying discounts
- ★ Private owners welcome
- ★ Extended gliding season
– 300km in July!

Contact Jim Stanley – Manager
P.O. Box S152
TAMWORTH SOUTH 2340
Ph: (02) 6769 7514
Fax: (02) 6769 7640

www.users.bigpond.com/keepitsoaring



GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

FORM 2 NOTICE

- ☐ A Form 2 inspection is due
Cheque for \$125 is enclosed
- ☐ A 20, 30 yearly, etc is due
Cheque for \$275 is enclosed
with copy of aircraft log book
- ☐ An initial C of A inspection
and initial registration is due
Cheque for \$465 is enclosed

(tick appropriate box)
on the following aircraft.

TYPE

VH

Please forward relevant airworthiness
documents to:

.....
.....

.....Postcode.....

Forward to:

GFA Secretariat, 130 Wirraway
Road, Essendon Airport 3041

Barron Hilton Cup 1998/2000 Competition

CHRIS STEPHENS

GFA Decentralised Competitions Committee Convener

Photo: Helmut Reichmann

Rules for the Barron Hilton Cup have been simplified and made easier to read and understand. However, flight verification remains rigorous. For a copy of the full rules, send you request by post to:

Convener

GFA Decentralised Competitions Committee
PO Box W48, Wanniasa ACT 2903

Email to <poboxw48@dynamite.com.au>

Email is the preferred means of communication.

This is a prestigious international competition with ten days free soaring hosted by Barron Hilton during his famous biennial Soaring Camp at his fabulous Flying M Ranch, Nevada USA, as the reward for each regional winner and their crew. The reward includes all meals and accommodation, airfares and a variety of alternative activities for the crew while the pilot is soaring. Current FAI World Champions and their crews are also invited. The Barron Hilton Cup is the World Championship of decentralised cross-country competitions. IGC have elevated this competition to the same FAI level as the other World Championships. The next BHC camp is scheduled for mid 2000.

Rules Update Summary

Completed triangular flights with a minimum flying distance of 400km flown by 15 March 2000, count for the current competition period. If the triangle is not an FAI one a reduction of 12.5% will be applied. One point per kilometre is awarded then adjusted using the BHC handicap factor for the sailplane flown. The single highest scoring flight from our BHC region, (Australia and Africa) wins.

Entries are made on the GFA FAI Badge Claim Form. Complete the Identification, Distance and Official Observer sections, attach the required evidence, then post all to me at the above address, as soon as possible but within one month of the flight. Include either your email address or a stamped self-addressed envelope for acknowledgement and updates.

Verification requirements and proofs are the same as for FAI Badge claims. The proof requirement is no more or less than for (say)

a 500km Badge claim. Either FAI photographic evidence with a complementary barogram or GNSS evidence from an IGC approved data logger will be accepted. The Borgelt instruments manufactured Joey is not an IGC approved data logger; it is an IGC approved barograph only.

Pilots please note that there is no scope for flexible interpretation of the evidence and proof of flights. The decision of the BHC Competition Director in USA will be final.

BHC Handicap Factors

BHC handicaps are unique to this event. Those used for the Australia/Africa region are the USA West Coast ones. The BHC organisers set these handicap factors at the beginning of each two-year competition cycle. Pilots should obtain a personal copy.

Regions

The BHC organisers have divided the world into BHC Regions. Until 1995, Australia and New Zealand was one region. In 1996, Australia was liked with all of Africa (not just South Africa) in the new Region 4 and New Zealand with Japan in the new Region 5. Pilots can only compete in the region of which they are a permanent resident. However, pilots may submit BHC entries in respect of flights completed in all countries in their BHC region, to their parent BHC regional representative; eg the GFA DCC Convener for Australian pilots entering flights completed in either Australia or Africa.

GFA Webpage

Visit the Competitions link on the GFA Webpage to catch-up with current BHC news and flights.

Past Australian BHC Winners

| Year | Pilot | Sailplane | Task |
|------|----------------|-----------|--------------------------------------|
| | Bruce Tuncks | Mosquito | 756km FAI triangle (TBC) from Gawler |
| 1996 | Chris Stephens | DG300 | 752km FAI triangle from Narromine |

Decentralised Cross-Country Event Revised

CHRIS STEPHENS

GFA Decentralised Competitions
Committee Convener

Since the original inception of our decentralised cross-country competition at least 20 years ago, many alterations have been made to its format and rules. These have been in response to Sporting Code changes and comments by some entrants and would-be entrants. Despite a very recent resurgence in interest, I invite comments, criticism, suggestions and questions from all GFA members on how to improve the event and ensure its future. All input will be acknowledged. My plan is to place a comprehensive list of recommended changes before the next GFA National Competitions Committee (NCC) meeting expected to be in mid 2000. Read on for my contact and details of the DCE as it stands today.

One thing that has never changed is the DCE aim. The aim of this event is to encourage cross-country soaring across the whole spectrum of glider pilots living in or just visiting Australia. To legally fly a glider in Australia a pilot would have joined GFA in one of the many membership categories available; e.g. short-term or ordinary. The only eligibility requirement is to be a member of GFA. To further encourage pilots to keep flying through the cooler months, the DCE has Summer (1 September to 30 April) and Winter (1 May to 31 August) Sections.

There are actually four events in one. Four Leagues intended to give each pilot a fair chance both in relation to his or her peers and also to win the overall summer or winter event. Additionally, a handicap is applied to each sailplane type. There are GFA certificate awards as well as the overall winner and runner-up of the summer event being presented with the *Australian Gliding Trophy* and *Sportavia Shield* respectively, at the annual GFA Council meeting dinner.

League 1: Pilots listed in the first 50 on the GFA Ranking List or overseas equivalent, World Record holders, National Record holders and pilots who have flown in international teams during the past 10 years.

League 2: All other pilots, especially including those in League 4.

League 3: For two-seaters as a club rather than an individual pilot event. The aim is to encourage instructors and other cross-country pilots to take lesser experienced pilots away from their home airfield in two-seaters.

League 4: Pilots with less than 200 solo hours on 1 September for the Summer event and 1 May for the Winter one. If using a pre revised entry form, please make it clear in the 'Comments' part that this is a League 4 entry.

Entering the event is simple. Using the DCE entry form, pilots send as many entries as they wish, within one month of each particular flight. These entries are progressively totalled using their highest scoring three flights. At the end of the event, those pilots and the club with the highest score receive the awards. All entries will be acknowledged either by post or email. Revised 2000 entry forms will be sent to all clubs, past entrants and are also available from the address below by post and by email. I plan to have entry forms available electronically from the Decentralised Competitions link on the GFA Webpage soon. Regularly updated results and news are already there.

Scoring is based on the type of flight undertaken and handicap of the sailplane used for each flight. Pilots are not restricted to a single class or type of glider. Entrants may use different sailplanes to build their best three flights' total score.

Points are scored on distance, using the following points allocation system:

- Free distance, distance to a goal, cats cradle, TOP or POST type tasks and multiple circumnavigation of a minimum 200km triangle – 1 point per km;
- Goal and return, non FAI triangle (including those with a remote start/finish), FAI zigzag or three turnpoint task – 1.1 points per km;
- FAI triangle (including those with a remote start/finish) – 1.2 points per km;
- Incomplete (b) tasks will be scored as (b) tasks for legs actually completed and (a) tasks for incomplete parts or distance to the landing point; and
- Incomplete FAI triangles will be scored as (b) for completed legs and (a) for the incomplete part or the distance to the landing point.
- The FAI great circle formula will be used to calculate distances. Where a known fixed feature is specified in the entry form (eg a named silo) standard GFA co-ordinates for that feature will be used when calculating distance, where these are available.
- Motor Gliders are eligible. The motor may only be used for launching and/or self-retrieve. An engine use recording device must satisfy an official observer

when the engine was actually in use and that it was only used for launching and/or self-retrieve.

Verification Methods and Declarations

As the aim of the DCE is to encourage cross-country soaring the level of proof required is not as rigorous as for some other flights. Neither a pre flight declaration nor barograph is necessary. However, FAI photographic or datalogger evidence rules apply. In addition to all IGC approved GNSS instruments, the Borgelt Instruments manufactured Joey is accepted as a datalogger for this event. Entry forms must be certified as complete and correct by an official observer. Proofs from the winning pilots and club may be requested. Pilots and Official Observers may be contacted to clarify details of flights. However, whenever reasonable, pilots will be given the benefit of any doubt. In the case of any dispute, the decision of the DCC Convener will be final.

Awards

For the Summer event, the pilot from either League 1, 2 or 4 with the most points is the overall winner and will be awarded the *Australian Gliding Trophy*. The club with most points wins the League 3 GFA Certificate. The pilot with the highest score from a League not the one from which the overall winner came, is the runner-up and wins the *Sportavia Shield*. The other League winner receives a GFA Certificate. For the Winter event, a GFA Certificate will be awarded to the overall winner from Leagues 1, 2 and 4. The winning Winter League 3 club also receives a GFA Certificate.

Address for Correspondence

Convener – GFA Decentralised Competitions Committee, PO Box W48, Wanniasa ACT 2903, Australia

Correspondence and entries from Australia can be faxed to (02) 6231 4121, international +61 2 6231 4121. By email to <poboxw48@dynamite.com.au> please (*Email is the preferred means of communication*).

The DCE handicaps for the 1999/00 Soaring Season are currently being reviewed in consultation with Maurie Bradney, the GFA Performance Coach. At this stage, those published on page 27 of the 1991/92 AG Year Book may be taken as a reasonable guide. The vexing issue of two-seaters being flown solo will be addressed. Be assured those pilots who forward such entries will not be disadvantaged by the current delineation between single and multi-seat sailplane handicaps. For the moment, take a 'flight of faith'.



Hargraves Cup 2000

Lawrence Hargraves, tethered to four box kites, flew 15 feet into the air from Bald Hill in 1894. His designs were sent to the Wright Brothers and incorporated into the first flying machines.

Hang gliding didn't arrive on "The Hill" until 1972, and paragliding in the late 80's.

Stanwell Park Hang Gliding and Paragliding Club are currently organising the 7th Lawrence Hargrave Competition. The 1st was in 1982, 2nd in 1984, 3rd in 1986, 4th in 1988, 5th in 1989 and the 6th in 1992. This has formerly been an award winning international competition attracting World Champions from all around the globe.

What we are trying to create is a competition that is open both to hang glider and paraglider pilots of all levels. The weather will dictate the site and thus the events, possibilities being: Accuracy, Touch and Go's, Open Cross-Country, Triangle, Slalom and Race to Goal.

Trophies for Best Novice, Intermediate and Advance, in both disciplines.

Entrance fee will be \$20, which will include a BBQ with booze, band and retrievals also being thrown in.

The Stanwell Park Hang Gliding and Paragliding club challenges all pilots from all clubs to join in this historic tribute to honour who was arguably the Father of Flight. The date of this great event will be on two weekends, 25/26 March and 1/2 April.

For information on this event please contact the SPHG&PC Competition and Event Co-ordinator, Jules Sanderson, ph: 02 42943072.

Mariners Lookout Apollo Bay, Victoria

Notice to all HG and PG pilots:

The situation is:

- \$5 per flight or \$10 per day
- Must have membership card.
- Must be appropriately rated.
- Must sign waiver form.
- Be considerate to the public in car park.

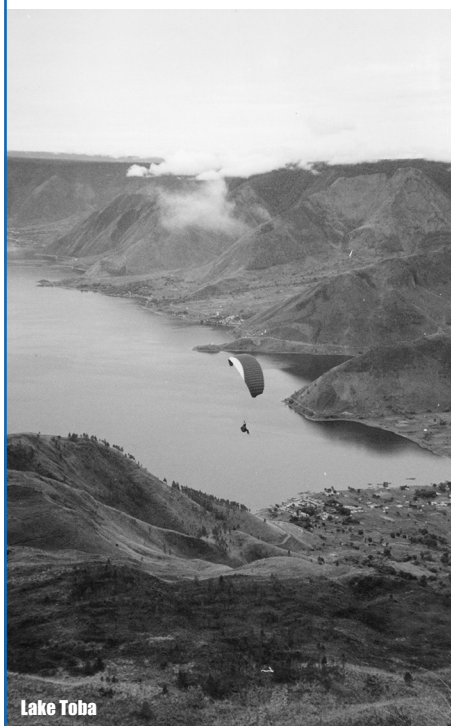
Remember you are setting up on private land.

Beware of the snake halfway up the track.

Monies are payable to the trustees Bev/Neil (at the house next to car park), or to Hans/Fiona Van Santon (local safety officers/instructors).

Rob Van Der Klooster, Victorian Hang Gliding and Paragliding Association

INVITATION: Millennium Fun over Lake Toba, 15-21 May 2000



US\$300, includes accommodation with breakfast, transport and flying fee.

- Fly with traditional playing game.
- Trekking to Mt Sibayak.
- Dinner with cultural show.
- Cruise to Samosir Island, including BBQ.

For more information contact Anten Wisata (ph: 6221 8841915, email <anwisata@cbn.net.id>) or see <http://fliieg.com/indonesia/~sumatra.htm>

ED: I was interested to find out exactly what "fly with traditional playing game" meant, so sent an email to the organisers. The reply (word for word) was:

"First fly and make some photo and then spotlanding, second run on stilts and third run with gunny sack. The present for the winner will be a goat."

Make of it what you will! If anyone attends this fly-in, please bring back some photos (and the goat!).

The "Cage" Pilots Association

Thanks to the genius and patience of Jean-Louis Darlet, who has steadily developed the idea and wing for nearly ten years, pilots have available to them a fabulous flying machine: the Cage (similar to a paraglider, but with lines connected to a horizontal rectangular metal frame).

Passionate about their wonderful wing, Cage pilots naturally feel like sharing their pleasure of piloting this wing, and promoting its existence. However, since the number of Cage pilots is still relatively small compared to traditional paragliding, the development and wider recognition of the Cage is restricted. Therefore we, the Cage pilots, have decided to create an association, to better co-ordinate our efforts in publicising this wing. This Association of Pilots of the Cage, AsPiC, was founded on 30 October 1999.

Our objectives include:

- Organising Cage fly-ins
- Participating in flying meets
- Organising Cage clinics for local flying clubs
- Promoting Cage lessons in flying schools
- Presenting Cage materials at flight expositions
- Publishing articles about the Cage in flying magazines
- Creating an Internet site of the AsPiC
- Creating more film and video presentations about the Cage
- Wider distribution of the Cage newsletter

- Wider efforts concerning the FF-VL.

Founding members of the AsPiC are:

André Amyot, 9, Rue du Roussillon, 91630 Marolles-en-Hurepoix, <andre.amyot@wanadoo.fr>; Jean-Yves Benedeyt, 70 Rue Raymond-Barbet, 92000 Nanterre, <benedeyt@club-internet.fr>; Dany Aile De Vadder, 15 Rue de Châteaubourg, 91370 Verrières-le-Buisson, <devadder@mssmat.ecp.fr>; Olivier Gronostaj, 2 Les Bouleaux; 57940 Reinange, <gronosol@hotmail.com>; Hervé Joannès, 15 Rue Bernard Palissy, 31200 Toulouse, <h.joannes@wanadoo.fr>; Christian Quest: les Côtes; 74910 Seyssel, <cquest@cquest.org>; Pascal Watine, 18 Rue de la Concorde, 78000 Versailles.

Please feel free to contact us if you have any questions about the Cage or our new Association.

André Amyot

Attention all Rigid Wing Owners

According to the determination of the DHV all rigid wings owners that have the rotating nose rig fittings must be warned about the right procedures needed to tension the glider:

1. The action of tensioning (rotating) the nose fittings must be done without load. That means that the tail tube cannot be inserted at the keel and both tips must be on the ground, and there must be no help from others at any of the D-spars.
2. Whilst without load the nose fittings must rotate freely without grinding or making any noise.

3. If the action of tensioning is very difficult due to high forces, the fitting must be changed. In no case the nose tube, pliers or any lever can be used to help the tensioning.

Flight Design is offering a 10% discount to retrieve the rotating nose fittings against the new turnbuckle model or another rotating model. This condition is valid until December 2000.

Mario Campanella, Flight Design

Stolen Gear

Missing personal EPIRB (Emergency Radio Beacon) taken from glider bag during trip to Manilla late October. It has my name and phone written on it as well as a registration number. I would like it back as its of no use to anyone else. Call David 0418 954176.

The following equipment was stolen from a car at Norah Head (Central Coast NSW) on Sunday 21 November: Airwave Alto Sport 27, yellow/white, serial no. AT27-PS-P12-1934 (comp number 94 on the front lower surface). Airwave Rap Air harness (brown/black). Airwave reserve parachute (light blue). Nocai helmet (white with no. 22715 on the side). Line 7 paragliding boots (green/black). Airforce flying suit. Manzella gloves. Macpac water bag. Black map holder containing laminated Manilla comp maps. Nokia 5110 mobile phone.

