

Gliding *Australian* SKYSAILOR

In this Issue:



**Barossagliding
Championships**

**Byron Bay
Endurance
Record**

The Woolleys



**223km
New Paragliding
Tandem Record**



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/dynamicflight

ICOM

40GX UHF

Special Deluxe Pack!

GX RADIO \$470, Desktop Fast charger \$119, two high power 12v Ni-Cad batteries \$218, Worth \$807 ON SALE all up...

ONLY \$ 550!

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 \$425

ICOM AIRBAND radios
IN STOCK - CALL FOR
GREAT PRICE!

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 \$ 329

GARMIN 2+SP \$ 490

GARMIN III \$ 650

Hall airspeed indicator \$ 37

Hall H.G. bracket \$ 16

Windwatch ASI \$ 144

All prices quoted tax exempt.

ULTRALIGHT FLYING MACHINES

(03) 9431 - 2131

24 HR FAX (03) 9431-1869



The Ultimate
Combination:

Outstanding
Performance

Incredible
Penetration

Ease of
Handling

You need more?!

BASIS INTERMEDIATE
DHV 1

Find out why this is the
BEST SELLING DHV1-2 GLIDER
in Europe this season.

Accelerated
DHV 1-2
49 km/h



THE ARCUS IS NOW AVAILABLE DOWNUNDER

With a solid 3 year 300 hour warranty.
From a manufacturer with nearly
15 years experience.

Available in 4 sizes the Arcus takes a range of
45-120kg pilots into the next generation.

With prices starting at \$3,850,
the Swing Arcus will blow you away!

Ask about our current
GLIDERS IN STOCK NOW!

Contact: Andrew Polidano at Poliglides
Fax: 02 6685 6150 • Mob: 0414 843 510

Or come visit us on the web
<http://swinginoz.hypermart.net>

Now available in WA

Contact: Mark Tailor on 08 9284 1106

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 per line). 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 tightly 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: Paul Matthews in a LS6A crossing the finish line and still dumping water

Photo: Peter Newcombe

Design: Suzy Gneist, Gneist & Moffatt

Film, Printing: Pirie Printers, Canberra ACT

Mailing: Pirie Printers, Canberra ACT



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

March 2000

Paragliding Tandem for 223km Another World Record in Manilla!

2



Southern Hospitality

6



Barossaglide

8

Para² – A story about Lee Hinson and his desire to fly

14



Bird's Eye View

16

Bells Beach to Lorne

17



A Visit to Shenington Gliding Club, UK

18

Leeton 2000 – Nine days straight

20

Letters to the Editors

22

Tallow Beach Endurance

24

How Old is Your Glider... Really?

25

Flight Computers – Review of the LNAV and SN10

26

GFA Safety News

29

SA State Championships at Balaklava

30

In the Circuit & Stop Press

31

HGFA News

32

HGFA Operations Manager's Report

34

An Invasion from the North

36



The Woolleys

37

Long flights and two records claimed

38

Rally 2000 at Lake Keepit

38

The Uncle's Foundation

40

HGFA Events Calendar

42

GFA New FAI Certificates & Badges

43

Schools in Australia

44

GFA Soaring Calendar

45

HGFA Classifieds

46

GFA Classifieds

47

HGFA Addresses

48

Paragliding Tandem for 223km

GODFREY WENNESS

*"OK, you can stop shaking now,
I can't feel the glider anymore."*

120km into the flight and my co-pilot Suzi Smith was taking the full brunt of the wind chill at over 2,500m asl. On full speed bar we were slicing through the air at over 50km/h, icy cold clouds above and baking hot paddocks below. I knew where Suzi would rather be, but the ground was passing under us at 60-70km/h; there was no stopping now, we were on the way to a World record!

On the way to 223km on the
Advance Bi Beta 2 prototype
Photo: Phil Moir

Another World Record in Manilla!

After achieving the Solo World record last season (335km, 16/11/98) I set myself the next task – to be the first person in the world of paragliding to hold the tandem and solo Open Distance records at the same time (and from a hill launch)! Luckily Advance was at the stage of developing a new tandem wing to replace the 2¹/₂ year old Bi-Beta workhorse. The prototype that turned up, courtesy of Advance's Valéry Chapuis, had only been flown a few times and was entirely new. The lines were just tied up in knots for easy adjustments. Not intended as a XC machine, the glider was being designed to be the ultimate commercial tandem, so we had a lot of work to do.

First thing was to fit Omega 4 risers, a 2x reduction pulley and stepped speed system for Suzi. After a month of collecting Mt Borah red dust and testing various trim changes, I was happy with the result – a tandem XC dream machine. Light handling (²/₃ brake pressure of the Bi-Beta), good turning, polar curve like an Omega 4 and

most importantly an efficient speed system for long fast glides rather than just primitive trim tabs.

We'd tried for some big XC's a few times in November and then heard the Brazilians had just upped the ante to 214km, from Richard Westgate's long standing Kuraman (South Africa) distance of 200km. Lacking tailwind all month we gave up and for the next few weeks practised FAI triangles instead.

The new millennium dawned and rain was a distant memory (except for the ten minute storm at 11:40pm that turned our Mt Borah Y2K party into a mud bath!). The next day with some decent tailwind would be it.

11 January: When you get a gut feeling you have to go with it. I hardly slept all night, feeling in my bones that a good day was coming – get the Gummi Bears ready! Unstable air from the south-east, 15-20km/h of wind, take the official pix and off we go, nearly to the bomb-out – ahhh! No way I wanted to deck it after just launching on such a good looking day. Solo gliders all around me were landing but we had caught a little bubble. Gently as she goes,

I worked it back over the Mt Borah east launch to a measly 1,800m, and then off we cruised downwind. Déjà vu from the beginning of the 335km flight! If I can get up from 100 feet like that then the day is OK, I thought, as I ordered full speed ahead from my trusty co-pilot.

The next couple of hours were spent leading a gaggle of solo gliders on a XC chase. I figured if they could catch me then I wasn't flying fast enough – a bit like the tortoise leading the hares (sorry guys!). The wind wasn't all that flash, the climbs were very ordinary and at 100km out I told Suzi that we need to be on final glide at just after 7pm to break the record today. It was going to be a long one!

Near the town of Narrabri as we followed the edge of the cloud line to the NW, a blue hole decked all but two of the many solo pilots that were following us. Drifting in tiny scraps we had our third ultra low save (100m above the cows) and with that success I felt in tune on a tandem like never before. It was about at this point that unbeknown to us, both our Flytec barograms started to delete the trace from the beginning of the flight

At 200km JJ finally overtakes us!
Photo: Godfrey Wenness





due to an internal glitch which reset the scan rate from 15 seconds to 1 second intervals, giving a maximum record trace of just $2\frac{1}{2}$ hours. The presence of JJ (Bastion), our FAI Official Observer just a few kilometres behind us, then became critical to a successful FAI claim with a Certificate of Continual Observation to prove we didn't touch terra firma on the way.