If anyone sees or hears about this equipment please let me know, ph: 02 9365 5524.

David Worthington

Lists, Ladders and the such...

A while ago, the competition committee set up a mailing list to give pilots the opportunity to keep track of what was going on and to allow discussion about various topics. At this stage there is a rather disappointingly low number of people on this list. Even a lot of the top pilots (who do have email) are conspicuously absent. Anyway, if any pilots are not aware of the list's existence and are interested to see what is going on, then log on to www.ozemail.com.au/~zupy/index.html and go to "competition", then scroll down to "join our mailing list" and follow the instructions.

On another front, there have been claims recently that various systems don't work and/or systems are not transparent etc, etc. Firstly, all the formulas and procedures that are used to calculate all the various lists, ladders and so on are (and always have been) in the "Manual" (see the above address), which means edition 5, and all its predecessors, of the competition manual. CHECK IT OUT.

Secondly all the great ideas and various philosophical arguments that people put forward need to ultimately end up as numbers on bits of paper. All these ideas need to be presented with some maths in such a way so that the original idea is faithfully translated into numbers.

This is not easy!

If you come up with a new idea, or a criticism of an old idea, GET SOME DATA AND RUN THE NUMBERS. There is heaps of competition data, historical data and the such on the web. All the data that I use in doing the lists is on the web. Feel free to come up with whatever idea you might like (it will certainly be considered), but support your ideas with figures that actually show the changes that you are trying to achieve. Very often a good idea falls over when the figures come up. Also, a lot of good ideas hit problems because of "downstream effects". Change something obvious in one area and not so obvious changes start appearing in other areas. To get an accurate idea of what changes will happen, you need to use a large sample of data. Then if everything looks OK and the idea gets unleashed on the flying community you need to watch what happens because people will react to a new system differently. They will use different tactics in the air and they will schedule their lives and flying differently. This social change can make a new system that looked fine on paper, fail, or maybe just perform differently to what was expected.

I am not saying that the present systems are perfect, far from it. I see quite a few deficiencies in the systems and formulas that we use. There were seen to be deficiencies in the old systems, so they were changed. There were changes in philosophical direction, so the formulas were changed to reflect the philosophical changes. I am sure that in the future things will change again. I just hope that they will change in a positive sense and solve more problems than they create.

Another point is the fact that as a matter of reality we rely on the efforts of amateur volunteers to do the work that drives the sport. This rather small group of people usually end up staring at computer screens at all sorts of inappropriate hours of the night fussing over some spreadsheet, or database, or whatever. Doing things that most people are probably not aware of (they certainly would be aware of it, if it didn't happen). These people may not be very happy if they are also expected to sort out the ideas that other people might think are good ones.

One reason that I am engaging in all this waffle is that a problem has cropped up with one of those many lists, namely the HG national ladder. The HG national ladder (in its present form) didn't start to take shape until a couple of guys got bored one day at the last nationals and started putting figures down on a piece of paper with a calculator. The rules and formulas for this new ladder had been around for some time, but due to the lack of anyone with the time, enthusiasm or skills, it simply didn't happen. Mollo had carried the technical side of competition matters for many years, and it was simply time to move on. Anyway, as it turned out, there were lots of errors on this piece of paper with all the scribbles on it (to be expected, I suppose) and those errors were all sorted out long ago with the implementation of some more scientific means of calculation (a humble spreadsheet). Problem was though, it seems that one pilot's data was simply overlooked. This bit of data in fact makes a big change to the top end of the national ladder, and because of this oversight, this pilot has missed out on prestige and possible selection for the national team.

The moral of all this?

Philosophies are fine, but someone has to turn these ideas into figures and especially important: Check the bloody figures!

Michael Zupanc

Teams Event for Aussie PG Competitions this Season

The three paragliding 'AA' sanctioned competitions this season will all run a newly devised sub-comp for teams.

With the objective of skills exchange and fun, everyone is encouraged to enter in teams of up to five pilots, with the best three scores for the day counting. There will be a unique bonus points system operating to give an equal opportunity to all pilots to score for their team. Novices get 2 times their score, Intermediates 1.5, Females +0.2, Veterans +0.2, Vintage gliders +0.2.

A combination of bonuses can be used!

Teams can be mixed and inter-team rivalry (betting) and imaginative names are anticipated. So get together with some friends and form a club team, glider type team, veterans team, sponsored team etc. Remember the bonuses – for example a novice veteran on an old glider can score 2.6 times his day score for the team! Teams can change between comps to keep them in with a chance at the season trophy. Full rules can be viewed at <http://users.hunterlink.net>.

au/~dditl/hgfac/pgteams.htm or phone Godfrey on 02 6785 6545.

The Corryong Cup Comp and Bright Nationals team prize details were not yet ready at the time of printing. The finale in March at the Big Sky Manilla PG Open 2000 has already confirmed a \$500 cash 1st prize!

Godfrey Wenness

Bogong Cup 2000 – The Class Event

The classes – how will they work? It's all new stuff this year. We note though that many of the other comps have followed our lead and gone to this style of comp, so it must be a good idea!

For the Bogong we will be using the following classes:

- Experimental Class: Anything you can take off a hill and fly (? , rigid)
- Open Class: Anything except rigid wing, no grades, 1st, 2nd and 3rd prizes, (we expect mainly topless gliders).
- Race Class: must be flexwing, gliders with king posts, rigid and topless not accepted, A, B and C grades, (1st, 2nd and 3rd for each). Internationals will automatically be A grade. Once you have reached A grade you will always be that grade for the Bogong Cup, ie you cannot go down.
- Standard Class (Floaters): flexwing gliders with fully exposed crossbars. Your old Mission or Mars or the latest Fun/ floater glider will do. This class will have A and B grades combined and C grade for prizes (1st, 2nd and 3rd for each).
- Best Overall Female (Open).
- Best Race Class Female.
- Aerobatics! The other big change is the aerobatics section. One of the days normally assigned as a rest day will be set aside for a full aerobatics comp. It will be scored separately from the main comp and we will pick a day when pilots can get some height. As well as Mt. Emu and Tawonga launches for this section we aim to have a winch operating out of the airstrip. At this stage the potential for some decent prizes for this section look good; more on this later. All being well we should have the Tawonga paddock for this event so you can sit on the verandah with a beer and watch the action.

For the folks with kids (and to give mums a break) we will have a crèche operating on two or three days of the comp. Don't forget to bring the bathers as the Kiewa River will be wonderful for swimming at this time of year.

Your entry fee will include a free T-shirt, and presentation dinner with a live band on Friday 4 February. Also there will be many novelty prizes. Subject to entry numbers we aim to have about \$5,000 in prize money!

Entry conditions: Entry fee \$150, GPS turnpoint comp, intermediate rating, normal competition requirements, HGFA membership required.

Dates: Registration Tuesday 25 January till late. Fly days 26 Jan to 4 Feb.

Comp headquarters: Mountain Creek Lodge, Tawonga (opposite the Bogong Hotel).

General info: Sanction AA/AAA plus FAI Category 2 event. Day 1 briefing 9am sharp. Subsequent briefings 9:30am. Sites to be used: Mt Buffalo, Tawonga Gap and Mt Emu (the road to Mt Emu is now good 2WD all the way and will be re-graded before the comp).

For entries, enquiries and accommodation contact Phil Lahiff at Mountain Creek Lodge: ph 03 57544247, fax 03 57544860, email <mountaincreek@netc.net.au> or John Adams: ph 03 57544945, email <jcadams@telstra.easymail.com.au>

The Bogong is back!

Product News

ATOS Rigid Wing

Airborne has been appointed distributorship for the Atos rigid wing.

Christof Kratzner won the Class 2 Worlds on the Atos. At close to 33kg the Atos is one of the lightest design rigid wings on the market. Glide performance is said to be 17:1+. The glider uses flaps to reduce glide, which aids take offs and makes landing easy. Watch out for Christof Kratzner, Davis Straub and Paul Hunt; they will be flying some of the Australian comps on their Atos gliders this season.

For more information contact Airborne <fly@airborne.com.au>.

Year 2000 USHGA Hang Gliding Calendar

This excellent production from the US Hang Gliding Association Inc. will provide you with a years worth of spectacular photography to enjoy. From mountain thermalling in Utah, to coastal soaring at Fort Funston, California, these photos will serve to remind you of the grace and beauty of our sport even when you're stuck in the office!

Total cost for one calendar, airmail delivery, is \$19.95. Total cost for two calendars, airmail delivery, is \$32.90. Payment must be in US funds drawn on a US bank. With Visa/Mastercard details orders may be faxed (719 632 6417) or emailed <ushga@ushga.org> or through our website

at www.ushga.org Alternatively our mailing address is USHGA, PO Box 1330, Colorado Springs CO 80901-1330, USA.

Happy New Millennium.

Jeff Elgart, USHGA HQ and 2000 Calendar Co-ordinator <jjelgart@ushga.org>

Club News

Stanwell Park Hang Gliding and Paragliding Club

Well, a lot has been happening in the Stanwell Park Hang Gliding and Paragliding Club. Yes, that's right, we have changed the name of this long and distinguished club. The name change was overdue and reflects the membership that has been serving the club. Many things have happened in recent months, including a whole new committee:

President: Robert Lepre, Vice President: Jason Landstrom, Secretary: Judy DeGroot, Site Manager: Steve Pick, Social Co-ordinator: Karen Lederer, Competition & Event Co-ordinator: Jules Sanderson, Treasurer: Joe Fussell.

There are still vacancies for Club Journalist, new Secretary and Fund Raising Officer. So if anyone is interested in a position contact any of the above committee members.

SPHG&PC is holding the Hargraves Cup in March and April, entrance fee \$20. It should be a great comp, as well as being a practice comp for the State Titles, so please try and make it to this great event.

SPHG&PC are looking for new membership. We now go away on monthly fly-aways, with our next one being at Tumut on 8/9 Jan. So please join our club and come away with us for a great weekend. We are particularly keen for novice and intermediate pilots to join. We currently have T-shirts for sale (\$25), and hats should be ready by the time this goes to print (probably \$15).

Recently there was an incident whereby a pilot landed on top of Bald Hill injuring a member of the public. SPHG&PC in co-ordination with the HGFA will not stand or tolerate any more of these incidents. An emergency committee meeting was held, and as from 10/11/99 signage will be posted, and any individual from this date will be cited and reported for breaches of the club rules. You may land on the south face in the designated landing shoot, or up slope on the east face on the northern side of the toilet block. There has also been an incident whereby a hang glider pilot physically and verbally abused a paraglider pilot. Once again this will not be tolerated anymore, and in future the HGFA and the

local police will be immediately called. So please be aware we are looking at these issues. If you don't feel comfortable then please land at the bottom in the designated area. **Remember, no landing on the front point on Bald Hill!**

For any information about the January fly-away at Tumut or the Hargraves Cup, please contact Jules Sanderson on 02 42943072.

Well, that's it from the SPHG&PC. Take it easy and fly safe.

Robert Lepre, President SPHG&PC

Hill Flyers News

At our 24 November meeting we had a guest speaker from the Bureau of Meteorology.

Aviation forecaster for Perth, Greg Hamilton, gave an excellent talk on meteorology for hang and paragliding. Greg, who started flying hang gliders around '93 both in WA and in Victoria, will be giving a follow-up talk early next year (details will be advised in future Skysailor news).

Thanks to Peter Steel for organising the tour of Garden Island naval base and the HMAS Canberra, enjoyed by all who attended. Garden Island is usually restricted to naval personnel and it was a real adventure to be able to drive out across the bridge to visit the island.

By now the new weather station should be operating out at Toodyay, which will allow anyone wanting to fly the sites out here to check conditions. Simple as ringing the weather station for up to minute weather information, which will also be available on UHF radio by simply transmitting four quick pulses on the weatherstation channel.

The spring flying has seen many of us get some great flying with huge distances being achieved. A reminder though for anyone wanting to get high whilst flying in Avon valley that controlled airspace over Bakewell and the surrounding area is 6,500ft (check your VTC!) and under no circumstances should anyone try to exceed this level. The recent incident involving a report from a commercial aircraft pilot flying over the valley, of sighting a hang glider flying at 9,000ft (which is in dispute as cloudbase on the day was 7,000ft), serves to remind us that we are not invisible, and if caught you face the full penalty of the law! This incident was serious enough to cause Perth Air Services to divert inbound commercial air traffic around the area, and the airlines don't like extra costs caused by an errant hang glider pilot! If we want to fly high over an area this can be arranged, but

needs to be arranged in advance, such as at Noondeening Hill.

Hope all enjoyed the Christmas Festivities, see you on the hill...

Rick Williams

Manilla News

Big PG XC's: 236km and 193km plus Class 2 ATOS does 250km!

Despite the abnormally wet weather and European green tinge to the region many good 100km+ XC flights have already been achieved this season.

A number of PWC, Worlds and top Kiwi pilots have shown up to try and fly personal bests and maybe break Godfrey's 335km World record. Angus Tapper of NZ (current Kiwi record holder) flew 193km on 12 November in 7 hours. On 30 November, Martin Tanner, a PWC pilot from Switzerland flew 236km in 8 hours which now becomes the 2nd longest PG flight in Australia and the 5th longest from a hill launch in the world!

Also a new visitor to Manilla for the past week has been ATOS (a rigid wing) pilot Davis Straub who on 28 November flew 250km to Walgett from Mt Borah showing everyone how amazing these gliders are.

The new large launches are proving their worth already as increased visitor numbers are being seen. The new east HG landing area has been rock picked recently by club treasurer, Bob Smith, for added safety. All Mt Borah roads received some maintenance work (funded 50/50 by club site fees and Godfrey) in late November ready for the peak season. A Landowners Prize Draw is in place too with local businesses sponsoring over \$600 in prizes. This provides timely goodwill towards keeping the area as one of the few around major sites where pilots have no landing restrictions!

Notice is also hereby given that the owner of Mt Borah, Godfrey Wenness has instigated a Commercial Tour Fee as of 1 January. All tour operators are affected – for more info contact him directly. Free flyers in accordance with club access arrangements only need to pay the usual site fee as always.

Manilla Sky Sailors Club, <<http://gri.une.edu.au/mss>>

Cloudbase Paragliding Club of WA

The cross country season has really got into swing here in October and November. The thermals are back after last year's strange summer, and some good distances are being flown. I've managed the best distance so far with a 73km flight from Mt Bakewell. Other notable flights were cross-countries of 25km by Bernie Lindahl and 30km by Peter

Machen, both from Penny's tow paddock, and both their first cross-country. Eric Metrot had his first proper cross-country in WA, covering 35km from Mt Bakewell, but still thinks it was better back in Annecy.

The ten pilots who travelled across to Manilla had a good time and learnt a lot despite the rain. Manilla Paragliding awarded Tony Croft a skywatch for best flight of the week (15km).

The revised site ratings are working well, enabling a few novice pilots to discover the joys of the evening "magic" lift on Mt Bakewell.

On the down side Mike Annear had an accident on Mt Bakewell (reported in the newspaper as Mr Bakewell). He hit quite hard and broke some bones but is recovering well.

Cloudbase has purchased access to the Bureau of Meteorology's gliding forecasts for the rest of the summer. These include a temperature trace, which allows a pretty good prediction of thermal characteristics for the day. There should be a summary of the results on the club answering machine, ph: 08 9487 5253 after 8:30 on Saturday and Sunday mornings. If you want to get the forecast yourself phone me on 0417 923741 for details, or check the club website <http://members.xoom.com/wacloudbase>.

The new weather station in Toodyay is rumoured to be working again, and will hopefully be on the hill and operational by the time you read this.

Michael Dufty

FAI News

92nd FAI General Conference

TV broadcasting of air sports and air sport safety were two main themes of discussion at the FAI General Conference held in Limassol, Cyprus on 21/22 October 1999. Delegates watched the FAI programmes on five 1999 championships and discussed future strategies for media penetration in partnership with Transworld International (TWI). It was agreed that further improvements in air sport safety were an urgent priority, to combat the common public perception that air sports were too risky.

Following receipt of a very generous donation from Princess Carla de Orleans-Borbon in memory of her late husband (father of the former 1st Vice President of FAI), the FAI General Conference resolved to establish a Fund, the interest from which will be used to award prizes for technical advances in air sports, including simulated flying. It is hoped that the first award will be



made in 2000. Detailed regulations will be published soon.

The FAI Conference gave unanimous support to a Greek proposal to establish an "International Air Sport Academy" on the island of Icaria, location of the legendary flight of Icarus. As well as offering limited facilities for the pursuit of air sports, the Academy will host meetings and symposia on all aspects of sporting aviation. There are also plans for a ceremonial flame lighting ceremony on the island, in connection with the World Air Games.