Phil Moir of Scotland was still flying just a thermal behind us with his Edel Promise. Now way ahead of his personal best, he had arrived in Manilla just a month earlier with 80 hours and 15km to his name. Today he took some nice photos of us and learnt a lot about XC on the way to his own 210km epic flight. I was super happy for him.

Suzi was freezing on each of the glides now as some minor streeting allowed us to fly at full speed near cloudbase for 15-20 minutes at a time. Her shaking made feeling out the glider more difficult each time. Luckily for her we got low often enough to thaw out, as I max'd out each glide for a higher average speed. The regular cold forced her into the last realms of mind over body thinking – stay warm by thinking warm. There was no better way to do that than order a hot BBQ chicken from our retrieve driver while he was in Moree. M'mmm, hot chicken, but only if we get there!

Just as I was looking forward to the fourth Gummi Bear (200km) things were looking grim as the Gwydir highway appeared in the distance with Moree now some 100km to our east. Over shadowing with weak drift-

ing climbs, we'd got through the 5 o'clock syndrome OK, but the end of the day was here. I figured two more climbs and we'd just get in over 220km (a tandem goal I'd set a few years earlier).

Low again, in the shadows, I'd almost given up and virtually settled on just clipping 200km for a nice Aussie National record – close but no cigar. After putting Suzi on landing alert, against all the theory, a butterfly must have beat its wings on the other side of the globe and set off the tiniest of residual

heat thermals. Beep. Pause. Beep. Long pause. Beep. Turn and maybe this will carry on.

Coming up to 7 hours of tandem flying I had to concentrate like never before on staying with this one. It carried on and got better. Once through 1,500m we drifted past 200km – phew! JJ was above us now and was there to take some pix for the story. These were also later to be submitted to the FAI as additional evidence of the flight. I took one of him for his PB passing the 200km mark. He was pretty happy too! A



Background: On final glide to "Elwyn Station" at 223km

Above: Godfrey and Suzi, the Record team!
Photos: JJ Bastion



JJ Bastion, our FAI official observer – a very happy pilot – he just flew his PB of 223km!
Photo: Godfrey Wenness

small cloud line and that was it, I knew 220km was in the bag. The final glide into the low sun was a relief. I'd flown the tandem to the best of my ability on the day and didn't feel like there was any more in it. A new Tandem World record – almost 10km further than the Brazilians a month earlier. Yep, I was quite happy with that!

On the ground at "Elwyn Station", 223km from Mt Borah, Suzi, JJ and I threw a few high 5's around and promptly all had a quick bladder relief session before the Fly Bus arrived with Adie-san (my local Japanese liaison pilot) at the wheel. I think Suzuki-san, who landed near Narrabri for a PB and just came along for the ride, was the most excited taking photos from every angle. We were all elated at the flight, but just too exhausted after 7¹/₄ hours of XC to jump up and down Japanese style! Needless to say the long distance BBQ chicken from Moree never tasted so good!



Flight Details

Record:	World Paragliding Tandem Open Distance
Distance:	223km
Duration:	7 hours 15 minutes
Date:	11 January 2000
Pilot:	Godfrey Wenness
Co-pilot:	Suzi Smith
Location:	Mt Borah, Manilla, Australia
Glider:	Advance Bi-Beta 2 proto
Harness:	Advance Bi-Pro
FAI Official Observer:	JJ Bastion

Many thanks to: Adie Kumar our pick-up driver; Valéry Chapuis for the chance to take a rare Advance proto flying on the other side of the world; and the biggest thanks go to my hard core co-pilot and in-flight stewardess Suzi Smith who gave up many good flying days and without whom I couldn't have done the flight.

March 2000

BRÄUNIGER

FASCINATION OF FLYING



Here you see some of
the many reasons why
most competition pilots
fly Bräuniger!

Almost 70% of all competition pilots world-wide fly and win with Bräuniger flight instruments. That's no surprise because every single Bräuniger instrument offers exceptional ergonomics, innovative technology and superior quality. If you want to improve your flying, send us an e-mail at fly@airborne.com.au or call 02 4944 9199. We would like to tell you why you should fly a Bräuniger flight instrument.



NEW: IQ Basis II now with weather-station function!

NEW: IQ Flying – the video with detailed information on IQ Classic and IQ Competition. Ask your local dealer!

AirBorne
AUSTRALIA

Air Borne Windsports Pty Ltd Po Box 42 Redhead NSW 2290

PH 02 4944 9199 FAX 02 4944 9395

e-mail: fly@airborne.com.au website: www.airborne.com.au



Southern Hospitality

ROD AND JULIE MELVILLE

(Reprinted courtesy of South West Microlight Club)

The day dawned blue – perfectly blue. A dramatic change to those drab grey clouds we are all too familiar with in the middle of winter. Stumbling out of bed rubbing the sleep from my eyes I made a bee-line to the kitchen to put on the kettle for the first cuppa' of the day. Looking out the kitchen window at my favourite tree high on the hill a few streets away, I was surprised to find it exceptionally still. It can't be, I thought, still half asleep.

I walked to the front window to view the estuary at the bottom of the hill – like glass! With a peace offering of a cup of tea in bed, I woke my partner and inquired if she would like to go flying to Margaret River? *"Maybe, but how's the weather?"* she asked, half hoping it was blowing a gale like yesterday so she would then be able to return to sleep. With a hopeful smile I informed her *"It was perfect!"* *"Aw, I wanted to sleep in!"*

Leaving Julie to wake up and drink her tea I called up "Sir" Les Patterson in Margarets and discussed my plans. *"Sure, come on down,"* he said. *"I have to work until noon and Rick is the same, but we will be flying this 'arvo. If you can be here by lunch time we will come and pick you up at Andy's strip, then go into town for some lunch, get fuel afterwards and commit aviation in the afternoon if you like!"* It sounded good, but I was somewhat dubious about getting back out of Andy's strip in the X-Air.

"I watched you at Busselton the other day," said Les, *"and you seem to have the same take off as the Drifter. I can do it, so you should be able to do it easily. Anyway, just do a touch-and-go and, if you're not happy, go back to Margaret River Strip and we will collect you from there."* Using Les' local knowledge that the wind would be from the north (straight down the strip) I consented.

"What's say I call Geoff Smart, the guy with the Titan Tornado, and see if he would like to come too?" I suggested. *"The more the merrier"* said Les.

8:00am and I got a sleepy, *"Hello, Geoff speaking."* After talking for a few minutes it was clear Geoff was not able to get a leave pass from the cheese and kisses. *"Keep me in mind for next time."* said Geoff.

After arcing up the computer I logged on to the net and got the pilot weather briefing. I ushered Julie into the shower and sat down to plan the XC flight to Margaret River using the information and NOTAMs from Flight Information Services. Half an hour later the phone rang and Geoff was excitedly informing me that he had managed a leave pass and was free for the day. There was some good-natured banter in the background about the wonderful girl he had married, obviously from a female voice! A plan was made to collect Geoff at 2,500ft atop Bunbury and head south at about 11:15am.

This was to be the first XC flight in our X-Air since building it and flying off the restricted hours as required under the new Experimental Category Registration now available in Australia. After a careful and thorough pre-flight of our new X-Air, and topped up with as much fuel as we could carry, we heard the unmistakable note of the Titan Tornado high overhead above the runway. After getting in our aircraft it was discovered the crew had forgotten to put the key in the ignition and had dutifully packed it away with some other gear we were taking. No problem, a quick sprint back to the car for the spare key would be the quickest option.

Finally! Kick the Tyres and Light the Fires—we're off!

Taxi calls out of the way, mag checks done, full control movement monitored, all temperatures normal. We waited until a GA training aircraft did a touch and go, and now it was our turn! First leg, Busselton, picking up the Titan Tornado on the way.

Once our cruise had been established we settled into a good flight. All too soon I had to make an inbound call on the Area Frequency to Busselton MHZ. We arrived over the top of Busselton much sooner than expected and I quickly made adjusted flight plans with the aid of my trusty Jepperson flight computer (wheel type manual). The Jepperson also told me our tailwind was 10 knots faster than forecast. Bonus! In no time at all we were coming up to Margaret River, with Geoff on the radio asking 'where do we go from here?' Geoff had never been to the private strip we were heading for at Witchcliffe and, as his speed in the air is superior to the X-Air, he had to circle a few times allowing us to catch up. In no time we were over the Leeuwin Estate Winery runway, a long gavel strip running north-south. It is a good looking strip from the air and now sports taxiways since I saw it last. It is OK to land there, but there is a landing fee. The fee dictates you must use their restaurant or al fresco dining facilities, and afterwards a stroll through the grounds and cellars is well worthwhile. Make sure you have a camera as it is very scenic. If you are the pilot in command do not be tempted to do the obligatory wine tasting – just take your passengers' word it is good! Hmm... sure beats paying \$13.50 for a touch and go at Jandakot.

We continued on to Andy Linford's strip at Witchcliffe and showed Geoff where it was. God the trees had grown! We lined up on finals and did the business. There was interesting rotor turbulence just before crossing the fence at the southern end, making the approach a little more awkward than I had anticipated. Because the trees have grown so much you now have to skim tree tops, and after clearing them just about put the aircraft into a dive allowing enough time to round out, land and hit the skids before taking out the boundary fence at the northern end of this 600m strip. This is the only time I have been thankful punching into a 15 knot headwind. I estimate that the height of the trees robs you of about 150m of effective runway to land on. After clearing the runway I radioed Geoff in the Titan Tornado and calmly advised him that if I could do it he would breeze it in with those large flaps fitted to his aircraft. The first thing I did was light a smoke after climbing out of the X-Air, knees knocking. We then watched Geoff on his approach. No problems – he greased it in, but still went flashing past the taxiway like we did! I suspect Geoff is a practitioner of the Catholic faith because when he taxied past us he was touching four fingers from his forehead to his chest then across from one shoulder to the other!

With the aircraft secured facing into the wind, the only noise was Andy's Stud Hoer Goats bleating, the odd chook cackle and a kookaburra laughing way off in the distance (he probably witnessed our landings). So quiet! A few minutes later Les came rumbling up the gravel road outside of the property in his four wheel drive to collect us. After Les fuelled up his Drifter he transported us back to his home in Margaret River for coffee.

Just prior to coffee Les treated us to a viewing of the plug he has just about finished for the fibreglass mould of his soon to be marketed "Back Seat Buddy." The Back Seat Buddy is a design Les and local trike pilot Rick Morawski have conjured up to eliminate excessive wind from and around the rear passenger seat of the Drifter Ultralight. It is a fibreglass fairing, matching the contour of the front fairing already fitted to the Drifter, and has been designed with an integrated panel for placement of additional instruments. The plug is extremely well made and has been finished off professionally. It is expected to turn out Back Seat Buddies the same if not better than the quality on existing Drifters. Every Drifter owner will want one!

March 2000

However, I've promised not to say too much about it, so keep your eyes peeled for the advertisement soon!

After coffee Maxine, Les' wife, wanted to take us to her favourite restaurant in town called "Sails", an al fresco cafe in the main street of Margaret River, sporting some of the nicest and cheapest food I have seen in a long time. After ordering we chose our table and settled in for some good food and conversation.

Over the course of lunch I learned more about Geoff whom I have met only recently. It seems he has recently returned from the USA where he purchased and built the Titan Tornado kit. Once built Geoff flew it all over the USA, and some of the stories he recalls will have you in uproarious laughter if you ever get lucky enough to spend time with him. Geoff's Titan Tornado sports a Rotax 582 with an in-flight adjustable Ivo prop. His finish of this smart machine is a must see with no detail left undone. I learned a lot from him and Les over lunch. Their knowledge of the Rotax engine is second to none! I now know how to balance the carbys on my X-Air's 618 Rotax engine, and I hope to increase performance and economy once I have made the correct vacuum tube gauge thingy! Incidentally, Geoff is the West Australian dealer for the Titan Tornado aircraft and can be regularly found at his home field in Serpentine just south of Perth.

During lunch comic relief was provided by Les. Les is a passionate man about most things he does and often explains things with the use of his hands. This led to him drenching himself and Maxine with water as he was waving his hands around explaining something while still holding a glass of water. Next the poor man nearly choked as he tried to inhale his meal instead of swallowing it. The sun was warm, the company and conversation was pleasing and the wind was starting to drop a little. So we expectantly left Sails for the airstrip.