The Conference gave provisional acceptance to applications to join FAI from Azerbaijan, Malta and Madagascar.

FAI President Eilif Ness (Norway) was re-elected for a sixth, and final, one year term of office.

World Paragliding Accuracy Championship

The 1st World Paragliding Accuracy Championship will take place at Middle Wallop Airfield, near Andover, Hampshire (UK) 12-18 August 2000.

Preliminary information about this Championship can now be downloaded from the FAI Web Site at the following address: ftp://www.fai.org/hang_gliding/competitions/accuracy2.zip

Full address details of the organisers can be consulted on the Sporting Calendar page at: www.fai.org/hang_gliding/competitions/details.asp?id=929

World Pilot Rankings

The 1998 PWC competition in Bright, Australia has been dropped from the rankings (over 18 months ago). The only paragliding competition included in WPRS since the last publication is the Coo Fruit Cup, Japan (the Japanese PG nationals only had one task and thus were not valid for WPRS points). Tsuyosji Tsuji's (J) 2nd place at the Coo Fruit Cup brings him up

to 13th place overall in the WPRS ranking. There are no other significant changes in the top 30, and no changes in the female rankings. The Swiss still dominate with 6 of the top 10 places, Austria has 2 top 10 places including Christian Tamegger who is currently ranked number 1. France and Italy each have 1 pilot in the top 10. There are currently 575 paragliding pilots ranked.

There have not been any comps dropped from the hang gliding rankings, and the Canungra Classic which has just taken place in Australia is the latest competition to be included. Joel Rebecchi's (AUS) win brings him up to 18th place overall (from 27th) and Steve Moyes (AUS) has climbed from 40th to 23rd. There are no changes to the top 3 female rankings, although there are three new females to the ranking: Shirley Lake (AUS), Carol Binder (AUS) and Debbie Maher (AUS) who were all well placed in the Canungra Classic. The British have 3 pilots in the top 10, Brazil have 2, and Luxembourg, Austria, France, Germany and Ukraine have 1 each. There are now 503 hang gliding pilots ranked.

There have been no competitions added to the Class 2 rankings, but the Atlantic Coast 1998 event (over 18 months old) has been dropped. As a result David Sharp (USA) now heads the Class 2 rankings ahead of Brian Porter (USA).

Full rankings can be found on FAI/CIVL website at www.fai.org/hang_gliding/ or the British HG league website www.theleague.force9.co.uk where they are available in positional and alphabetical order and the database files are available for downloading in Excel 97 format.

Forthcoming hang gliding competitions that qualify for WPRS points are:

Category 1

| | |
|-----------------------------------|---------|
| Pan American Championships | USA |
| Female World Championships | Greece |
| European Championships | Austria |
| World Speed Gliding Championships | Greece |

Category 2

| | |
|------------------------------------|--------------|
| South African HG Championships | South Africa |
| Australian Championships, Hay | Australia |
| Bogong Cup | Australia |
| Millenium Cup | Mexico |
| Spanish Open (Pre-World Air Games) | Spain |
| Speed Run | Austria |

Future paragliding competitions that qualify for WPRS points are:

Category 1

| | |
|------------------------|---------|
| European Championships | Germany |
|------------------------|---------|

Category 2

| | |
|--------------------------------|--------------|
| Millenium Cup | Mexico |
| South African PG Championships | South Africa |
| Australian Nationals, Bright | Australia |
| Manilla PG Open | Australia |

Details on these competitions can be found on the CIVL web page www.fai.org/hang_gliding/competitions/comp_schedule.asp

Australia

Hay Flatlands Hang Gliding Nationals 3-13 January 2000

Hay, NSW. Practice day: 3 Jan 2000. Registration: 3 Jan at the New Crown Hotel/Motel, Hay commencing at 7pm. Welcome briefing to take place at 9pm. Sanction: AAA. GPS scoring used, GPS mandatory (Garmin or Aircotec). Entry fee: \$180. Minimum 4 pilots per strip. Entries close 24 Dec 1999. Min. pilot requirements: Restricted, tow endorsed, HGFA member. Other min. requirements: Airworthy HG, parachute, instruments, tow gauge, rope, releases, driver. Monetary prizes in excess of \$4,500 total awarded to winners in the Skyfloater & Racing Classes. Open Class will receive trophies only. Emphasis at this year's comp will be placed on shorter courses with 2 or more turnpoints allowing pilots to enjoy the night life of Hay, instead of some isolated farmhouse out in the boondocks! Min. course time will be approximately 2 hours. If you're interested in a low pressure flatlands comp with great prizes send entries to: Dynamic Flight Pty Ltd, 32 Willoby Street, Beaufort VIC 3373 or email us for further info: cdynamic@netconnect.com.au. (Info booklet sent upon receipt of entry fee.)

Corryong Cup Hang Gliding Competition 15-22 January 2000

Registration & practice day: Saturday 15 Jan. Requirements: int-adv rating with inland experience, camera, altimeter, UHF radio, recently repacked parachute, 1:200,000 Wagga Wagga & Tallangatta topo maps, current HGFA member. Strictly 60 pilots. Entry fee: \$80 incl. T-shirt (specify size), sticker, film, presentation night, BBQ during competition, numerous prizes & trophies. Categories: Open (all competitors) & Entry level (open crossbar & int gliders). Entries to: Steve Bell, ph: 02 4294 1268, email: spbell@1earth.net. For the best fun comp of the season, come and have a crack at Corryong!

Paragliding Corryong Cup 22-29 January 2000

Corryong, VIC. Sanction: AA. Entry fee: \$110 (\$140 after 20 December 1999). Maximum of 40 entries accepted. GPS only (no films will be accepted). Requirements: GPS approved by Comps Committee, HGFA membership and a minimum of 50 hours inland flying experience & reserve parachute. Recommended: UHF radio. For further information see www.cnl.com.au/users/djm/2000pgcorryong.html or contact David Mills on cdjm@cs.mu.oz.au or ph: (03) 57282668, 0411 513404.

WA State Soaring Competition 23-29 January 2000

Wyalkatchem, WA. Registration day: Saturday, 22 Jan. Competition: 23-29 Jan (Reserve: 30 Jan). This inaugural competition will combine both the sports of HG & PG in a single competition. The emphasis will be on providing competitors with a challenge, whilst maintaining safety & fun.

Also contested will be the Andrew Humphries memorial trophy (teams event). Requirements: tow endorsed, parachute, radio, driver & tow vehicle, team T-shirts (a traditional thing), sense of humour, maps, camera (databack not necessary), GPS (optional). For further info & to register online via <www.iinet.net.au/~navi> or by emailing the organisers at <mark.thompson@telstra.com.au>, ph: 08 94913076 or <Daryl.Speight@kbjv.com>, ph: 08 93200864.

Bogong Cup Hang Gliding Competition

25 January - 4 February 2000

Tawonga/Mt Beauty, VIC. Sanction AA/AAA plus FAI Category 2 event. Prize money: \$5,000 over 3 classes – Topless, Kingpost, Floater plus daily and fun prizes. Min. experience is an Int rating. GPS turnpoint and timing. All normal competition requirements apply. Entry fee: \$150, incl. Bogong Cup T-Shirt, presentation dinner dance & all maps. Cheques payable to: "Bogong Cup", payment may also be made by major credit cards. Registration: 25 Jan 2000, 10am to 10pm, Mountain Creek Lodge, Tawonga. Contacts: Phil Lahiff ph: 03 57544247, fax: 03 57544860; email <mountaincreek@netc.net.au>. Mailing address: Mountain Creek Lodge, Tawonga, VIC 3697 and John Adams ph: 03 57544945; email <jcadams@telstra.easymail.com.au>. Note: Mt Emu road has been repaired!

2000 Paragliding Nationals

12-19 February 2000

Bright, VIC. Sanction: AA. Entry fee: Only \$110 (\$140 after 10 Jan). Films \$5 each, processing & checking \$15 per film per pilot. Requirements: HGFA membership, a minimum of 50 hours inland flying experience, reserve parachute & either a GPS or fixed lens (not zoom) camera for flight verification. Recommended: GPS approved by Comps Committee strongly recommended & UHF radio. For further information see <www.cnl.com.au/users/djm/2000pgnats.html> or contact David Mills on <djm@cs.mu.oz.au> or ph: 03 57282668 or 0411 513404.

2000 NSW Hang Gliding State Titles

19-26 February OR 18-25 March 2000

Due to a date clash with the PG comp, the HG dates will be either 19-26 February or 18-25 March. The preference is for February. Firm dates available next issue, or contact Billo. Registration: Imperial Hotel, 10 Mar. Sanction: AA. Entry fee: \$120 incl. films, T-shirt & presentation dinner. Requirements: int-adv with inland experience, UHF radio & parachute, GPS recommended (if it still works in 2000), databack camera optional but recommended. HGFA rules & scoring apply with GPS turnpoint & timing verification. Fee payable to: NSW HG State Titles, 50 Park St, Charlestown 2290, email: <BOLIVE@hahs.health.nsw.gov.au> or ph: 02 49213804 (w).

Big Sky Manilla Paragliding Open 2000

4-11 March 2000

Sanction: AA & CIVL category 2 (for international

ranking). Over \$3,000 in cash & prizes for Open, Int, Nov & Female classes plus day prizes. Registration: Manilla Town Hall HQ 3 March 7-9pm. Max. 120 pilots. Requirements: GPS (Garmin or Aircotec), UHF radio, reserve, adequate thermalling experience. Entry fee: \$140 (\$170 after 21 Feb) incl. posted info pack (if not on email), hill transport, map, prizes, trophies, T-shirt, presentation night (dinner & band). Pilots must organise their own retrieves. Wind techs welcome. Info & entry by ph/fax/email (credit cards accepted). Contact: Godfrey Wenness, ph: 02 67856545, fax: 02 67856546, email: <SkyGodfrey@AOL.com>. Full pilot information is on our club web site <www.gri.une.edu.au/mss>. If paying by post (cheque/money order made out to "Manilla Comps" The Mountain, Manilla, NSW 2346.

2000 Victorian Hang Gliding Open

12-18 March 2000

Corryong, VIC. Contact: Wesley Hill, email: <whill@nm.com> or ph: 0408 305943.

"Grampians Adventure Flying Holiday

10-16 April 2000

Grampians, VIC

"The Lore of Flight" adventure flying Grampians based holiday is 7 days of scenic flying and Nav-ex's. Fly or tow to the 4,000ft RWY and park your aircraft right next to your accommodation. Accom. & all meals from \$325 pp. This holiday is open to all pilots, and all aircraft types. Accommodation is limited, so for more information ring Peter or Anne McLean, ph/fax: 03 5797 2159; email: <lore@yccs.com.au>

"Flatter than the Flatlands" Birchip 2000

Easter 2000 holidays

Birchip, VIC. The Flatter than the Flatlands hang gliding competition for next Easter, will be 5 long glorious days of flying due to ANZAC day falling on the day after Easter Monday. Apparently this is something to do with the eclipse. Entries open on 15 January 2000 (note this has changed from previous years). Further information and updates are available on the official website at: <www.users.bigpond.com/warwick.duncan>

Paragliding State of Origin Series 1990-2000

Easter 2000 Weekend

Manilla, NSW. Contact either Deirdre Skillen (NSW) ph: 02 9877 0279 or Mark Plenderleith (QLD) ph: 07 32786274 for more information. Alternatively check out the events at: <www.uq.net.au/~zzdcrook/psos/pssohome.htm>

Yea Adventure Fly-In

29-30 April 2000

Murrindindi Aviation Group Inc. is holding the 3rd Annual Yea Adventure Fly-In. Fly into Yea, VIC, on Sat. & join the aviators for some fun. Sat. night dinner & entertainment at the airfield Fire Station Hall. Sunday we will be doing more local flying to some of the 10 airfields in our area. Food & accom. available both days. For more info call John Norman ph: 03 57972972 or Peter McLean ph: 03 57972159.

Overseas

New Zealand PG Nationals 2000

23-30 January, 2000

Wanaka, South Island, NZ. Contact: Bryan Moore, 19a Achilles Place, Wanaka, South Island, NZ. Ph: +025 2815950 (mobile) or +64 (3) 4431013 (h) or email <high@xtra.co.nz>.

New Zealand Hang Gliding Championships

12-19 February 2000

Wellington, NZ. Pilots are invited to fly in the NZ National Comps in Wellington. The Wellington area offers a variety of userfriendly sites to suit conditions, varying from mountainous to flat valley. Mt Climie is the primary site (2,850ft asl, 2,350ft agl) with a nice ramp launch & open valley landings in front & the option of distance to the north via the Wairarapa. Base will be at Tauherenikau in the Wairarapa (midway between Greytown & Featherston). This location is central to the planned flying sites & has great accommodation set in the tree-clad grounds of Tauherenikau racecourse. Cost is \$15 per night; for bookings contact Jenny Fenwick, 06 3089026 (w), 06 3089393 (h). There will be an Intermediate and Open Class, as well as day and spot prizes. Entry fee is \$120. The fee provides for films, maps, T-shirt, function, organisation costs etc. Please make your payment out to Grant Tatham. Remember that it is essential that you be a paid up member of the NZ Hang Gliding & Paragliding Association Inc., or if an overseas visitor, that you hold a visitor's license that is current for the duration of the comp. It will be possible to complete a membership form onsite, prior to your first day's participation, but cash payment only will be accepted. Of course, current WOF's on wings are mandatory. For more info contact: Grant Tatham, ph: 06 3797322, email <tatham@xtra.co.nz> or Trevor Leighton, ph: 06 3088464, email <TREVOR.HELEN@xtra.co.nz>.

Auckland XC Aerotow Classic

23-31 January 2000

Matamata, NZ. This will be an open distance cross-country event. Two trikes will be available, both capable of towing intermediate/advanced hang gliders. For further details contact Ian Clark, email <ianclark@xtra.co.nz> or ph: +64 +9 5240091.

Nelson Championships

5-10 February 2000

Nelson, NZ. For further details contact Noel Tait, email: <Tait@ts.co.nz>.

Women's Hang Gliding Worlds

18-30 June 2000

To be held in Greece. Contact HGFA office on ph: 02 69472888.

CIVL Bureau Notes

Happenings on the International Scene

MICHAEL ZUPANC,

Competitions Committee and CIVL Delegate

A proposal will be put to the CIVL plenary meeting to discuss the options regarding awarding of championship titles in a Category 1 competition with less than four rounds being flown (Section 7, 5.4.4). The bureau will put up a discussion topic to the effect that the minimum number of rounds to declare a championship be dropped from four rounds to possibly only one, with a requirement of at least one round having a day quality factor of at least 0.2.

Problems with meet director trying to get pilots to fly in unsuitable conditions: This idea is being brought up on the grounds of sponsors not being comfortable with the idea that a two week long competition does not produce a result. On the basis of the competition itself, one round is a Mickey Mouse event, but sponsors are also important. Any-one with particular comments on this topic should speak up.

PWC is not entirely happy with the progress of Serial Class and are considering dropping the concept (there are some rumours that PWC may be seen as being dominated by "gun pilots" who might be happy to fly Open Class gliders). There will be a proposal to allow Serial Class competition as a separate title at Category 1 comps, with a Serial Class team title as well. Countries are free to enter as many pilots of each class as they wish, up to the total team size (pilots cannot change class during the meet). Meet organisers have the option of running separate tasks for the separate classes. If Serial Class is to be scored with Open Class (highest placed Serial pilot is winner of Serial Class), then one task will be relevant for all. Female championship in both classes, subject to existing participant number requirements.

The team size formula should be changed so that team sizes for each class will be:

Male+ female pilots entered:

2+2 2+2 3+2 4+2 5+2 6+2 7+2 8+2

Size of team in each class:

1 2 2 2 2 3 3 4

These figures would work best when countries tend to send a mix of Open and Serial Class. Countries that wish to send teams of only one class might be seen as being disadvantaged in terms of team participation. Note: General section states that

separate classes are separate championships, therefore if a Serial Class pilot wins the overall comp, they cannot win the Open Class prize.

The definition of Serial Class will be: DHV 2-3 – AFNOR performance.

It is proposed to use task committees that are similar to PWC rules, that is, the meet director, the steward and the safety group. The final decision to be unanimous, however it might be better to suggest "Task Advisory Committee" (Section 7, 5.6.3) and include that the new, elected committee will also include a steward. Task advisory committee should "advise" the meet director about the task. The meet head still has the final say.