Because Geoff had flown in from Serpentine he was unable to spend further time with us and had to depart. Les took Julie (my partner) for her first flight ever in the Drifter and I took Rick Morawski for his first flight in the X-Air. We tracked over to Margaret River taking in the many vineyards and great scenery along the coast, then turned south along the coast for Hamelin Bay. We observed surfers in the big swell below us, saw cliffs where those brave souls fly hang gliders and paragliders from the National Park, and saw the site at Gracetown where several children lost their lives a few years ago to a cave-in tragedy while watching their peers surf. What a wonderful and scenic coastline, but all too soon it was time to be on the ground and re-fuel for the return trip to Bunbury.

Having said goodbye to Les and Rick and thanking them for their southern hospitality we took off and tracked for our first leg to Busselton. It took Julie about half an hour to thaw out from her Drifter flight in the warm sun drenched cabin of the X-Air.

The shadows were now getting longer on the ground, the wind was dropping and it must have been getting colder as we observed smoke from a lot of the houses we flew over indicating the nightly fire had been lit. Just after my inbound call to the Bunbury CTAF we were joined briefly on our port wing by John Anderson in his immaculate 582 powered Pulsar. What a sight, with the Pulsar silhouetted against the blood red orb of the sun setting into the ageless Indian Ocean. It would have made a terrific photo!

All too soon we were back on terra firma taxiing for the hangar and being very pleased and thankful for such a great day. The X-Air performed faultlessly and we were very comfortable and warm in the cabin on such a cold day. We look forward to more adventures and safe comfortable flying in our new X-Air.

A nightcap was provided by Brendan Watts, beating up the airstrip in his new fast Streak winged, X Series Edge trike. I love to watch people have fun in their aircraft and this display was fun, I assure you! I have flown the Streak wing and it is impressive let me say, but that is another story...



Barossaglide

The Australian National Club Class and Grand Prix Class Championships Gawler, South Australia, 17 to 28 January 2000

MARTIN SIMONS

The Championship now recognised and termed 'Club Class' began in Australia with the first Sports Class Nationals organised by the Wollongong and Leeton Gliding Clubs in New South Wales during January, 1982. Darryl Connell, who was at that time President of the Wollongong Club, worked and planned for the meeting over two years. The intention was to provide a competition for pilots flying sailplanes not fully competitive in the established major championships. A handicapping system was set up to give everyone some chances of winning. That first meeting was a great success despite some awkward weather. Everyone enjoyed the informal atmosphere and some very good flying was done.



Background: Sailplanes ready for launch on Day 2
Above: Dick Reich from Germany preparing to take off in Standard Libelle-ZS at Gawler



David Wilson lowers himself into the cockpit of his ASW24-ZAE on Day 1
All photos: Martin Simons

It is appropriate this year that Darryl Connell should be Director of Operations at Barossaglide, which included the National Club Class Championships. The Nationals were open only to Australian pilots, but a large international contingent of 19 pilots, eligible for the International Barossaglide trophy, was welcomed. Terry Cubley was Contest Director, Rob Moore and a team from the Adelaide Soaring Club and elsewhere was responsible for the general organisation and many important details that go into a major championship.

39 solo aircraft entered, with 72 2-seaters. 2-seaters were scored with the others, but also competed as a group against one another. It was possible for a 2-seater to win both contests.

POST Expressions

A special explanation was organised for those pilots flying in Club and 2-Seater Classes who had no experience of the Pilot Optional Speed Task (POST) system.

A minimum flight time and distance is laid down each day. After making an approved start, the pilot is free to choose a route passing round any of the officially recognised turnpoints in any order, before returning to the finish line. It is not permitted to return immediately to the turnpoint last used. After point A and B, a point C is required before going back to A.

The task setters may make one or more turnpoints mandatory, thereby directing pilots to certain parts of the contest area, but otherwise the pilot takes whatever direction looks most promising. The average speed is worked out by simple division of distance by time. There is, however, no advantage in finishing early. The average for an abbreviated flight is calculated on the basis of the minimum set time. Thus, if the set time was two hours and a pilot flew 150km but finished in an hour, the average for scoring purposes would be 75km/h, not 150km/h. It is quite unusual to fly for somewhat longer than the minimum time, but a pilot will extend the duration greatly only if conditions later in the day are so good that the average speed will be improved by flying longer, still getting back to the finish.

To land out is heavily penalised because the points earned will always be less than those awarded to the slowest finisher.

At Gawler, some small but quite important variations were introduced. The handicap factor was applied, so a Bergfalke would be required to do only 80% of the minimum distance and a DG 500 116%. The same factors were applied (inversely) to average speeds.

For the Barossaglide competition, the international rules were relaxed, allowing sailplanes of any kind to enter but with restrictions as to the use of ballast. Both before and, in the early stages, after each day's flying the sailplanes were weighed. The pilot could load up to a maximum of 43kg/m² but would be expected to remain at the same flying weight every day. In practice, only a few pilots used ballast.

Gawler being known for its afternoon seabreezes, sometimes making the final glide hard, a remote finish point and suitable landing place was arranged 28km north of the airfield. To finish here counted as a finish at Gawler but with a 50 point penalty. What would otherwise be an outlanding would count for the all-important speed points. The penalty was much less than failing to finish at all. Some pilots who did not use the remote finish point regretted it later, when they were unable to reach Gawler after all and landed short, sacrificing all speed points. Others wished they had not spent the last half hour struggling to get home. They would have scored better to land earlier at the remote field.

Pilots are divided in their opinions of the POST system. The competition structure to suit all has not yet been found. Those who prefer flying mostly along, choosing their own route, prefer the POST competition. They back their judgment about where the best conditions will be, and may change their plans in flight as the conditions



The team of air cadets who assisted organisers on the grid at the Barossaglide

suggest. After a mistaken choice they do not score well. Nonetheless, this kind of flying and judgment is what makes the sport interesting for them and, with small likelihood of large gaggles forming, it is safer.

Others prefer the traditional speed task where everyone follows the same route. All pass through the same air at about the same time. Gaggles usually form. Some who choose to start early may be chased and caught. To start much too late is also a mistake so there is much 'sandbagging' and it sometimes happens that no one will start for hours and then all try to do so at once. The pilot of solitary disposition, under these conditions, is unlikely to win.

An interesting argument was offered by Tobias Geigher. In a set speed task a small team of three or four pilots working together usually does better than the larger gaggles, and better also than the individual flying alone. Team flying is equally possible with POST.

It is not surprising if a particular type of competition is strongly supported by those people who do especially well at it. If too much credence is given to the opinions of the winners, the system may never change at all. In gliding, however, the same people who win the traditional races also tend to come out on top in POST also.

For some at least the ideal competition site is one surrounded by homogeneous country where the thermal conditions will be much the same in any sector. There is then no special reason to prefer one direction to another and POST loses some of its attractions. But large gaggles of 50 or more chasing along a set course can be dangerous and, for many, has no appeal.

The country north and east of Gawler is not homogeneous. To some, this makes it all the more suitable for a championship. To others, the reverse.

The Grand Prix

A new type of contest, the Grand Prix, was organised to run parallel with the Club Class but separately. This involves closed circuit racing of the familiar kind but with sailplanes of similar performance grouped to fly against each other in small numbers.

All in one groups are credited with the same starting time. After take off and a sufficient interval, the gate is opened and the official clock begins to run. Each pilot must then record a correct start and begin the task. The official gate opening time is used to calculate the average speeds so there is an instant penalty for anyone hanging back after the task begins.

The scoring is by a simple placing system together with bonus points, which tends to remove some of the great discontinuities created when a pilot lands out.

As it happened, only five aircraft were entered in the class on this occasion. Perhaps a necessary side effect of the small numbers was that gaggle following was not favoured. There could be no 'sandbagging' of the traditional variety, no one could afford to wait about to see what someone else would do. To see another sailplane ahead meant one was already losing. Team flying also tends to be



Barossaglide



All photos: Martin Simons



Left: Hungarian pilot Peter Goczi waits for a launch at the back of the line on Day 2

Above: Paul Clift prepares to fly his KAGE-GGV

Right: Greg Beecroft with Standard Cirrus-GAN on Day 1



ruled out by this system. By cunning decisions of the organisers, no members of any recognised national group would be flying together. It seems very likely that the GP type of task will become more popular. If so, a foreseeable problem may be simply the difficulty of getting enough distinct groups into the air, with sufficient spacing between them, to manage a major competition in this way.

The Contest

Sunday, 16 January – Practice Day 1

South Australia this weekend experienced a very hot spell with temperatures at Gawler reaching an oppressive 40°C, continuing very warm into the nights. A low pressure centre lay to the west, with a dry north-easterly wind. Seabreezes were expected but it was thought the temperatures would produce good thermals inland.

Tasks were set, though not many chose to attempt them. A little local flying was done as the organisation, with a few creaks, began to operate.

Monday, 17 January – Practice Day 2

A formal briefing was held on Monday morning. Pilots and crews were reminded of the local ground and air rules. Tasks were set: a two hour minimum time for the Club/2-Seater Class, and a 209.6km out and return for the Grand Prix.

Marshalling was done in expectation of the seabreeze, which did not appear (the El Non effect was blamed). Marshalling was carried out in two stages and launches began at about 13:30 from the dusty other end of the airfield. This may have been too early. The first few sailplanes launched came down again quickly but after this soaring was possible. Anyone who wanted to fly was able to do so but, in the desperate heat, a good many chose to stay on the ground close to fans and air coolers. The Japanese groups, advised by their coach, Jacky (Kiki) Clairbaux, rested in preparation for the real contest. The Danes, having trouble with their hired retrieving vehicle, went to Adelaide to get it changed.

At the end of the day, Bruce Taylor, Maurie Bradney and Peter Temple scored speeds about 80km/h and a few pilots achieved good heights where at least the air was cool. Paul Clift thought there were small waves about. Thermals on the wrong side of the waves were cut off early, finding the right side helped the climbs. David Wilson reached 7,000ft, ventured out as far as Eudunda and further north, but decided then to return from there.

Tuesday, 18 January – Contest Day 1

The low pressure trough moved through in the morning, passing Gawler about 9:00, bringing a cooler south-westerly airstream. Temperatures were dropping as briefing began. It was anticipated that the ground would warm slowly, thermals would be late starting and a short flying day would ensue.

The Grand Prix Class were launched on a 173km triangle: Blyth, Freeling, Gawler. They got away although things were not easy. Cool air continued to flow in from the south as the POST flyers waited. It was soon recognised that launching more than 40 sailplanes into these conditions would be futile and dangerous. The task was therefore cancelled and the sailplanes were dragged back to their tie down points. It was a disappointing start to the championships.

Meanwhile, the five Grand Prix aircraft were on task. Paul Matthews in his LS6A found things very scratchy just after launching, with a steady drift in the southerly breeze carrying him further away from the start point. He came down to 800ft, seeing Peter Trotter in the Ventus at some seemingly enormous height above him. He found a better climb soon enough to make a reasonable start with the others. After this the group was rarely together, each pilot working alone and only occasionally meeting one or two of the others. Paul sampled the ridges running northwards to Clare at first, finding broken thermals, but there was better lift over the plains to the west. After turning Blyth, the lower ground produced the better thermals again. The five sailplanes arrived on final glides into Gawler almost together and all made it home. Paul beat Arnie Hartley by only 0.07km/h and Peter Trotter was about a minute slower than Arnie.

Wednesday, 19 January – Contest Day 2

Yesterday's trough had moved eastward and a high pressure ridge was pushing in over the Western Bight. The day at Gawler began heavily overcast with a steady SW to W breeze of 15km/h and temperatures in the teens, gradually climbing towards an expected maximum of 28°C.

Rain was visible to the south but only a hint of it at Gawler, and the overcast was breaking up when briefing took place after 10:00. Cumulus clouds formed early, with bases about 2,000ft lifting rapidly, with some cloud streeting.

Seabreezes were expected to penetrate in the late afternoon. The influx of sea air tends to be divided by the Mount Lofty ranges. On the western side the wind comes in from Gulf St Vincent, on the east and usually later in the day, from the Southern Ocean and Lake Alexandrina. The ridges and valleys, trending north and south, have their own micro climates. Much turns on when the sea air arrives in

the different areas, and on whether the hills are, or are not, warming up sufficiently to produce good thermals.

A three hour POST time was set, 130km minimum distance, with a mandatory turnpoint at either Blyth or Saddleworth. The GP task was a 257km triangle via Snowtown and Saddleworth.

Launching the Club Class began soon after 1200 but with cloud bases below release height, a short delay was necessary. Most of the POST sailplanes were off by 13:10, however, and the five GP aircraft followed immediately. The first POST starts were noted about 13:20, 14:05 was the GP gate time.

As usual after launching, the airfield became very quiet for several hours. A few outlanding reports came in, including one of an alarming kind. Peter Sheard, the English pilot in his LS4, attempting an outlanding in hilly country after rounding Burra, had been seen to hit the ground hard and was not answering the radio. Peter, having chosen a good land paddock, did one circle too many in what felt like weak lift low down, lost airspeed as he turned to land and almost span in, making impact with one wing low in a 20° nose down attitude. Bruce Campbell in his Std Cirrus saw the incident and landed nearby to render assistance. Jonathon Shand, struggling to remain airborne himself, relayed calls to base. The emergency services were summoned. There followed a long anxious wait before it was known that Peter was severely shaken and bruised but not more seriously injured.