New proposed rule to state that if the task is cancelled, GPS position at that time will be your score for the day. Or such other method as may be approved. (No GPS means that you get bomb-out score unless you are in goal? Maybe some "averaged" score for non-GPS pilots.) Comp directors (and Stewards and Juries) need to be reminded of 4.3.2.4 of the General Section states that: *"the Jury President has the right to require the organisers to abide by the FAI Sporting Code and the published rules and regulations for the event. If the organisers fail to do so, the President of the Jury has the power to stop the event until a Jury meeting has considered the situation. The Jury has the right to terminate the event if the organisers fail to abide by the FAI Sporting Code and published regulations. They may recommend to the FAI Secretary General that all entry fees be returned."*

Need to define the duties and powers of the steward and jury in Section 7 by making reference to the relevant parts of the General Section. Until the Europeans 2000, pilots need to have finished in the top two thirds of a Category 2 competition or competed in a Category 1 event before they can enter a Category 1 competition. After the Europeans 2000, pilots need to have competed in the top two thirds of a FAI sanctioned competition to be eligible to enter in a Category 1 event.

These qualifications can be gained by competing in classes other than the class that the pilot wishes to enter into. Problems with unauthorised aerobatics by a Mexican pilot at Bramberg were severe, as it was a blatant violation of the competition directors directions which resulted in injury to spectators. At the time, the competition director could not discipline the pilot because the infringement happened effectively after the

competition. CIVL wishes to exclude this pilot from sanctioned events for a period of two years by the cancellation of his sporting license.

Dennis Pagen has a paper detailing some problems that came up at Monte Cucco. The competition director did an excellent job in the circumstances, but some further points could be put into the competition organisers' handbook. There are proposed rule changes to the Paragliding Accuracy Championships, however, for the upcoming World Championships, the existing system will remain. The future concept will be biased more towards gliding wings.

Pre-Pan-America Championships had only 25 pilots, and with this level of attendance, the main event would not be feasible. G.W. Meadows wishes to negotiate on the requirements of the competition so that it will not be so expensive to the organiser. He is considering having the event run as a Cat 2 event, if the costs cannot be reduced. The rules state that there is room for negotiation with regards to sanction fees for comps that have less than 75 competitors. A new proposal is that the CIVL staff may be one steward and one jury president (both foreign), plus two local nationality jury members. (This format will be applied also to the Speed Gliding, PG Accuracy and Women's Worlds.) Guest pilots will be encouraged in small competitions.

The World Hang Gliding Series (Speed Gliding) is continuing to build as a competition concept, however commercial sponsorship is conspicuously absent. Some contractual problems may be present and there are accounting difficulties and delays. CIVL provided funds to assist in the creation of this type of competition, and are keen to be more involved in the organisation. The sanction fee that is being charged by WHGS is seen to be too high, especially as the competition format works best with relatively small numbers of competitors.

Speed Gliding in Greece. The prize money from two years ago has not yet been paid due to political dramas with the local council who was financing the prizes. The Greek sporting council has agreed to pay the money, but this has not yet happened. This event has no connection with the Pre-World event or the upcoming World Championships. The Pre-World event had 40 pilots and ran eight rounds and the comp was successful. The course was able to be easily changed, and for variety, the course was changed a couple of times during the event.

Women's Worlds are still scheduled to be run. The Women's Pre-Worlds were cancelled due to a lack of entries. It is hoped that the

Soaring Calendar



World Championship status will bring competitors, and the competition sanction fees will be based on 50SF per pilot to reduce the financial burden on the organisers. There is a bid for the next Women's World Championships to be held in Chelan, but if competitor numbers at these competitions continue to fall, it would not be viable for organisers, and a team composition similar to what is used in paragliding would be brought in.

The preparations for the Pre-World Championships in hang gliding and paragliding are progressing, for further information on this check out the World Air Games link on the competition calendar page via www.ozemail.com.au/~zupy/index.html

Unsportsmanlike behaviour of team leaders or pilots will be penalised as described in a new annex which will be produced and called Annex 12. Changes to Section 7, to allow the use of GPS flight verification have been approved by the Bureau and these changes will be presented to the CIVL plenary. The proposed International rules are based on the Australian rules and can be checked out on the web beside the existing Australian GPS rules, via www.ozemail.com.au/~zupy/index.html

Significant changes to Section 7 have been proposed and these changes will soon be finalised and distributed to the NAC's for discussion and the voting on at the plenary meeting. The IPPI cards system needs to be encouraged for pilots who wish to take their qualifications overseas. The acceptance of these cards as a standard of pilot skill varies from country to country, but the more the idea is used, the more accepted it should become.

A discussion topic to be started concerning CIVL paying stewards and juries to be working at comps. Could be something of a problem in terms of the amounts of money required to adequately pay the numbers of people that are required to control meets and at this stage it is not really feasible, but the idea needs to be kicked around a bit. By getting more professional CIVL staff, the problems which repeatedly arise because Category 1 competitions are often run by people who have not previously run these type of competitions may be lessened. Of course this can only work if the stewards and juries are of a professional standard.

There will soon be a new discussion topic on the FAI discussion forum web page regarding the changing membership figures in different countries and asking for people's comments and statistics. Different countries are facing (apparently) much the same problems in terms of changing trends and it could be an effective way to swap ideas and strategies.



WA State Comps

2-15 January 2000

Narrogin. Contact: Dennis MacNeal

08 9246 9593, email: <mach11@hotmail.com>

SAGA State Competitions at Balaklava

9-15 January 2000

Practice day: 8 Jan. Enquires to John Cheetham, ph: 08 8379 6747 or fax: 08 8379 6758 for information. For entry form and pilot qualification form see web page <www.bgc.asn.au>. Entry fee: \$120. Full catering, camping and vans may be on site. Good chance for pilots to get practice if entering Barossa Glide.

Barossaglide

Australian Club Class Championships

17-28 January 2000

Gawler South Australia (Pre-world Club

Class formerly Sports & 2-Seater Class)

See September issue of AG for entry form.

Vintage Sailplane 2000 Rally

January 2000

Lake Keepit, NSW. The Vintage Glider Association is holding their rally at Lake Keepit, near Tamworth, NSW, in early January. Winch and aerotow available. For final details contact Ian Patching, ph: 03 94381497.

Year 2000 Homebuilt Glider Fly-In

To be held at Lake Keepit in conjunction with the VGA Rally.

Horsham week Y2K

5-12 February 2000 (inclusive)

Enjoy a great week of cross-country competition flying over one of the safest areas in Australia. Ideal for early cross-country pilots through to champions. Limited camping available. Loggers strongly recommended. More information call Joe Luciani ph: 03 5382 5735.

VSA Regional Committee meetings

24 February 2000 & 20 April 2000

At 19:30 at the Uniting Church Hall, 329 Dorcas Street, South Melbourne.

29 July 2000

AGM (venue t.b.a.)

Gulgong Regatta

4-11 March 2000

All classes, gliders and pilots handicapped. Multiple pilots welcomed. Camping space available on airfield and plenty of accommodation in Gulgong. Enquiries to Christine Meertens ph: 02 94522777, fax 02 94530777 email: <hkxmor@msn.com.au>



Notification of events will be made in the Soaring Calendar up until the time of your event.

Event information should include a description and the date of the event, location and contact details of the organiser. Contact details should include phone, fax numbers and email to gain maximum response from readers. (Ed.)



What was your Best Flight in 1999?

FRED FOORD

Each year GFA awards three perpetual trophies for the best flights claimed for the previous year:

The Martin Warner Trophy – for the greatest gain of height

The Wally Wood Trophy – for the greatest distance cross-country flight

The Bob Irvine Trophy – for the greatest handicapped distance cross-country flight

You don't have to spend time and money going to contests, just fly from whichever site suits you. You must submit your claim by letter, and include a copy of the barograph trace and/or distance claim, properly verified by an FAI Official Observer. If it has already been verified by the GFA Decentralised Comps Officer or by the GFA Certificates Officer, tell me and I will confer with them.

For the Bob Irvine Trophy I need full details of the sailplane type for handicapping purposes, the Handicap List will be the one currently approved by the GFA Sports Committee. However, you cannot win both the Wood and Irvine trophies for the same flight.

The essential factor is that the flights must be claimed. We have no means of knowing about your great achievement otherwise. It would be galling to find that someone else won the trophy when you did a better flight!

Send your applications to Fred Foord, GFA Trophies Officer, 18 Fremantle Road, Port Noarlunga South, SA 5167 (I do not have email or fax). The closing date is 28 February 2000.





The Fun of it All

past. Then it was time to get some height between us and the ground to clear a section of forestry before reaching Inglewood, so we powered up to 3,500ft. It was decided that we would land at the airstrip, and we touched down well before a stray cow that was having the meal of a lifetime on the grass strip. By the size of the stomach I'd say it has been there for a fair while.

It was good to stretch the legs, scratch the head and water the weeds (so to speak). Except for a fly-in they hold on the May long weekend there's not much activity in Inglewood, so we were off again like a bum burp in an elevator.

This time our journey took us to the northern point of Coolmunda dam. A whole lot of water with a few people in tinnies (the water variety) trying to catch a meal. Shaun spotted something splashing around, and from where I was it looked like a big fish jumping across the top of the water. In disbelief I dropped down to 500ft, only to reveal it was two ducks playing catch and kiss. It's true, your eyes can play tricks on you.

From here on in the Great Dividing Range was well in view. We diverted thick forestry and the highest peaks to find the safest route to Warwick airstrip. On arrival the first thing we noticed were all the glider trailers sitting behind the hangars. There must be strong club activity for soaring around the local area. On landing it was time to refuel our

sky bikes and have a quick chat to a couple of locals. After waving goodbye we were on our way for the short 30 minute flight to Banges airstrip at Clifton.

Arriving at Banges at 3,500ft we could see that the girls had already arrived in the van (must have had something to do with all that headwind we had, because the only way you can speed in a Komby is to push it downhill towards Nimbin). Further ground inspection revealed a trike sitting on a trailer and another set up. On landing we discovered it was Bob and Joan Silver. This was the man that introduced and taught me how to fly these remarkable machines. The other trike belonged to Jeff and April Nuske. They had all trailered their machines from Noosa.

During the day various other forms of aircraft graced the sky from near and far. Kylie's parents and grandparents even ventured out from nearby Toowoomba to see what all the fuss was about. Later in the day I took Jack (Kylie's grandfather, in his 80's) for a local flight. After landing and climbing out of the trike he announced "Geeze that was great but I damn near s**t myself". You could tell he'd enjoyed it because his face had a permanent grin for the rest of the afternoon.

Night-time soon came and you could smell the BBQ cooking up a storm. The food was fantastic and also well priced at \$12, including all the local home brew you could force down your belly. After a couple

samples I must admit it didn't taste too bad, although I had heard that they also use it to power the tractor slasher that mows the runways. No wonder people were cutting down trees in their sleep all around the camping area that night.

Sunday soon came around and we awoke to thick fog that had conveniently placed itself over the airstrip. It was a matter of waiting patiently for the fog to disperse and a quick phone call to Toowoomba to see what conditions were like there. We were given the all clear so off we went to Toowoomba for a morning flight and to feed the already grumbling stomach. On landing there were plenty of other aircraft sitting outside all the hangars, including everything from a Trogen down to a Pitts Special. They were here for a buffet breakfast and some words from the great aviator, Nancy-bird Walton. After a bite to eat and a wander around all the other flying machines it was decided to head back to Banges airstrip. The rest of the day was filled in by chatting amongst friends and inspecting all the other aircraft that had turned up during the day. At last count I think there were just over seventy flying machines.

At 3pm it was decided to fuel up and head home – yes, all good things must come to an end. We all had a great weekend of flying and fun, and no doubt we'll turn up again next year. The old often said saying is true, trike pilots do have more fun!

DEREK MILLIGEAN

BEET BEEP BEEP. Every muscle in my body tenses to near breaking point as I do the 10ft hover above the bed; that bloody alarm clock has to go off. The volume control doesn't work and is set on full blast. I quickly hit the stop button and observe the time, 5am. A look out the window confirms blue sky and nil wind. A fantastic day to go to the Clifton Fly-In that is held at Banges Airfield, just west of the town.

After a quick feed of Vita-brits and a caffeine fix, Kylie and myself finish loading the van with flying gear and camping essentials and head for our home aerodrome at Goondiwindi. On arrival at the airport, Rob and Shaun had already set up their Airborne Edge trikes. The boys enjoy a good cross-country flight and were keen to get underway, so they lend a hand to get my trike ready. With all the pre-flight checks out of the way it was time to power up the good ol' GPS. This device is the best flying buddy anyone could wish for, especially out here because it is as flat as a pancake for as far as the eye can see. No use using "big feature strategy" for cross-country flying around this area.

The ladies decided to drive to the fly-in so Rob flew solo. Shaun brought along his cousin Matt, and Jason came along with me. Jason is also a pilot, but was waiting anxiously for the completion of his new binnacle trike from Airborne. We said our goodbyes and fired our 2-strokes into life – there's nothing like the smell of burning two-stroke fuel to make any trike pilot feel warm and fuzzy inside.

Our first port of call was Inglewood, 41 nautical miles away. After take off we were surprised to find that we had a 10 knot headwind at just 700ft agl. Knowing there was no wind down low we decided to practise our low level flying. This was no problem because of the cleared farming and grazing areas. You can land in any paddock with no problem if a situation did occur. Permission is not a problem either because I happen to know most of the property owners. Being a diesel fitter I often travel out to broken down machinery. Many of the landowners ask how my "lawn mower strapped to a deck chair" is going, and often query me about how this strange contraption manages to stay aloft.

We travelled for some 30 nautical miles chasing kangaroos and spotting feral pigs. Along the way, we made a slight detour to Rob's inlaws property, waving as we flew

PARAGLIDER SALE!

Used, 2nd hand, pre-loved
All for beginners: DHV 1-2!

Advance:

| | |
|--|---------|
| Epsilon 1/23, 55-75kg, white, 20hrs | \$1,800 |
| Epsilon 1/26, 70-90kg, yellow, 70hrs | \$1,700 |
| Epsilon 1/29, 90-105kg, yellow, 90hrs | \$1,500 |
| Epsilon 2/25, 65-80kg, white, 80hrs | \$2,500 |
| Epsilon 2/31, 90-110kg, milka, 30hrs | \$3,200 |
| Epsilon 2/31, 90-110kg milka, 40hrs | \$3,100 |
| Epsilon 2/31, 90-110kg, white, 35hrs | \$3,300 |
| Sigma 3/27, DHV2, 80-95kg, white, 140hrs | \$1,800 |
| Sigma 4/25, DHV2, 65-85kg, milka, 80hrs | \$3,000 |

New Epsilon 2 in various sizes still available from \$3,600 – over 2500 sold worldwide !

Pro Design:

| | |
|---------------------------------------|---------|
| Compact (S) 31, 65-85kg, blue, 50hrs | \$1,500 |
| Compact (M) 33, 75-95kg, blue, 180hrs | \$900 |

Edel:

| | |
|-------------------------------------|---------|
| Atlas L, 90-110kg, yellow, 80hrs | \$2,200 |
| Quantum M, 60-75kg, yellow, 50hrs | \$1,200 |
| Space (S) 22, 60-80kg, green, 60hrs | \$1,000 |

Flight Design:

| | |
|----------------------------|---------|
| A4 M, 70-90kg, red, 130hrs | \$1,300 |
|----------------------------|---------|

Nova:

| | |
|---------------------------------------|---------|
| Phocus M, DHV2, 75-100kg, blue, 50hrs | \$1,800 |
|---------------------------------------|---------|

All gliders are ex-school or trade-ins.

Weight ranges are all-up

* Intermediate gliders – please phone for pilot suitability.

Used Harnesses

with Back Protection also available from \$200.

Great deals on new ADVANCE harnesses: \$800

incl Vonblon Air back protection and Stubai click carabiners!

Credit cards accepted !



Phone Godfrey Wenness on: 02 6785 6545 or
fax: 02 6785 6546 email: SkyGodfrey@aol.com
"The Mountain", Manilla, NSW, 2346.