Meanwhile, Bill Lewis had dropped heavily into a deep erosion gully when landing his LS3, and he, too, was on his way to hospital. The two pilots were, for a while, in adjacent rooms at Eudunda. Bill, whose aircraft was less severely damaged, was not badly hurt but had a very sore back.

There were more outlandings, 16 in all, but after 16:20 the POST fleet began to come home, in rapid succession, the last arrival at about 17:23.

No one had found the day easy, especially as the southerly wind strengthened and spoiled the final glides for many, especially those with the older types of aircraft. The Danish pilots, Ole Arndt in the Glasflügel 304, and Edwin Thomsen together with Niels Seistrup in the Janus, had struggled to stay airborne before the start and decided they would keep together and fly as a team. This meant that Ole, several times, came down with air brakes open to rejoin the Janus 2,000ft below. They felt they had done better this way than if they had been separated.

Ron Sanders, Maurie Bradney and Bill Sned were the first pilots to use the remote finish line, landing in the large field with its lone tree in the middle. The Japanese, Mac Ichikawa in the LS8a, Shigeki Sawada in the Discus BT and Seiji Fujimoto with Tokushige Nakayama in the Duo Discus, flew as a team and had a relatively easy first leg to the compulsory turn at Blyth. Then they felt they went to the wrong side of the hills and ran into difficulties near Eudunda, down to less than 1,000ft above ground. The solo pilots got away from this, finish-

ing second and third for the day at 70km/h, finding a good lift to 4,000ft on the way home. The Duo Discus landed. So did Bruce Taylor.

The Club Class winner this day was Toby Geiger. He avoided the eastern side of the hills entirely and resolutely abandoned thermals if they were not strong enough. This confined him mostly to heights below 4,000ft, but his strategy proved right and his speed was 79km/h. The Japanese solo pilots were close behind. Paul Clift, in his Ka6E, came home in a good time to place fourth, much delighted. On this day at least, the handicap system seemed to be working. The best 2-seater was the Nimbus 3DM flown by Harry Medlicott.

The Grand Prix race was won by Arnie Hartley at 84.55km/h with Peter Trotter only a little slower. David Wilson got home at 66.5km/h but Peter Buskens and Paul Matthews landed out.

Thursday, 20 January – Contest Day 3

The high pressure ridge had moved further into the region, with a cold front passing to the south, so the steady south westerly wind was going to continue and strengthen later. Thermals were expected to be easier to work than on the previous day, and although, again, some showers fell in the hills, these were not going to affect the contest area. A three hour POST time was set with a minimum distance 140km and a mandatory turn at Tarlee. The GP Class had a 211km triangle via Snowtown and Blyth.

Bruce Taylor won the day in Club Class. He set out with a determination to make up for yesterday's poor score. He found that although there were heavy looking cumulus on the south side of the task area, the smaller clouds north of Tarlee were more reliable, producing better lift sometimes eight or nine knot climbs to 6,000ft. He pushed on north to Narridy before turning back. His average speed was 107.43,



Terry Cubley giving a special briefing to pilots in the Grand Prix contest at Gawler
All photos: Martin Simons



Cathy Conway in the ES60 Boomerang-QZ at Gawler



Barossaglide

although he finished in slightly less than the three hours, knocking a few points off. Thomas Warta was close behind in the Hornet.

The Janus did well, placing ninth over all and the best of the 2-seaters. Edwin Thomsien thought he had been pushed from the rear seat by Niels Seistrup, the Danish coach and many times National Champion. Toby Greiger took this day carefully. He has a slightly superstitious feeling about the second day of any contest, having done badly on some previous occasions. This time he took no risks but made sure of a reasonably good speed. Paul Clift completed a very respectable distance of 265km, at 83km/h, remarking that in the strong headwind coming home he needed climbs of at least 3.5kt to make any head way at all. Over the last stretch where he had the option of a remote finish, he relied on local knowledge of the area south of Freeling to make the distance with no circling. No amount of handicapping, it seemed, could very much help a wooden glider trying to penetrate a strong headwind. Gudrun Haas enjoyed her flight except for a low spot, 300ft above ground, but she got going again and flew 200km.

In the GP task, it was Peter Trotter's day with 116km/h, an excellent speed in such conditions.

Friday, 21 January – No contest

It was fairly clear at the start of the day that conditions had deteriorated badly. The southerly wind had strengthened, thermals were not expected to be strong. Flying was cancelled.

Saturday, 22 January – Contest Day 4

Another weak trough passed through early in the morning but conditions were improving rapidly and although the south-westerly breeze continued quite strongly, a four hour task time was set for the POST with mandatory turns at Blyth or Snowtown, and Burra or Robertstown. For the GP, it was a 309km out and return to Caltowie. Given a ground temperature of 23°C, thermals to 6,200ft were expected, with strengths up to 6kt in the afternoon and further north where the temperatures would be a little higher.

Peter Trotter won the GP again with a very good speed of 128km/h. For him, everything worked out except that, after turning at Caltowie he ran into a large blue hole. From a height of 4,500ft he descended to 2,000, but found some weak thermals to get himself across to the productive clouds. After this he had a fast run home. Arnie Hartley had flown over the hills but, this time, the plains had been better and his speed suffered back a little.

In Club Class, the Japanese were flying again as a team, constantly exchanging information as they went along and keeping in touch with Kiki, their coach, who listened and responded from Gawler. The pilots made the tactical decisions, but consulted Kiki when it came to strategy.



Far left: A rare bird, the Phobus C, flown by a competing member of the German group, Marcus Bohnisch

Left: Duo Discus pilots 'Sonic' Seiji Fujimoto and Tokushige Nakayama planning a flight at the Barossaglide

Because of the wind and the compulsory turning point so far out, the pilots flying older aircraft felt their supposedly optional speed task was effectively a closed circuit out and return race. Paul Clift again struggled on the way home, his GPS telling him the wind was 25kt against him. To use anything but the strongest thermals saw him drifting back more than he could regain in the glides. To complete 300km distance he needed almost 4½ hours, with a speed of just under 77km/h. Nevertheless he did get home. Cathy Conway in her Boomerang didn't get back, nor did half a dozen others.

Bruce Taylor won the class with 100km/h. Tom Gilbert was not much slower and Thomas Warta placed third. Harry Medlicott, in the mighty Nimbus 3DM, placed fourth in the Club Class, thus strengthening his grip on the 2-seater section. He achieved 92.15km/h.

Four pilots used the remote finish.