Grandfather Jack gearing up to go for a local flight
Photos: Derek Milligean

HGFA Certificates & Endorsements

1 July to 26 November 1999

Hang Gliding

Restricted Certificate

| | | |
|------------|-----------|--------|
| Anderson | Ben | VIC |
| Arnold | Drew | |
| Back | Paul | SA |
| Bates | Wayne | NSW |
| Bousfield | Bruce | WA |
| Boyd | Matthew | NSW |
| Brinsden | Ken | WA |
| Cann | Murray | VIC |
| Cottrell | Murray | QLD |
| Crawford | Robert | ACT |
| Donaldson | Ian | WA |
| Dow | Stephen | UK |
| Duffy | Brendan | QLD |
| Eaton | Mark | VIC |
| Edhouse | Michael | QLD |
| Fletcher | Gavin | WA |
| Gorander | Jason | VIC |
| Grove | Andrew | QLD |
| Hannah | Timothy | VIC |
| Harris | David | VIC |
| Herbert | Trevor | VIC |
| Heyes | John | NSW |
| Hipgrave | Rachael | QLD |
| Hodge | George | NSW |
| Hoey | Nathan | VIC |
| Hunt | Alastair | NSW |
| Hutchinson | Andrew | ACT |
| Ilich | Julian | WA |
| Jackson | Sam | QLD |
| Jansen | Matthew | VIC |
| Kath | Jason | WA |
| Keller | Adrian | NSW |
| Ker Rault | Philippe | FRANCE |
| Kovac | David | SA |
| Mackerras | Christian | NSW |
| McDonald | Michael | VIC |
| McDougall | Bradley | WA |
| McNab | Paul | NSW |
| Miles | Keith | NSW |
| Miller | Evan | VIC |
| Mitchell | Ross | WA |
| Murray | Jen | VIC |
| Newcombe | Lani | NSW |
| Novak | Edward | NSW |
| O'Brien | Alan | WA |
| Palijan | Brigitta | NSW |
| Palmer | Charles | ACT |
| Ragg | Neville | VIC |
| Richards | Aaron | VIC |
| Sanderson | Jules | NSW |
| Schmidtke | Dean | VIC |
| Scoble | Glenn | WA |
| Screen | Alex | VIC |
| Sertis | Steve | WA |
| Sharp | Graeme | WA |
| Smith | Daniel | QLD |
| Stock | Mark | VIC |

Restricted Certificate continued

| | | |
|-----------|----------|-----|
| Torenbeek | Jeffrey | QLD |
| Wagenbach | Stefan | NSW |
| Walker | David | NSW |
| Webb | Lynn | WA |
| Whittaker | Brady | QLD |
| Wiley | Nicholas | ACT |
| Carswell | Andrew | TAS |
| Coles | Anthony | NSW |
| Grant | Brett | ACT |

Intermediate Certificate

| | | |
|------------|----------|-----|
| Angel | Danny | QLD |
| Collyer | Scott | NSW |
| Danilovich | Yuri | VIC |
| Dixon | Adam | VIC |
| Fussell | Joe | NSW |
| Gates | Anthony | QLD |
| Grieve | Nathan | VIC |
| Harding | James | NSW |
| Hensley | David | VIC |
| Hocking | Andrew | QLD |
| Holthouse | Nicholas | WA |
| Holtkamp | Ingrid | VIC |
| Hume | Andrew | VIC |
| Mansfield | Graham | QLD |
| Maxwell | Keith | NSW |
| Phillips | Susan | QLD |
| Piper | Laurence | QLD |
| Selmes | Glenn | NSW |
| Taber | Gary | QLD |
| White | Roger | NSW |

Advanced Certificate

| | | |
|----------|---------|-----|
| Bayley | Stephen | TAS |
| Cummings | Iain | NSW |
| Hladky | George | NSW |
| Knight | Phillip | WA |
| Lepre | Robert | NSW |
| Mansell | Brian | VIC |
| Neff | James | VIC |
| Van Dort | Job | VIC |

Aero-tow Endorsement

| | | |
|-----------|----------|-----|
| Blight | Marshall | WA |
| Collyer | Scott | NSW |
| Cummings | Iain | NSW |
| Gilligan | Kevin | QLD |
| Hall | Baden G. | VIC |
| Holthouse | Nicholas | WA |
| Scott | Joe | NSW |

Ground Tow Endorsement

| | | |
|-----------|---------|-----|
| Allan | Gary | QLD |
| Bachelor | Glenn | VIC |
| Baker | Andy | NSW |
| Barrett | Scott | VIC |
| Barrie | George | NSW |
| Benfield | Phillip | QLD |
| Bradley | Alan | NSW |
| Brien | Craig | QLD |
| Castine | Samuel | SA |
| Clarke | Craig | SA |
| Cummings | Iain | NSW |
| Donaldson | Ian | WA |

Ground Tow Endorsement continued

| | | |
|------------|----------|-----|
| Fletcher | Gavin | WA |
| Gorander | Jason | VIC |
| Grove | Andrew | QLD |
| Halbisch | Ian | NSW |
| Horabik | Paul | VIC |
| Hunt | Alastair | NSW |
| Hutchinson | Andrew | ACT |
| Ilich | Julian | WA |
| Kath | Jason | WA |
| Keller | Adrian | NSW |
| McDonald | Michael | VIC |
| Norton | John | VIC |
| Piper | Laurence | QLD |
| Powell | Nicholas | ACT |
| Ryan | Mark | NSW |
| Scott | Trevor | VIC |
| Sertis | Steve | WA |
| Sharp | Graeme | WA |
| Smith | Geoffrey | WA |
| Wallace | David | TAS |
| Webb | Lynn | WA |

Motorised Endorsement

| | | |
|-----------|---------|-----|
| Savage | Kurt | NSW |
| Tunbridge | Cameron | NSW |

Apprentice Instructor

| | | |
|---------|-------|-----|
| Lelean | Nigel | NSW |
| Rundell | Paul | VIC |

Flight Experience Instructor

| | | |
|-----------|--------|-----|
| Green | Joshua | NSW |
| Pennicuik | Lloyd | QLD |

Passenger Carrying – Instructional

| | | |
|--------|--------|-----|
| Cannon | James | NSW |
| Green | Joshua | NSW |

Passenger Carrying – Sport

| | | |
|--------|--------|-----|
| Cannon | James | NSW |
| Green | Joshua | NSW |
| Neff | James | VIC |

Safety Officer

| | | |
|----------|-------|-----|
| Bradley | Alan | NSW |
| Bush | Allan | NSW |
| Chetcuti | Frank | NSW |
| Dixon | Adam | VIC |

| | | |
|----------|-----------|-----|
| Grieve | Nathan | VIC |
| Hollis | Frederick | NSW |
| Kornacki | Tadeusz | NSW |
| Lockhart | Richard | NSW |
| Petrie | David | NSW |
| Ryan | Mark | NSW |
| Smith | Gregory | NSW |
| Turner | Craig | NSW |

Senior Safety Officer

| | | |
|------|-------|-----|
| Neff | James | VIC |
|------|-------|-----|

Paragliding

Restricted Certificate

| | | |
|--------|--------|-----|
| Ashton | Andy | QLD |
| Attar | Amos | QLD |
| Bird | Sheila | ACT |
| Caines | Andrew | WA |
| Carter | Daniel | SA |

Restricted Certificate continued

| | | |
|-------------|-------------|-----|
| Collier | Brett | QLD |
| Davidson | Glenn | NSW |
| De Gruchy | Stephen | VIC |
| Durand | Jon | QLD |
| Dunst | Peter | NSW |
| Fewson | Callum | WA |
| Gaal | Jim | NSW |
| Giles | Alaric | NSW |
| Gill | Lucas | QLD |
| Goldsworthy | Alan | QLD |
| Greves | Michael | QLD |
| Hands | Bruce | QLD |
| Holmes | Christopher | WA |
| Houston | Simon | NSW |
| Howes | Tim | VIC |
| Hughes | Andrew | WA |
| Hunt | Jon | ACT |
| Jaffray | Jyothi | QLD |
| Jaffray | Sadhu | QLD |
| James | Michelle | VIC |
| Jeremy | William | WA |
| Jordan | Adrian J | VIC |
| Koeke | Philipp | |
| Lai | Eric | VIC |
| Leeke | Hayden | NSW |
| Leemhuis | Peter | ACT |
| Lillyman | Geoffrey | NSW |
| Lindahl | Sylvie | WA |
| Lyndon | Allan | NSW |
| Mayer | Colin | NSW |
| Mayes | John | QLD |
| Maynard | Craig | QLD |
| McCarthy | Andrew | VIC |
| McIntosh | Ian | NSW |
| McLeod | Andrew | VIC |
| Nicholson | Jason | VIC |
| Olive | Harvey | NSW |
| Osmey | Janusz | WA |
| Pamula | Marek | QLD |
| Pearce | Clint | QLD |
| Penta | Giovanni | |
| Pons | Ignasi | NSW |
| Powter | Sasa | NSW |
| Ristovichis | David | VIC |
| Sawrey | Douglas | QLD |
| Seegmann | Michel | QLD |
| Slade | Sean | SA |
| Smit | Marcel | QLD |
| Smith | Jonathan | VIC |
| Spears | David | QLD |
| Streat | Darrell | QLD |
| Taylor | David | WA |
| Tebay | Dan | VIC |
| Tyson | Neil | VIC |
| Wagner | Peter | NSW |
| Webster | Barbara | NSW |
| Weekes | Peter | QLD |
| Williams | William | QLD |
| Wootten | Lindsay | NSW |
| Zwanenbeek | Scott | NSW |

Intermediate Certificate

| | | |
|---------------|---------|-----|
| Brown | Colin | WA |
| Caly | Adam | WA |
| Chapman | John | ACT |
| Davidson | Tony | NSW |
| Koller | Michael | NSW |
| Koller | Carmen | NSW |
| Martin | David | VIC |
| McCabe | Ewan | WA |
| Moir | Philip | NSW |
| O'Carra | Sean | NSW |
| Von Der Lueke | Markus | NSW |
| Wiley | Mark | VIC |

Advanced Certificate

| | | |
|-----------|-----------|-----|
| Anissimov | Ivan | QLD |
| Duffield | Michael J | VIC |
| Mckenry | John | QLD |
| Rockman | Rhett | NSW |
| Saville | Robert | VIC |
| Sholtes | Mick | VIC |
| Smith | Bob | NSW |
| Texler | Thomas | VIC |

Ground Tow Endorsement

| | | |
|------------|-------------|-----|
| Caines | Andrew | WA |
| Chisholm | Kevin | QLD |
| Fewson | Callum | WA |
| Hardingham | Roger | SA |
| Holmes | Christopher | WA |
| Hughes | Andrew | WA |
| Johnson | Giles | QLD |
| Lelean | Nigel | NSW |
| Lindahl | Sylvie | WA |
| McCabe | Ewan | WA |
| O'Donnell | Brandon | QLD |

Motorised Endorsement

| | | |
|------------|----------|-----|
| Garton | Jonathan | NSW |
| McCabe | Ewan | WA |
| McCarthy | Andrew | VIC |
| Payet | Gregory | VIC |
| Savory | Phillip | VIC |
| Sutherland | Graham | QLD |
| Torr | Jeremy | VIC |
| Whitton | Keven | ACT |
| Worton | Richard | VIC |

Chief Flight Instructor

| | | |
|---------|---------|-----|
| Wenness | Godfrey | NSW |
|---------|---------|-----|

Flight Experience Instructor

| | | |
|---------|---------|-----|
| Lelean | Nigel | NSW |
| Rockman | Rhett | NSW |
| Samuel | James | NSW |
| Smith | Bob | NSW |
| Unger | Andreas | NSW |

Passenger Carrying – Sport

| | | |
|--------|-------|-----|
| Samuel | James | NSW |
| Texler | Karl | VIC |

Passenger Carrying – Instructional

| | | |
|----------|--------|-----|
| Horchner | Andrew | QLD |
| Lelean | Nigel | NSW |
| Rockman | Rhett | NSW |
| Samuel | James | NSW |
| Smith | Bob | NSW |

Senior Safety Officer

| | | |
|--------|------|-----|
| Texler | Karl | VIC |
|--------|------|-----|

GFA Badges & Certificates

FAI Certificates to 30 November 1999

A Certificate

| | | |
|----------------------|-------|---------------------|
| GOUDIE Mark Cavanagh | 10351 | Mangalore |
| JOHNSON David Keith | 10354 | Bryon Power Gliding |
| BIDDLE Neil Arthur | 10356 | Forbes Soaring |
| MCCOSKER Sally Jane | 10359 | Southern Cross |

B Certificate

| | | |
|-------------|-------|--------------|
| LEWIS Scott | 10315 | Adelaide Uni |
|-------------|-------|--------------|

A & B Certificate

| | | |
|-------------------------|-------|------------------|
| EDWARDS Alex | 10352 | Bathurst |
| FULLERTON Michele Lisa | 10353 | Southern Downs |
| BISHOP Jonathon Michael | 10355 | Bordertown-Keith |
| GUINNESS Nathan Graham | 10358 | RAAF Williamtown |

C Certificate

| | | |
|-------------------|-------|------------|
| ROBINSON Kenneth | 10152 | Caboolture |
| CURRAN John Edwin | 10304 | Beverley |
| JOHNSON Scott | 9728 | Boonah |

A B & C Certificate

| | | |
|------------------------------------|-------|------------|
| FOX Julian Peter Nichol | 10349 | Canberra |
| RICHARDSON Neil Edward | 10350 | Caboolture |
| MATTHEWS-FREDERICK Alexander David | 10357 | Kingaroy |
| FLOOD Geoff Robert | 10360 | Orana |

Silver C

| | | |
|------------------------|------|---------------|
| WOOLLEY Adam Graham | 4284 | Central QLD |
| SANDERCOCK Morgan | 4286 | Hunter Valley |
| SOANANDWICK | | |
| -MUCHLADO Ludwik R | 9145 | Hunter Valley |
| FLOOD Geoff Robert | 4288 | Orana |
| MURDOCH Phillip Andrew | 4289 | Hunter Valley |

Gold C

| | | |
|----------------------|------|-------------------|
| MARSHALL David Henry | 1516 | Southern Riverina |
| PALMER Donald Albert | 1517 | Southern Cross |

Claims for all badges and certificates to:

FAI Certificates Officer:

Beryl Hartley

106 Meryula Street, Narromine NSW 2821

Ph: 02 6889 2733 (w), 02 6889 1250 (h)

Fax: 02 6889 2933

Email: hartley@avionics.com.au

Decentralised Competition entries to:

Gary Hollands

92 Grange Road, Westbourne Park SA 5041

Ph: 08 8230 5722 (w), 08 8271 2020 (h)

Fax: 08 8230 4428

Email: Gary.Hollands@adelaide.on.net

Weighshift Microlight

Student Pilot Certificate

| | | |
|-----------|-----------|-----|
| Anderson | Peter | WA |
| Angus | Barry | VIC |
| Biddle | Neville | NT |
| Davis | Timothy | NSW |
| Doran | Shane | SA |
| Dring | David | NSW |
| Dring | Penni | NSW |
| Dukeman | Amir | NSW |
| Ewart | Philip | NSW |
| Janzen | Edward | NSW |
| Kasian | Sergei | NSW |
| Keough | David | QLD |
| Krawczyk | Adam | NSW |
| Krawczyk | Jacek | NSW |
| Krawczyk | Krzysztof | NSW |
| Latter | Kenneth | ACT |
| Lever | John | WA |
| Lowe | Brian | VIC |
| McCalden | David | NSW |
| McGarry | Martin | VIC |
| McIntosh | Andrew | NSW |
| Medwell | Peter | VIC |
| Nairn | John | NSW |
| Phillips | Nicholas | SA |
| Preston | David | VIC |
| Spurr | John | NSW |
| Stone | Anissa | NSW |
| Stone | Jason | NSW |
| Sweetman | Ian | SA |
| Tresise | Clarence | NSW |
| Wilkinson | Graham | NSW |
| Withnall | Kevin | NSW |

Pilot Certificate

| | | |
|----------|---------|-----|
| Beutham | Vincent | VIC |
| Bissaker | Peter | ACT |

Pilot Certificate continued

| | | |
|-------------|---------|-----|
| Bull | Neva | NSW |
| Bunny | Roger | WA |
| Carr | David | NSW |
| Cruickshank | Adrian | NSW |
| Dukeman | Amir | NSW |
| Dunn | Bruce | QLD |
| Edwards | Stephen | SA |
| Harris | Roger | NSW |
| Hinchliffe | Bob | VIC |
| Hoecherl | Peter | NSW |
| Howe | Stuart | WA |
| Jackaman | Dale | NSW |
| Jentsch | Peter | NSW |
| Kirwan | Stephen | WA |
| Koops | Colin | SA |
| McVilly | Duncan | VIC |
| Montgomery | David | QLD |
| Nagy | Michael | ACT |
| Palmer | Anne | NSW |
| Roberts | Graham | QLD |
| Roth | Garry | NSW |
| Saffin | Ian | VIC |
| Samuel | Tim | NSW |
| Sargeant | Gary | WA |
| Saul | Kelvin | NSW |
| Valenzisi | Michael | NSW |
| Walker | Angus | NT |
| Walker | Stanley | VIC |
| Watson | Peter | SA |
| Wood | Barry | VIC |
| Worner | Mark | NSW |

Chief Flight Instructor

| | | |
|----------|------|-----|
| Koorneef | Bill | QLD |
|----------|------|-----|

Flight Experience Instructor

| | | |
|---------|--------|-----|
| Dormand | Blake | NSW |
| Sidnell | Damien | VIC |