Sunday, 23 January – Contest Day 5

Conditions seemed promising as the lows moved away and a high pressure ridge thrust into South Australia. South easterly winds were expected, with cumulus cloud bases about 4,000ft, rising later to 5,000. It was worrying that light, high cirrus cloud, a result of a tropical low over Western Australia, was becoming thicker quite rapidly. This was not thought to be a very serious problem today but would be so tomorrow.

To begin with, a 4½ hour time was set for the POST. Some protests were voiced at the requirement that at least one eastern sector turn point should be used. There was concern about seabreezes, especially on the eastern side of the hills. Mike Hancy the met man, pointed out that as the afternoon went on these would normally tend to fade so it should not be too hard to get home, even for the wooden sailplanes. The task setters made no changes at briefing. The GP Class had a 388km triangle including Spalding and Waikerie.

Marshalling now had become a fine art. Everyone was ready on time, but the cirrus was holding temperatures down and launching was delayed. The tasks were shortened, the GP task reduced to 310km via Blyth, Eudunda and Burra, and the Club Class were not long required to go the east after all.

It proved to be a good contest, with only one outlanding and one remote finisher. Peter Temple won.

Monday, 24 January – No contest

It was obvious that another day was going to be lost. Rain began falling under a darkly overcast sky before the delayed briefing was over.

Tuesday, 25 January – No contest

To lose a day is a misfortune. To lose two days in succession, Lady Bracknell might have said, sounds like carelessness. But Oscar Wilde never had to fly in a gliding competition and there was not other possible decision for the task setters.

Wednesday, 26 January (Australia Day) – Contest Day 6

Rob Moore, it was announced, had been awarded the Order of Australia for services to the Air Cadets and to gliding. It was good news.

A POST time of $3\frac{1}{2}$ hours was set, and the GP task was a 218km triangle, Snowtown, Saddleworth. First launch time was set for 11:30. They were in the air quickly and started on the task.

And the southerly winds became stronger.

It turned out to be a much harder day than expected. Most pilots landed out at points scattered widely over the contest area, with distances varying from just short of 50km to 280. Ten pilots landed at the remote finish, and only 10 POST and two GP sailplanes came all the way home.

The best speed in the Club Class was by Bruce Taylor with 76.3km/h. The 2-Seater Class was again won by Harry Medlicott. The Duo Discus flown by Nakayama landed at the remote finish to place second.

Three of the Grand Prix aircraft completed the tasks, Peter Trotter with 83.7km/h taking the honours.

Thursday, 27 January – Contest Day 7

It was going to be another day like yesterday, only, the optimists thought, a little better. Tasks were set conservatively, which proved wise. The POST time was two and a half hours with a 100km minimum distance. The GP were set a 196km triangle via Nantawarra and Blyth.

Most of the POST pilots scored speed points, five landing at the remote finish. There were nine outlandings.

Philip Ritchie in the local club's Hornet won the Club Class at 79.9km/h, an outstanding result on a day when other pilots reported thermals to be extremely difficult to work. Andrews Huggins in the Std Libelle came in second and Maurie Bradney finished third.

In the 2-seaters, Simon Hackett and Emilis Prelgauskas had a good day, winning the class and finishing in fine style a little faster than Harry Medlicott.

In the GP task, Arnie Hartley won, finishing well ahead of the others and scoring 93.98km/h.

Friday, 28 January – Contest Day 8

It should have been the best day of the fortnight, with the high pressure further into the area and some slackening of the expected winds. A three hour task was set for the Club Class, and a 256km quadrilateral for the GP.

The day turned out to be just as tough, in its way, as the one before. Thermals were broken and inconsistent, and there was a considerable strengthening of the southerly breeze just at the time when pilots were trying to get home.

The Grand Prix, having some advantage from their earlier start, were mostly home within three hours, the winner, Paul Matthews, recording 94.43km/h and Peter Buskens only 0.11km/h slower.

For the POST, it was a very different story. Fourteen pilots, rather than struggling back to base against the wind, chose to land at the remote finish. Nine landed out entirely, only 19 got all the way home. Paul Ritchie took the full thousand points.

Harry Medlicott again won the 2-Seater Class, using the remote landing field.

Averages and Final Result

In Club Class, solo, Tom Gilbert was the champion. He had scored consistently throughout and finished 1.1 points ahead of Bruce Taylor. Peter Temple was three points further back, Ron Sanders 5.7 points behind. The 50 point margin included 11 pilots. Harry Medlicott placing 11th over all and well ahead in the 2-seater group.



Barossagliders at Gawler

All photos: Martin Simons

The GP Class, with its very different and extremely simple scoring system, found Peter Trotter ahead.

Awards

The end of a major championship is always rather sad and anticlimactic. Flying is over, the beautiful sailplanes are taken to bits and put into wheeled boxes, the flags come down, the crowd disperse, the airfield is deserted, the staff fall down exhausted. Except the scorer and the verifier, who labour at the computers as everyone else goes away to clean up and change for the presentation ceremonies. A few pilots and crews are still out there in the wilderness, finding one another, de-rigging in the failing light and rolling wearily home at last.

On Friday evening in Gawler town, a few short speeches, the champions in each class, Tom Gilbert, Harry Medlicott and Peter Trotter took their trophies from Beryl Hartley, the President of the GFA. Other awards were made, to Philip Ritchie as the best novice, Paul Clift for the best performance in a wooden sailplane, Wolli Beyer for the best score by a foreign pilot. Team prizes, a few belated daily medallions, a few bottles, were distributed, and a good meal consumed.

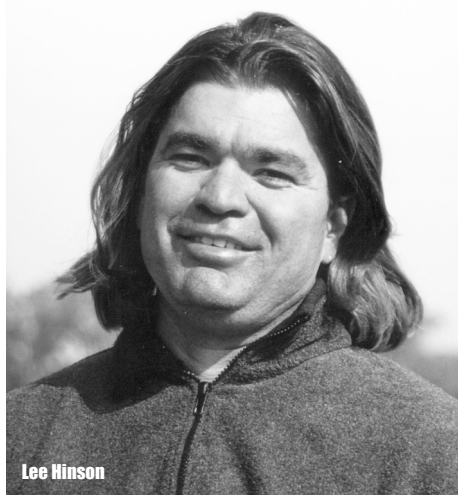
It had been, after all, a successful contest, though very difficult. Much had been learned. The pilots, no doubt, will study their data loggers, wondering, or knowing, where they could have saved a few minutes. For the overseas visitors, experience of the Gawler region will be useful next year when they return.

Perhaps more has been learned by the organisers. These lessons will be applied in January 2001.