Instructor

| | | |
|-------|------|----|
| Aldis | John | WA |
|-------|------|----|

Passenger Carrying Endorsement

| | | |
|------------|----------|-----|
| Bull | Neva | NSW |
| Costanzo | Ross | NSW |
| Day | Anton | WA |
| Edwards | Stephen | SA |
| Goodrich | John | VIC |
| Goon-Pan | Narelle | QLD |
| Hinchliffe | Bob | VIC |
| Howe | Stuart | WA |
| Jackaman | Dale | NSW |
| Jentsch | Peter | NSW |
| Jordan | Dean | VIC |
| Koorneef | Bill | QLD |
| Lelean | Nigel | NSW |
| Lorenz | Hansrued | QLD |
| Marheine | Peter | NSW |
| McKeown | Mark | SA |
| Price | Richard | VIC |
| Robinson | Kathy | WA |
| Roth | Garry | NSW |
| Saffin | Ian | VIC |
| Samuel | Tim | NSW |
| Sargeant | Gary | WA |
| Seve | Edward | NSW |
| Suprun | David | QLD |
| Thomas | Robert | TAS |
| Walker | Jeanette | VIC |
| Walker | Stanley | VIC |
| Zivkovic | Dusan | NSW |

VHF Radio Operator Endorsement

| | | |
|-----------|--------|-----|
| Bruderlin | Peter | NSW |
| Bunny | Roger | WA |
| Davidson | Tony | NSW |
| Deed | Morrie | NSW |
| Dormand | Blake | NSW |

HGFA Certificates & Endorsements

VHF Radio Operator Endorsement

| | | |
|----------|----------|-----|
| Dunn | Bruce | QLD |
| Forsyth | Ian | NSW |
| Howe | Stuart | WA |
| Jentsch | Peter | NSW |
| Kelly | Duncan | ACT |
| Kirwan | Stephen | WA |
| Nagy | Michael | ACT |
| Palmer | Anne | NSW |
| Price | Richard | VIC |
| Roth | Garry | NSW |
| Samuel | Tim | NSW |
| Sargeant | Gary | WA |
| Saul | Kelvin | NSW |
| Suprun | David | QLD |
| Walker | Jeanette | VIC |
| Walker | Stanley | VIC |
| Wall | Tony | NSW |
| Whitton | Keven | ACT |

Tug Master Endorsement

| | | |
|-----------|-----------|-----|
| Sternberg | Wayne | VIC |
| Burge | Kimberley | WA |

Cross-Country Endorsement

| | | |
|----------|----------|-----|
| Bissaker | Peter | ACT |
| Bull | Neva | NSW |
| Costanzo | Ross | NSW |
| Dormand | Blake | NSW |
| Kraemer | Claus | QLD |
| Lorenz | Hansrued | QLD |
| Palmer | Andrew | NSW |
| Rennert | Oliver | NSW |
| Robinson | Kathy | WA |
| Romeike | Ryan | VIC |
| Samuel | Tim | NSW |
| Seve | Edward | NSW |
| Suprun | David | QLD |
| Winn | Anthony | WA |

Formation Flying Endorsement

| | | |
|-------------|--------|-----|
| Cruickshank | Adrian | NSW |
|-------------|--------|-----|

New Members

(joined between 1/7/99 to 26/11/99)

If you have joined as a new full member during the above period and do not appear on the list below, please contact the office to check that your membership details have been accurately recorded.

| Date joined | | | |
|-------------|---------|----------|-----|
| Ainscough | Quentin | 29/10/99 | ACT |
| Davey | Russell | 31/10/99 | ACT |
| Latter | Kenneth | 06/07/99 | ACT |
| Leemhuis | Peter | 21/08/99 | ACT |
| Palmer | Charles | 28/09/99 | ACT |
| Bates | Wayne | 24/09/99 | NSW |
| Boyd | Matthew | 09/10/99 | NSW |
| Cummings | Iain | 20/10/99 | NSW |
| Davis | Timothy | 27/09/99 | NSW |
| Dring | Penni | 09/08/99 | NSW |
| Dring | David | 09/08/99 | NSW |
| Dukeman | Amir | 14/09/99 | NSW |

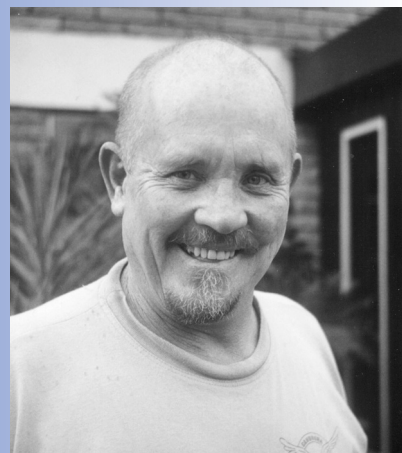
Date joined

| | | | |
|------------|-----------|----------|-----|
| Dunst | Peter | 21/10/99 | NSW |
| Houston | Simon | 11/11/99 | NSW |
| Janzen | Edward | 22/09/99 | NSW |
| Kasian | Sergei | 19/11/99 | NSW |
| Koller | Carmen | 24/07/99 | NSW |
| Koller | Michael | 24/07/99 | NSW |
| Krawczyk | Adam | 30/10/99 | NSW |
| Krawczyk | Jacek | 30/10/99 | NSW |
| Krawczyk | Krzysztof | 30/10/99 | NSW |
| Leeke | Hayden | 21/10/99 | NSW |
| Leimroth | Andrew | 17/11/99 | NSW |
| Lyndon | Allan | 27/10/99 | NSW |
| Mayer | Colin | 13/08/99 | NSW |
| McIntosh | Ian | 17/08/99 | NSW |
| McNab | Paul | 08/10/99 | NSW |
| Miles | Keith | 20/08/99 | NSW |
| Newcombe | Lani | 09/10/99 | NSW |
| O'Carra | Sean | 22/07/99 | NSW |
| Olive | Harvey | 20/10/99 | NSW |
| Palijan | Brigitta | 25/10/99 | NSW |
| Pons | Ignasi | 10/08/99 | NSW |
| Powter | Sasa | 07/10/99 | NSW |
| Quirroz | Antonio | 01/10/99 | NSW |
| Radics | Mark | 19/12/99 | NSW |
| Simmons | Victor | 19/11/99 | NSW |
| Stone | Anissa | 03/08/99 | NSW |
| Stone | Jason | 16/08/99 | NSW |
| Tresise | Clarence | 05/08/99 | NSW |
| Valenzisi | Michael | 19/08/99 | NSW |
| Von Der | | | |
| Lueke | Markus | 04/09/99 | NSW |
| Wagner | Peter | 05/07/99 | NSW |
| Whitworth | Kim | 20/08/99 | NSW |
| Wilkinson | Graham | 11/08/99 | NSW |
| Withnall | Kevin | 15/09/99 | NSW |
| Wootten | Lindsay | 17/08/99 | NSW |
| Ashton | Andy | 20/08/99 | QLD |
| Attar | Amos | 14/08/99 | QLD |
| Bryant | Bevis | 03/09/99 | QLD |
| Bugeja | John | 16/09/99 | QLD |
| Buhman | Peter | 12/08/99 | QLD |
| Cottrell | Murray | 19/08/99 | QLD |
| Crichton | Cameron | 03/07/99 | QLD |
| Duffy | Brendan | 31/08/99 | QLD |
| Edhouse | Michael | 19/08/99 | QLD |
| Gill | Lucas | 03/07/99 | QLD |
| Jaffray | Jyothi | 25/09/99 | QLD |
| Kinsella | Paul | 15/07/99 | QLD |
| Maher | Arthur | 20/08/99 | QLD |
| Maynard | Craig | 29/07/99 | QLD |
| McNeill | Cameron | 19/09/99 | QLD |
| Montgomery | | | |
| | David | 28/07/99 | QLD |
| Osborne | Sophie | 22/07/99 | QLD |
| Pamula | Marek | 11/09/99 | QLD |
| Price | Shaun | 10/09/99 | QLD |
| Roberts | Graham | 30/08/99 | QLD |
| Sato | Shinichi | 01/08/99 | QLD |
| Sawrey | Douglas | 08/08/99 | QLD |
| Seegmann | Michel | 08/11/99 | QLD |

Date joined

| | | | |
|-------------|-------------|----------|--------|
| Williams | William | 20/08/99 | QLD |
| Back | Paul | 04/07/99 | SA |
| Carter | Daniel | 16/11/99 | SA |
| Doran | Shane | 28/07/99 | SA |
| Kovac | David | 21/10/99 | SA |
| Llewellyn | Richard | 12/10/99 | SA |
| Slade | Sean | 11/11/99 | SA |
| Sweetman | Ian | 29/07/99 | SA |
| Biddle | Neville | 05/07/99 | NT |
| Martyn | Barry | 09/11/99 | NT |
| Angus | Barry | 23/08/99 | VIC |
| Beutham | Vincent | 23/08/99 | VIC |
| Bonnici | Phil | 16/11/99 | VIC |
| Danilovich | Yuri | 18/10/99 | VIC |
| De Gruchy | Stephen | 06/07/99 | VIC |
| Eaton | Mark | 30/07/99 | VIC |
| Gorander | Jason | 04/09/99 | VIC |
| Hannah | Timothy | 06/10/99 | VIC |
| Hoey | Nathan | 16/09/99 | VIC |
| Kraus | Hal | 17/11/99 | VIC |
| Lai | Eric | 25/09/99 | VIC |
| McDonald | Michael | 04/09/99 | VIC |
| McLeod | Andrew | 25/09/99 | VIC |
| Medwell | Peter | 11/07/99 | VIC |
| Miller | Evan | 14/10/99 | VIC |
| Nicholson | Jason | 02/10/99 | VIC |
| Preston | David | 11/09/99 | VIC |
| Ragg | Neville | 15/08/99 | VIC |
| Richards | Aaron | 04/08/99 | VIC |
| Ristovichis | David | 02/10/99 | VIC |
| Schmidtke | Dean | 01/08/99 | VIC |
| Steward | Peter | 17/10/99 | VIC |
| Tebay | Dan | 02/10/99 | VIC |
| Van Dort | Job | 03/09/99 | VIC |
| Wood | Barry | 05/07/99 | VIC |
| Anderson | Peter | 22/07/99 | WA |
| Brinsden | Ken | 01/08/99 | WA |
| Bunny | Roger | 01/07/99 | WA |
| Caines | Andrew | 25/07/99 | WA |
| Donaldson | Ian | 24/07/99 | WA |
| Fletcher | Gavin | 09/09/99 | WA |
| Holmes | Christopher | 08/09/99 | WA |
| Howe | Stuart | 06/09/99 | WA |
| Hughes | Andrew | 06/09/99 | WA |
| Kath | Jason | 24/07/99 | WA |
| Lever | John | 21/11/99 | WA |
| Lindahl | Sylvie | 25/07/99 | WA |
| Sharp | Graeme | 09/08/99 | WA |
| Taylor | David | 09/10/99 | WA |
| Dow | Stephen | 25/08/99 | UK |
| Ker Rault | Philippe | 23/08/99 | France |
| Koeke | Philipp | 12/10/99 | OS |
| Penta | Giovanni | 29/10/99 | OS |

HGFA O



I cannot let Mark Townsend's comments regarding CASA go without comment. Contrary to the picture that Mark paints, I believe that we have developed a very good working relationship with CASA over recent years. The HGFA

is seen to be striving to have members do the right thing – and CASA are keen to foster this. Where a member may do the wrong thing CASA will refer the matter to us to resolve. Obviously if it is a non-member flying without a Certificate it is a different matter.

Whilst talking membership, I must thank all Club Safety Officers and Instructors for their continuing efforts to ensure that pilots visiting from overseas become HGFA members. Please keep up the good work. Though this is a legal requirement (under the CAOs), the biggest concern to us is the need to have all pilots insured. Most pilots from overseas are prepared to pay the \$50 to join the HGFA, though the occasional visitor is insistent that their insurance covers them in this country. Obviously the CAOs require that they be members; and experience has shown that visiting pilots will quickly leave the country if they are involved in an incident which results in injury or loss to another. The HGFA has been left to pay the \$1000 insurance claim excess on several occasions.

Free Flyers at Competitions

The question of rules regarding free flyers at competitions have

Operations Manager's Report

been raised recently. As I understand it there are no specific rules in this regard, though usually free flyers will co-operate with event officials if their requests are not unreasonable. Some event organisers ask free flyers to pay a small fee to gain the benefit of weather briefs, retrieve coordination, and generally being part of the event. In this process wind techs and free flyers sign a waiver and agree to follow the launch director's requests. Obviously this is getting somewhat bureaucratic – but if the local Club have agreed to allow their sites to be used for the event it is reasonable that the organisers can control launches/pilots on the day. The safety aspect is valid – the organisers should be accounting for all pilots at the end of each day to ensure that there are no pilots injured or stuck in a tree somewhere.

VNE

I was talking via email with David Phillips (an HGFA hang glider pilot and GFA glider pilot) about a couple of fatalities overseas in the past few years. The two fatalities involved rigid wing (Class 2) hang gliders; and both can be directly attributable to over-speeding.

David provided some wise words on the subject: *"There has been a great deal of discussion on the US hang gliding mailing list. Lots of theories were put forward, but one thing that did become very clear was that hang glider pilots have a very cavalier attitude to flight performance restrictions, particularly V_{ne} (velocity never to be exceeded). Contrast this with any other type of aircraft, where these speeds are sacrosanct – and with good reason – push the nose down in a sailplane and in a few seconds you will be going fast enough to blow the wings off."*

I think there are a couple of reasons why we have such a scant regards for these restrictions.

Until recently, it has been almost impossible to break a hang glider in normal flight, because their flexible airframes and lack of control surfaces preclude destructive flutter, and the large amounts of parasitic drag limit ultimate speeds. I don't know any pilot who hasn't pulled the bar to the knees to see what a glider will do.

The other is that the placarded speeds appear to be unrelated to the capabilities of the aircraft. I did a quick scan of a few gliders, and found that the V_{ne} and V_{ra} speeds for a WW Fusion, Moyes CSX, Moyes Maxi, Airborne Shark and even my old EW Combat were exactly the same ($V_{ne} = 53$ mph, $V_{ra} = 46$ mph). All of these were tested to HGMA standards, and I suspect the figures relate to the testing

process, rather than the capacity of the wing. The maximum load test is conducted at the C_{lMax} AoA, and (I think) 65 mph.

V_{ne} is then calculated from this to include a suitable safety factor. Thus any glider that survives the 65 mph load test is tested no further and therefore gets the same V_{ne} and V_{ra} (V_{ra} is maximum rough air manoeuvring speed).

But things are changing, and modern topless gliders can now easily go very fast – and they are also very strong – I was talking to someone just last night who reported that the new Moyes Lightspeed will 'easily do loops at more than 80 mph.' That's a high-G manoeuvre at more than 50% over the placarded V_{ne} .

These figures are now so conservative that most pilots disregard them. Fly the glider as fast as you can and it won't break. But when we move to rigid wings, particularly those with control surfaces like light-weight sailplanes, everything changes. It is very easy to exceed V_{ne} , and the consequences can be dire. It requires a very different flying technique."

The bottom line is that we are now getting to a point where we must respect V_{ne} and V_{ra} . If you fly the glider above V_{ne} (or at V_{ne} in rough air) there is no guarantee that the glider won't break.

Accident Reports

No. 1

Pilot: Intermediate PG pilot
Experience: 44 hours
Exp. last 90 days: 20 hours
Glider: Nov/Int paraglider
Aircraft damage: Nil

Weather: 10 knot breeze, light turbulence
Location: Inland mountain launch
Pilot injury: Minor shoulder muscle damage and minor whiplash

Description:

Pilot did pre-flight check, inflated canopy which fell sideways; bunched up and built small "wall"; and inflated without checking the lines and was immediately lifted off launch with a line tangle on the right trailing edge. He applied heavy counter brake to prevent spin or turn back into the hill; glider quickly gained considerable speed flying parallel to the hill and the pilot crashed through a tree and onto the ground.

Comments:

Good back protection and helmet saved the pilot from serious injury. This incident reinforces the need to check lines, not just when the glider is laid out, but also as it is inflated.

No. 2

Pilot: Intermediate HG pilot
Experience: 54 hours
Glider: Nov/Int hang glider
Aircraft damage: Broken keel and leading edge; bent battens
Weather: 20+ knots, strong turbulence
Location: Coastal site
Pilot injury: Minor bruising to back

Description:

After soaring for several hours in a strengthening wind the pilot approached to land in a field behind the beach (with a low dune in front). After turning onto base leg, strong turbulence was encountered, causing the glider to be thrown about and lose height quickly. The pilot turned into wind and found himself diving at the ground, he rounded out quickly and gained about 20 feet; the glider stalled and slipped sideways. The pilot turned the glider back into wind and flared sharply to avoid the ground. The glider stalled and landed on the keel whilst travelling backwards with the nose pointing into wind.

Comments:

The pilot stated: *"I think I vastly underestimated the strength of the rotor – it was quite powerful as a result of the very strong and blustery wind. More height on base would have allowed a faster approach all the way to the ground. Alternatively I could have landed on the beach. I did not expect the rotor to be as strong as it was."*

No. 3

Pilot: Intermediate PG pilot
Experience: 44 hours
Glider: Nov/Int paraglider
Aircraft damage: Several holes in canopy and several lines broken

Weather: 10 knots, strong turbulence
Location: Inland mountain launch
Pilot injury: Minor bruising

Description:

The pilot was thermalling at about 120 feet above launch in strong thermal conditions; he tried to core a very rough thermal when suddenly a full frontal tuck occurred. He hit a tree and then the ground before the glider had time to recover.

Comments:

Given the strong conditions, more separation from terrain should have been maintained to allow more time for glider recovery; particularly given that the pilot was relatively inexperienced in inland flying.

**Fly safely,
 Craig Worth**

Schools in Australia

ACT/NSW



Tarago Flight Park

2½ hours from Sydney

- Introductory Courses
- Refresher Courses
- Aerotowing Courses
- Cross-Country Tours
- Full License Courses
- Ground Towing
- Courses
- Cross-Country Courses

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

Agents for Moyes & Airborne • Demo gliders available

Call Tove on 02 4849 4516 or 015 269376.

Canberra Hang Gliding and Paragliding Centre,
chggpc@goulburn.net.au

Email address: chggpc@goulburn.net.au



MOTORISED PARAGLIDING SCHOOL

AERIAL DISPLAY SPECIALISTS

Bookings phone

0412 013 134

Paramotor & Paragliding Courses, Endorsements,
Promotions, Certification, friendly sales and service.

9 Cumberlege Crescent, Pearce, ACT 2607

Phone & Fax: 02 62867337 Mobile: 0412 229499

Email: mikebrady@netspeed.com.au

Mike Brady Chief Flying Instructor

New South Wales



SYDNEY HANG GLIDING CENTRE Stanwell Park

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

Equipment and Accessories.

Available 7 days.

To arrange your booking or to test fly a glider

Call Chris Boyce (02) 4294 4294.

www.hanggliding.com.au

BYRON AIRWAVES

Hang Gliding School

- Lessons & full instruction available.
- 20 years hang gliding experience with training all year round.
- Learn to fly safely and accurately with all skill levels catered for.

Phone Brian and Anne on 066 290354,

mobile 014 615950, email: byronair@hotmail.com

52 Australian Gliding • Skysailor

New South Wales continued



High Adventure Airpark

Since 1987

Australia's internationally renowned training centre

Located on 460 acres just 3½ hours drive north of Sydney, offers courses in Hang Gliding, Paragliding and Microlights ALL YEAR ROUND!

- Our Live in Novice License courses for Hang Gliding and Paragliding start from \$990-\$1,490 with unlimited days of instruction until your license is received. Our Microlight license courses start from \$2,500 and all Flight and Theory instruction is done on site. With the training hills and hangar just a walk away from your accommodation.
- Now with over 15 flying sites consisting of both inland and coastal soaring, covering every wind direction, we can ensure that you cover all the aspects of the license skills needed to get into the sport confidently and quickly. You can also be confident that the equipment you learn on will be the newest and latest available.
- We sell all major brands of Microlight, Hang Gliding and Paragliding equipment and aircraft
- Aero and Winch tow endorsements are available!
- Conversion courses for Hang Gliding, Paragliding and Microlight pilots available!

Check Out our Web site on www.highadventure.com.au and email us on

highadv@midcoast.com.au

HIGH ADVENTURE AIRPARK

You'll pay a little more to fly with us but you will with Qantas also! Call us on 02 6556 5265

AIR SUPPORT HANG GLIDING & PARAGLIDING



As well as training, we also offer many ranges of gear, including custom made AIR SUPPORT harnesses. Enquire for brochures and price lists for new or 2nd hand gear.

Call on 02 94502674, 0412 273552 (8am-8pm).

New South Wales continued



- *Manilla has more flyable days per year than anywhere else in Australia! (300+ in fact!)*
- *Mt Borah* is one of the worlds most consistent all year round sites with 4 large launches catering for nearly every wind direction.
- *Paragliding license courses* – a week of quality tuition using the latest techniques & equipment for only \$850 (inc. accommodation).
- Thermalling and cross-country courses all year
- *HG to PG conversion courses* – it's easier than you think!
- *Importer of ADVANCE paragliders, FLYTEC instruments, HANWAG footwear and most accessories – we sell only the best quality European made equipment.*
- *Mini Paraglider Kites* also available – great fun for everyone.

So come flying with Manilla Paragliding,
where the person who shows you the mountain,
owns the mountain!

Phone Godfrey Wenness on: 02 6785 6545 or
fax: 02 6785 6546 email: SkyGodfrey@aol.com
"The Mountain", Manilla, NSW, 2346.

Victoria



ALPINE PARAGLIDING

Alpine Paragliding has introduced over 2000 customers to paragliding since it began operations in 1988. The school is located in Bright, which is nestled in the foothills of the Australian Alps. It is an ideal location for Paragliding with conditions and flying sites suitable for beginners through to experts. Bright is also a popular destination for overseas pilots and hosted a Paragliding World Cup event in 1998.

Courses offered:

- 1 and 2 day Introductory courses
- HGFA approved licence courses
- Tow clinics
- Thermal and XC clinics
- SIV clinics
- Tandem Flights

We also offer a full range of Paragliding
equipment and services.

Visit our web site for more details.

4 Ireland Street, Bright VIC 3741

Ph: 03 5755 1753 Fax: 03 5750 1153

email: alpnpara@netc.net.au

web: <http://alpineparagliding.netc.net.au/>

CLASSIFIEDS

Victoria continued

WINGSORTS

Flight Academy

- Paragliding courses
- Hang gliding courses
- Paramotor courses
- Inland and coastal
- Tandem flights
- Towing courses
- Cross-country courses
- Equipment sales

Located in stunning holiday destination, on the Great Ocean Road, 2 hours from Melbourne's Westgate Bridge.

Wingsports, 1 Evans Court, Apollo Bay VIC 3233
Hans van Santen 03 5237 6486
Fiona Waddington 0419 378 616.

DYNAMIC FLIGHT

HANG GLIDING SCHOOL & FLIGHT PARK

1½ hours from Melbourne

We offer a full range of services including:

- Restricted License Courses
- Introductory courses
- Tandem instructional Flights
- Towing Endorsements
- Introduction to XC Flying & tours
- Equipment Hire

We sell new and used gliders, spare parts and accessories for:

- Moyes
- Airborne
- Icom
- Aussie Born
- Bräuniger
- Flytec

Thinking of updating? Trade in your old glider with us.

Rohan Holtkamp P/F 03 5349 2845 – M 014 678734

ULTRALIGHT FLYING MACHINES

Use your hang gliding flying skills to fly a 3 axis control ultralight. With our "wind in the face" fleet of CASA legal 3 axis Drifters we can show you another type of sport aviation flying.

We use robust Drifter and Skyfox aircraft that are:

- Crosswind landing capable,
- Comfortable to fly, not cramped,
- No fatigue, joy stick controlled,
- and a lot of fun to fly!

Why not check us out. We fly from Sunbury airfield, only 20 min drive north west of Melbourne. Trial instruction flights only \$59. Cheap accommodation available.

UFM, Sunbury Airfield, Sunbury 3429

(03) 9744-1305, (03) 9431-2131

<http://www.iconworks.com.au/ultralight/index.html>
birrell4@eisafree5.com.au

South Australia

ADELAIDE AIRSPORTS

Sales, Service and Instruction

- Hang Gliding
 - Tandem Hang Gliding
 - Sky Floating
 - Microlights
- Agents for Moyes, Airborne and Wills Wing.

Larry Jones – Judy Manning

Ph: (08) 85563030, Fax: (08) 85574113,

Mobile: 0408 815 094,

Email: skyfloat@terra.net.au

Website: www.terra.net.au/~skyfloat

Queensland

Rainbow Paragliding

Rainbow Beach is one of the world's best coastal soaring sites, with year round flying, situated 2.5 hours north of Brisbane and 12km south of Fraser Island. Surrounded by amazing beaches and national parks.

Rainbow PG offers the opportunity to experience winter flying from a selection of well established coastal and inland sites.

Paragliding licence courses: Learn to fly in the safety of soft sand and smooth air. Ten days intensive: \$980. Accommodation available from \$10 a night. HG to PG conversion. Tandem flights and licence.

Paramotoring tuition, sales, hire and flying excursions to Fraser Island.

Surfing, sailing, canoeing, horse riding, etc.

So come and fly Rainbow magic!

Jean-Luc Lejaille

Ph: 07 5486 3048, Mob: 0418 754157

Fax: 07 5486 3288

Email: intheair@ozemail.com.au

www.ozemail.com.au/~intheair

PO Box 227, Rainbow Beach, QLD 4581

Classified Rates

The magazine now has a policy of charging for classified advertisements. The rate is \$15 for up to 8 lines (40 characters per line); with longer ads charged at \$4 per extra line. All classifieds MUST be paid for at the time the ad is placed. Please direct ads, together with payment, to the HGFA office (credit card payments may be made by phone).

Hang Gliders and Equipment

New South Wales

Aero 174 nov, keel needs repair, batten profile. Air Support harness to suit pilot 5'10", parachute & Ball vario, \$1,200 ono.
Ph: Steve 02 43253559; 02 99236831.

New South Wales continued

ATOS Rigid Wing for sale after last comp of the season. Owned by Christof Kratzner, winner of the Class 2 Worlds on this particular glider. Price \$14,500. Leave message at Airborne, ph: 02 49449199.

Blitz 146 adv, flies well, green, black & white, 100 hrs, spare upright, \$600 ono.
Ph: Derrin 02 42943350.

Danny Scott Stealth Harness brand new, 6ft+ pilot, \$700 ono. Owens Valley 8000 vario/alt/ASI energy compensated & Macready Ring, \$200.
Ph: Harry 02 42967796.

Fun 190 nov, 10 hrs, good first glider. Also pod harness (5 hrs use, 6'2"), reserve chute, Sjöström vario. Suit new buyer, \$4,200. Will sell items separately. Ph: Peter 02 49875059.

GTR 162 int, giveaway at \$300.
Ph: 02 65565265.

Sting 118 nov/int, only 25 hrs airtime, bright colours, weight range 45-60kg person. Needs a home, \$950 ono. Ph: Rick 02 44460302.

Mission 170 int, L/E d/blue/white, VGC, low hrs, tight sail, kite manual & batten profiles, \$800. Ph: Steve 02 95697936.

Moyes X2 tandem glider in excellent condition, completely fitted with aerotow castoring wheels, dolly wheel & aerotow bridle. A bargain at only \$3,000. Ph: Lee 02 65565265; or email <leescott@highadventure.com.au>.

Moyes XT 165 int, approx 15 hrs, purple & fluoro green, helmet, matching harness, back pack, speed bar. Flies excellently, good first glider, complete \$3,500 ono. Ph: Michael 02 44643346.

Queensland

Moyes XT 165 int, good condition, low hrs, Moyes harness, parachute, two way radio, remote headset & 14 volt recharger. \$2500 ono.
Ph: Jon 07 40554909.

Victoria

Blade 132 adv, good cond white & yellow. \$1,400. Ph: Carol 0417 311360.

Demenzione De Volo Harness, italian, custom built, \$400. Ph: Carol 0417 311360.

Moyes XT 145 int, fluoro green & orange undersurface, white top. Pod harness, suit smaller pilot, \$1,500. Ph: Michael 03 52376486.

Moyes XT 165 int, less than 5 hrs old, scrim LE, speed bar, wheels etc. Moyes harness. \$2,500.
Ph: Darren 0408 576198; 03 95761339 (h).

Continued next page ►

CLASSIFIEDS

Victoria continued

Moyes Xtralite 147 adv, 3 years old as new 30 hrs, sail still crunchy. White top sail, royal blue under sail, scrim LE, \$2,500. Ph: 03 58213404.

XS Easy 155 int, king post hang glider with pod & reserve chute. Suit medium size pilot, all E/C, \$1,400. Ph: Andrew 03 5754 1355.

South Australia

Airborne Fun int, brand new skyfloater, ideal beginner glider, unwanted prize, choose your own size & colours, free delivery \$3,800. Ph: George 08 83403217 (w); 08 83465689 (h).

Western Australia

Discovery 195 Sky Floater int, with swivelling prone/seated/supine harness. Certified up to 130kg, can be used as tandem. Breaks down to about 2m. As new, flown about 20 hours, \$3,250. Ph: John 0418 941281.

Moyes XT 145 int, 20 hrs, flex harness, chute, helmet, Flytec vario, radio, tow bridle. Excellent condition, \$3,800 ono. Ph: Nigel 08 97911014.

Paragliders and Equipment

New South Wales

Nova Phoenix DHV2 int, 80-100kg, only 50 hrs, as new! Green & white, \$1,500. Ph: Murat 02 96260384; email <Muratw@APSCHEM.COM>.

Queensland

Edel Sabre DHV2, intermediate paraglider, size M (70-90kg), colours lilac/orange, full inspection at 70 hrs, lines checked, etc, airtime 72 hrs, great condition, still crispy! \$1,900. Ph: Scott 07 38513621 anytime.

Western Australia

Edel Saber Large DHV2, pilot weight 70-90kg 140 genuine hours. Glider has been fully inspected with a porosity & line check report. \$1,800 ono. Ph: David 0418 954176; email <paradive@avon.net.au>

Trikes and Equipment

New South Wales

Airborne Buzzard T1-2039, Rotax 447 engine, Moyes 210 wing, fibreglass bearing, instruments approved TDP, 480 hrs on wing & base, 120 hrs on engine, enclosed trailer with wing rack, \$5600 ono. Ph: Robert 02 49886082.

New South Wales continued

Airborne Edge T2-2557, 91 hrs TT, top condition, always hangared, registered trailer, covers, radio, Lynx intercom, 5 years trike rego, new prop, lessons can be arranged, \$15,500 ono. Ph: Bob 07 5449 1141 or 0429 708551.

Airborne Edge T2-2591, 215 hrs TT, good condition, always hangared, radio, intercom, suits, lessons can be arranged, 5 years trike rego, \$14,000 ono. Ph: Bob 07 5449 1141 or 0429 708551.

Edge X 582 wc T-2658, fully equipped with instruments, Wizard wing, covers, new galvanised enclosed trailer. Approx 190 hrs with new rings & seals on the motor. Sell for \$21,000 ono. Ph: Lee 02 65565265; or email <leescott@highadventure.com.au>.

Main Air Sports Mercury T2-2767, Alpha Delta Wing, 503 engine, 350 hrs, \$7,500 ono. Helmets, radio & intercom negotiable. Ph: Kevin 02 65434116.

Queensland

Pegasus Quantum 582 T2-2752, 340 total airframe hrs & only 80 hrs on sail. Always hangared. Extras include: flex tip battens, trailer, helmets, Comunica intercoms, Icom VHF radio, PLUS all Quantum & Rotax manuals, parts books & service videos plus some spares. \$15,000. Ph: Jason 07 49972003 or 041 7772209.

Victoria

Airborne Edge X 582 electric start, 73 hrs, Wizard wing, as new condition, Icom radio & helmets, full set of covers, stone net, new trailer. \$21,000 ono. Ph: Peter in Ballarat 03 53395529 (h).

Quantum 912 T2-2912 One of only two in Australia with Rotax 912, four cylinder, 80 HP, 1211cc, four stroke. Only 85 hours on a 1,200 TBO engine. Landing lights, dual strobes, kingpost aerial, VSI & ASI, glove box, IVO prop & spinner, mud flap, training bars, pannier bags, GPS, compass, Rotax 912 flydat & electric fuel pump. Always hangared & only set up 4 times ever. The best performing trike in Australia bar non-Australia. Selling to finance new business. New 912 price with these options \$52,000 will sacrifice for \$32,900. Ph: 0412 356271.

Free-Flying Magazines

Cross Country Magazine subscriptions Carol Binder 0417 311360.

Sailplanes – HGFA

New South Wales

Carbon Dragon light weight sailplane, 70kg total. Complete with fully covered registered trailer, 27:1 glide ratio, 100 foot min sink rate, top speed of 65mph, 30 minutes to set-up! This is the light weight sailplane everyone is talking about, check out the web! Can be towed or foot launched. You need a GFA A-licence to fly this craft. Priced to sell at \$7,500. Ph: Lee Scott 0419 844961; 02 65565265; or email <leescott@highadventure.com.au>.

Monerai Motor Sailplane 12 metre with Koenig three cylinder 2-stroke. Plane as new, low hrs with full instruments, trailer & spares, \$19,000. Ph: John 02 99587311.

Swift Motor Glider 150 hrs. The most versatile ultralight glider available? Semi enclosed tricycle undercarriage. Motorised with 28hp. Koenig gives 550fpm climb rate, 3-4 hrs powered endurance, yet soars beautifully engine off (electric start). Flaps set cruise between 60 & 90kph. In 45 minutes convert to world's highest performing foot launchable/towable glider, glide 25:1. Fully or semi enclosed cockpit options. 2-seat cockpit available from Aeriene. Ballistic back-up chute system. Car top transportable rigid box for wings & tow bar mounted frame for power unit – no trailer required. All this for \$25,000. A new Aeriene motorised swift costs over \$40,000 not including transport to Australia! And it looks stunning. Ph: John 0418 941281.

Sailplanes – GFA

Single Seaters

ASW 20BL VH XJT one owner 250 hrs, as new, good instrument panel + B100. Wing tip extensions, excellent trailer & tow out gear. No parachute & no trailer rego. A very nice unit. \$74,000. Ph: Robert Hare 02 96341050.

NIMBUS 2 Complete with all gear & trailer. Phone for details. \$35,000 negotiable. Ph: 03 55616546.

STD CIRRUSS VH-GOP 1,035 hrs, Cambridge M-NAV, Narco 360ch radio, no gelcoat problems, g/h gear, enclosed trailer, fresh Form 2, P.A. Slimpack, \$24,500 ono. Ph: Don Chessor 02 4261 1941, email <dchessor@cyberelectric.net.au>

SZD 55 Standard class glider, 410 hours, 135 landings, excellent condition, large pilot weight range, PZL instruments, aero & winch hooks \$54,000 ono. Ph: 03 5882 1132

Single Seaters continued

JANTAR-IIB Excellent condition; 1:50 L/D; TT 1,640; trailer, instr., dollies, new winglets. Offers around \$38,000. Ph: Hilmer 08 9291 8949 or email <hilmer@icenet.com.au>

LS7-XJJ Excellent condition, 340 flights 1000 hrs., no prangs, complete package incl. GPS. Logger, covers, Komet trailer – \$52,000. Ph: Bob Powell 03 94399869 or 0409 840071.

Two Seaters

BOCIAN 1D VH-UIP Delight to fly. Very good condition. 1,475 hrs total time. Basic instruments, new upholstery. Currently based in Narramine. Asking \$9,700 (Form 2 due). Ph: Wes Myszak 02 98947784 (h) 0408 155215 (w), email <amysavia@rivernet.com.au>

Motor Gliders

STEMME GTS at Camden, the ultimate 2 seat 50:1 motor glider, has every luxury, great performance, my share at below market value. Ph: Dennis 02 98991843.

DG400-XJZ AF 1,550 hrs, E 190 hrs, 17/15m wing, fuel & water tanks, BEA automatic prop. retraction, fully equipped incl. Dittel 760 channel radio, headset, S-NAV, ACK beacon, Cobra trailer, large T-hangar at Camden A/P, c/w water, solar. All in excellent condition never damaged, always hangared. \$69,000 half share Ph/fax: Frank 02 44543955.

LS3-17 TOP-WQT Excellent 17m performance, refinished, comp. sealed. Fully self-launching, long range tanks, an absolute delight to fly. All ground handling, parachute, good trailer (hardly used) heaps of extras. Reduced to \$59,000. Call for full details & video 03 9598 3265, email <daveb@primemover.com.au>

DG400 Rare opportunity to obtain a half share in a well run & friendly syndicate. Self launching, so no more waiting for tugs & no more outlandings! Based at Camden, in a T-hangar, for easy one man operation. Well equipped with low hrs on motor & airframe, complete with trailer, ground handling gear & parachute. A joy to fly, with an LD of 44:1. My share is reluctantly for sale as I have moved to Port Macquarie. Asking \$30,000, but all offers considered. Interested? For more information, contact Terry on 02 65861982 or email <terryoxborough@mpx.com.au>

Repairs and Maintenance

COMPOSITE COMPONENTS FREE SERVICE Make sure your new toy doesn't become a financial embarrassment have it assessed by Joe Luciani before you buy. Ph: 03 53826777.

Instruments and Equipment

BORGELT INSTRUMENTS – Instruments are our fulltime business, not a sideline!

Get the best advice from the designers and manufacturers of the outstanding B40, B50/57 variometer systems & T.E. Probes, sold worldwide. Also suppliers of selected imported equipment – WINPILOT Moving Map, VOLKSLOGGER Flight Recorder, NATIONAL Parachutes. **Available soon:** B2000 Flight Computer & B60 – something totally new! Ph: 0746 355784, mob: 0428 355784, fax: 0746 358796 email <mborgelt@tmba.design.net.au> webpage: www.ozemail.com.au/~mborgelt



Battery Back-up – unit for your datalogger. Ensures continuous power to your logger in the event of main battery failure. Dry cell, ni-cad or SLA option. Computer chargers also available, get max life out of your battery. Ph: Luke Dodd 08 9330 2023.

MICROAIR radio & boom mic deal continues. Ian McPhee, ph: 02 66 (mob: 0428) 847642, fax 02 66847942, Box 657 Byron Bay 2481. Over 900 radios have been sold worldwide & I have made over 360 boom microphones so that must tell a story.

CAMBRIDGE Ask about three great deals plus receive a discount on your Winter instruments or trade in whatever (Winter Cambridge). Everything in stock. Barograph (GPS-NAV) calibrations now available. Ph: Ian McPhee 02 66 (mob 0428) 847 642 (fax 942).

Spares

For information and Spare Parts on:

 **Diamond AIRCRAFT** SUPER DIMONA KATANA XTREME
and
 **Alexander Schleicher**
Ultra High Performance Gliders and Training Sailplanes

Please contact:

CHRIS ECKEY

Ph: (08) 84492871 Fax: (08) 82423698

Schempp-Hirth, Grob and Glasflugel spares from stock only. Bulk Spruce and Birch Plywood, Mecaplex canopies; Limbach parts. Edmund Schneider P/L PO Box 1154 Gawler 5330. Ph/fax: 08 8522 2978.

Gliding Publications

AUSTRALIAN HOMEBUILT SAILPLANE

ASSOCIATION: James Garay, 3 Magnolia Ave, Kings Park VIC 3021. Ph: 03 93673694, www.geocities.com/capecanaveral/hangar/3510

FREE FLIGHT: Bi-monthly journal of the Soaring Association of Canada. A lively record of the Canadian soaring scene, and relevant international news and articles. \$US26 for 1 year,

\$47 for 2 years, \$65 for 3 years. Suite 101, 1090 Ambleside Drive, Ottawa, Ontario K2B 8G7, Canada. Email <sac@sac.ca>

SOARING: Official monthly journal of the Soaring Society of America Inc., PO Box E, Hobbs, N.M. 88241 USA. Foreign subscription rates: \$US43 surface delivery; \$US68 premium delivery. Annually.

SAILPLANE AND GLIDING: The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material and pictures with colour. Available from the British Gliding Association, Kimberley House, Vaughan Way, Leicester, England – annual subscription for six copies £17.50.

SAILPLANE BUILDER: Monthly magazine of the Sailplane Homebuilders Association. \$US29 (airmail \$US46) to 21100 Angel St., Tehachapi CA 93561 USA.

TECHNICAL SOARING/OSTIV: Quarterly publication of SSA containing OSTIV and other technical papers. Annual subscription 70DM. OSTIV c/- DFVLR, D82234 Wessling, Germany (BRD).

GLIDING KIWI: Official bi-monthly publication of the New Zealand Gliding Association, edited by John Roake. Specialises in up-to-date overviews of the world soaring scene and Omarama the N.Z. base for many of the current world records. \$A44 annually. (Send A\$25 for 12 months back issues). New Zealand Gliding Kiwi, Private Bag, Tauranga, New Zealand.

AIRBORNE MAGAZINE: Covering all facets of Australian and New Zealand modelling. The best value modelling magazine. Now \$21 p.a. for six issues. Plans and other special books available. PO Box 30, Tullamarine, Victoria 3043.

Advertising Index:

| | |
|-------------------------------------|-----|
| 38th National Gliding Championships | 29 |
| Airborne Avionics | 23 |
| Airborne Fun | BC |
| Airborne Products | IBC |
| Bidgee Beach Camping Ground | 35 |
| Cambridge Aero Instruments | IFC |
| Canberra HG & PG Centre XC Tours | IBC |
| Chamberlain Knights | 4 |
| Composite Components | 15 |
| Dynamic Flight US HG Tour | 17 |
| GFA Form 2 Notice | 36 |
| HGFA Merchandise | IFC |
| High Adventure XC Tour | 33 |
| Lake Keepit Soaring Club | 36 |
| Manilla Paragliding Open | IBC |
| Microair Electronics | 22 |
| Parafunalia Paragliding Sale | 47 |
| Schools in Australia | 52 |
| Sportavia Soaring Centre | 33 |
| Ultralight Flying Machines | IFC |

HGFA Addresses



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

Hang Gliding Federation of Australia

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

President: Rohan Grant

188 Bathurst St, Hobart TAS 7000,
ph: 03 62311112 (h), 0419 344011.

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

Secretary: Tim Cummings

PO Box 116, 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

Board Members:

Rohan Holtkamp

RMB 236B Western Hwy, Trawalla
VIC 3373, ph/fax: 03 53492845, 014 678734,
email: dynamic@netconnect.com.au
Michael Zupanc (CIVL Delegate)
6 Sibyl Street, Southport QLD 4215, ph:
07 55325895 (h), 0408 662328, email: zupy@
ozemail.com.au

Peta Roberts

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

Steve Ruffels

Bright VIC 3781, ph: 018 570168, fax: 03
57501174, email: eagle@netc.com.au

Michael Eggleton

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 HG Association

12 Van Eldik Ave, Andergrove QLD 4740; Pres:
Graeme Beplate 07 49552913, fax: 07
49555122, email: sitework@mackay.net.au;
Sec: Ron Huxhagen 07 49552913.

New South Wales HG Association

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

Victorian HG & PG Association

PO Box 400, Prahran VIC 3181; Pres: Phillip
Campbell 03 53343034; Sec: Andrew
McKinnon 03 95631162; SSO: Rob Van Der
Klooster 03 52223019.

ACT HG & PG 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 HG Association

PO Box 163, South Hobart TAS 7004;
Pres: Brett Tooker 03 62503506; Sec/Trs/ State
Co-ord: Stephen Bayley 0408 154156.

South Australian HG Association

1 Sturt St, Adelaide SA 5000; ph: 08 84101391,
fax: 08 82117115. Pres: Stuart McClure 08
82973452; Sec: Mark Tyminski 08 83766117,
email mark_tyminski@nag.national.com.au;
Trs: Gary Stockton 08 82702910.

HG 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 0418 130354, email:
flytation@mailandnews.com; Sec: Alan Bond 02
98995351, 9 Finchley Pl, Glenhaven
NSW 2353; Trs: Dolores Sempredoni, SSO:
David Middleton 02 4736 2605; Newsletter:
David Phillips 02 9456 252, email: dphi@jna.
com.au; Meetings: Last Wed/month, 7:30pm at
the Blue Cattle Dog Tavern, St. Clair.

Byron Bay Hang Gliding Club Inc

Pres: Bill Bailey 02 66853626, bill@omcs.com.
au; Vice-Pres: Andrew Polidano 02 66843510
andrew@byron-bay.com; Sec: James Samuel
02 66804336, freely@mullum.com.au; Trs:
Shirley Lake 02 66858147, lois@linknet.com.
au; SSO: Chris Rollins (HG) 02 6689 7217, Brett
(PG) 02 66876907. Meetings: 1st Wed/month
7:30pm, Bangalow Bowling Club.

Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424 760; Sec: Tim
Causar 02 4294 8110, email: timcau@
ozemail.com.au; SSO: James Nathaniel
02 42627677 or 0413 737077

Kosciusko Alpine Paragliding Club

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

Manilla Sky Sailors Club Inc

http://gri.une.edu.au/mss Pres: Brian Shepherd
02 67852182; Sec/Trs: Felix Burkhard 02
67751050, felixb@xyon.com.au; SSO (HG):
Patrick Lenders 02 67783484; SSO (PG):
Godfrey Wenness 02 67856545, Trikes: Willi
Ewig 02 67697771.

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 and Paragliding 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 Commiston 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: Shauna Purser 07 66793404,
shaunapurser@yahoo.com; Vice-Pres: Andrew
Horchner 07 38707709,
0412 807516, afactor@gil.com.au; Sec:
Richard Glasscock 07 55435057, 015 120874,
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,
bottings@bigpond.com

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; Sec: Graham
Sutherland 07 54935882; Trs: Annie Crerar 07
54451897; SSO (HG): John Blaine 07
54948779; SSO (PG): Graham Sutherland
07 54935882.

Gladstone Hang Gliding Club Inc.

16 Far 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, prbarry@tpgi.com.au

Rainbow Social Flyers Club

PO Box 206, Rainbow Beach QLD 4581. Pres:
Andy Abbott ph/fax 07 54863771 or 0419
897005; Sec: Kevin French 07 54863773; Trs:
Kachina Rye; HG SSO: Alan Goldsworthy 07
54864280; PG SSO: Jonathan Allen 07
54748169.

South East Queensland Hang Gliding Club

Pres: Peter Beard 07 33487150, email: Peter_
Beard@msn.com.au

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach, QLD 4581; Pres:
Gary Allen 07 549440543; Vice-Pres: Duncan
Whyte 0418 714618; Sec/PG SSO: Jean Luc
Lejaille 07 54863048/ 0418 754157; Trs:
Michael Powell 07 54425970; SSO: HG SSO:
Tony Giammichele 07 33584101.

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

Dynasroers Hang Gliding Club

Pres: Peter Hannah 03 52632335; Sec:
John Norton; Trs: Rod Trevor 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
Jeffrey 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: Ted Jenkins 03 57551753; Sec: Lisa
Basler 03 57501252; Trs: Bill Graham 03
57501828; SSO: Geoff White 03 57501244.
Meetings: 1st Tue/ month, Alpine Hotel, Bright.
www.home.aone.net.au/gilbert/ nevhc.htm

Sky High Paragliding Club

Pres: Hakim Mentess 0412 617216; Vice-Pres:
Carolyn Dennis 0417 515626; Sec: Fabrice
Millet 03 95961321. 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; 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:
Andrew Hume 03 93760907; Trs: Sandra
Holtkamp 03 53492845; Sec: Rachelle
Guy 03 98092974; 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

Club message bank 08 9487 5253; www.cygnus.
uwa.edu.au/~madmike/paraglid.html; email:
cloudbase@paragliding.org
Pres: Dave Humphrey 08 9574 5440, 0418
954176, paradise@avon.net.au; Sec: Michael
Duffy 08 9382 3036, 0417 923741 madmike@
cygnus.uwa.edu.au Meetings: Last Wed/month,
8pm at the Sportsmans Association, Woodsome
Rd, Mt Lawley.

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. Meetings: last Wed/month at
7:30pm at the Swan Districts Football Club,
Guildford Rd, Bassendean.

Western Soarers Hang Gliding Club

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

Big Tasks
Big Distances
Big Themes
Big Party
Big Prizes
Big Country

Big Sky

Manilla
Paragliding
Open
2000
8th - 11th March

Info and entry :

Ph: 02 87 85 65 45

Fax: 02 67 85 65 46

<http://gri.uns.edu.au/mss>

email : SkyGodfrey@AOL.com

120 pilots Max.- Get in early or
you might miss out Big Time !

Supported by:

Tourism New South Wales

AWWE FLYTEC HANWAG ICOM GARDEN
Manilla Shire Council & Big Sky Regional Tourism



Due to demand, we are running a second

XC Adventure Tour

in February 2000!

12th-20th February Deniliquin/Conargo

We go back to the famous flatlands for 9 days of more
awesome flying. \$ 1,200

Price includes:

- ¥ All tows
- ¥ Retrieval, fly as far as you can
- ¥ Accommodation
- ¥ Breakfast, lunch and dinner
- ¥ Experienced instructor on hand
- ¥ XC theory work-shops
- ¥ Maps
- ¥ Daily weather fax with Stuve diagram
- ¥ And most importantly Fun Flying!

And much much more!

Please book a.s.a.p would you like a spot!

At Canberra Hang Gliding and Paragliding Centre
we specialise in helping pilots get the most out of their
flying, whether you are Novice, Intermediate or
Advanced.

CANBERRA HANG GLIDING AND PARAGLIDING CENTRE

Tarago Flight Park, Tarago NSW 2580

Email: chgpge@goulburn.net.au

Phone 02-48494516 or mobile 0419 68 1212



PH +61 2 4544 5122

Fax +61 2 4544 5355

email: fly@airborne.com.au

www.airborne.com.au

Dealer inquiries

AirBorne Worldwide Fly -al Bu Box 47 Toowoomba NSW 2865 Australia

AirBorne

AUSTRALIA



PURE FUN