A story about Lee Hinson and his desire to fly

Preparing to launch in the Mark II
All photos: Carol Binder



Lee Hinson

CAROL BINDER

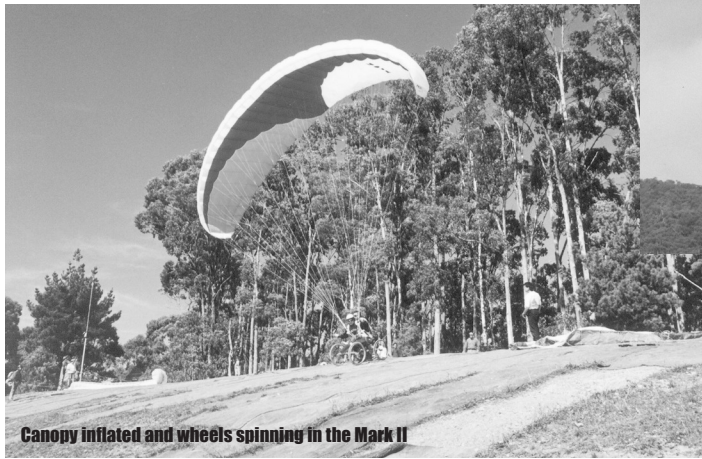
Lee Hinson is 39 years old and was born in Georgia, USA, spending the majority of his time in Jacksonville, Florida. For the last ten years he has been living just outside Melbourne and has recently been licensed for paragliding. What's the big deal you ask? The thing that makes him different is that he is a GIMP (a guy in a wheel chair). I still don't really get what that stands for, but it doesn't matter. What does matter is that he is now dancing in the air with the rest of us ab's ("able bodies"), and feels totally at home there.

Lee hasn't always been a gimp. This word may offend some, finding it uncouth or politically incorrect. Lee assures me it's no more than a term of endearment among people in wheelchairs. If you are offended talk to him, not me, I'm just writing the story.

Lee finished high school in 1977, and joined the US Navy with the hope of becoming a crewman on a helicopter. He had been in Civil Air Patrol as a sixteen year old, and had logged a few hours on the club Cessna 172. This is where his passion for flying began. The navy, however, decided Lee would be most useful in the submarine service, and trained him to be a fire control technician on Polaris Poseidon submarines. One of life's little bends in the road. Then on 4 June 1978 life took another turn. Lee was involved in a motorbike accident, breaking his twelfth thoracic vertebrae and leaving him paralysed from the mid-thigh down. At the age of eighteen Lee was a T12 paraplegic.

After three months in hospital Lee was released, but says it really took 12 to 15 months to come to terms with the paraplegia and move into mainstream society.

Most of Lee's friends are ab's, because he says the first couple of gimps he met were negative minded and complained about life too much. Ab's were a large motivating factor in keeping his adventurous spirit alive. For the first six years Lee avoided others in wheelchairs altogether. He decided to go back to university, and it was there at the University of Florida that he met his first positive wheelchair bound roll models: people who were into sports and adventure. It was at university that Lee was introduced to tennis. Lee was so inspired by his new discovery that he became a professional tennis player on the NEC Wheelchair Tennis Circuit. In the twelfth year of his career he achieved a world ranking of 11th. It was tennis that eventually brought Lee to Australia.



Canopy inflated and wheels spinning in the Mark II



Above: Flying the Mark I
Below: Final approach in the Mark I



Lee saw his first paraglider on television in '96, and thought, "One day I'd like to try that." After searching the internet for more information, he contacted "Dirty Dog" Ted Jenkins at Alpine Paragliding in Bright, Victoria.

After booking in for a tandem, and intentionally not advising Ted of his "disability", he rolled into the shop and was surprised by two things. Firstly, Ted's crude and arrogant attitude, and secondly by Ted's totally down to earth approach to "What disability?" Ted grabbed the Mark I cart (a flat fibreglass platform for disabled passengers) and Lee had his first tandem. Needless to say he was hooked.

Two months and three more tandems later, Lee booked in for a licensing course. The freedom that he experienced whilst in the air was totally exhilarating – exactly what he had been looking for.

The initial two days of ground handling was trial and error, both for the school and for Lee. Trying to find the best system for ground work without the use of his legs was a little frustrating.

The launch techniques necessary for pilots without lower extremity mobility meant that a special cart needed to be designed and tested to get Lee airborne. Ted already had the basic Mark I for tandems, which required two assistants to support and run with the passenger and pilot. Using the basic fibreglass platform with two small rubber wheels, Lee would be supported with assistance from other pilots. Another pilot would inflate the canopy and Lee would fly out of launch. One of the problems with this technique was the danger of the other pilots injuring themselves due to running down launch at full speed.

Ted discussed the problems of this launch technique with a local hang gliding, ski patrolling, inventor type, Peter Mack. With Peter's ingenuity, Ted's vision and Lee's spare parts, the design went into Mark II, a dolly type construction. It was made up of four wheels from pre-loved wheel chairs. With a quick release hub system it could be disassembled for easy transportation. The Mark II enabled Lee to self inflate the canopy, and required only one other person to stabilise the cart during the launch process. After inflation of the canopy, the assistant only needed to provide the "leg work" for sufficient ground speed by pushing the dolly forward. A rope system was also attached to the dolly to avoid losing Mark II. A bungee line for the 'launcher' was also in the pipeworks (attached to the assistant via a rock climbing harness to avoid high-speed injury). Yet after perfecting the launch technique, a problem with Mark II was the landing. After landing, Lee had to wait on the cart in the landing paddock until the wheel chair was delivered. So the Mark III moved on in.

Mark III was derived from an old front wheel drive wheel chair (large wheels in the front, small at rear). It still allowed launches with only one assistant, and after landing Lee had manoeuvrability on the ground. A cleaner take off was also an advantage due to no dolly ropes being needed.



The harness used is standard, and attached to the frame by velcro and two inch nylon straps. The hang point was tested by Ted to ensure safety and stability in the air and on the ground. Landing the Mark III was enhanced by a suspension system that cushions potential hard landings. As with the Mark II, the Mark III adopted the quick release hub system to assist the disabled pilot in easy break down, set up, and transportation of the unit. In the air, Lee has found the Mark III provides a natural flying position (better than the previous prototypes which kept his legs straight out in front), giving him much better control of the glider.

Since completing the licensing requirements Lee has been soaring, thermalling, and playing in the skies over Bright. Once off the ground Lee sees himself just as capable as any other pilot in the sky. Once airborne, the physical limitations of the ground are no longer applicable.



Landing the Mark III

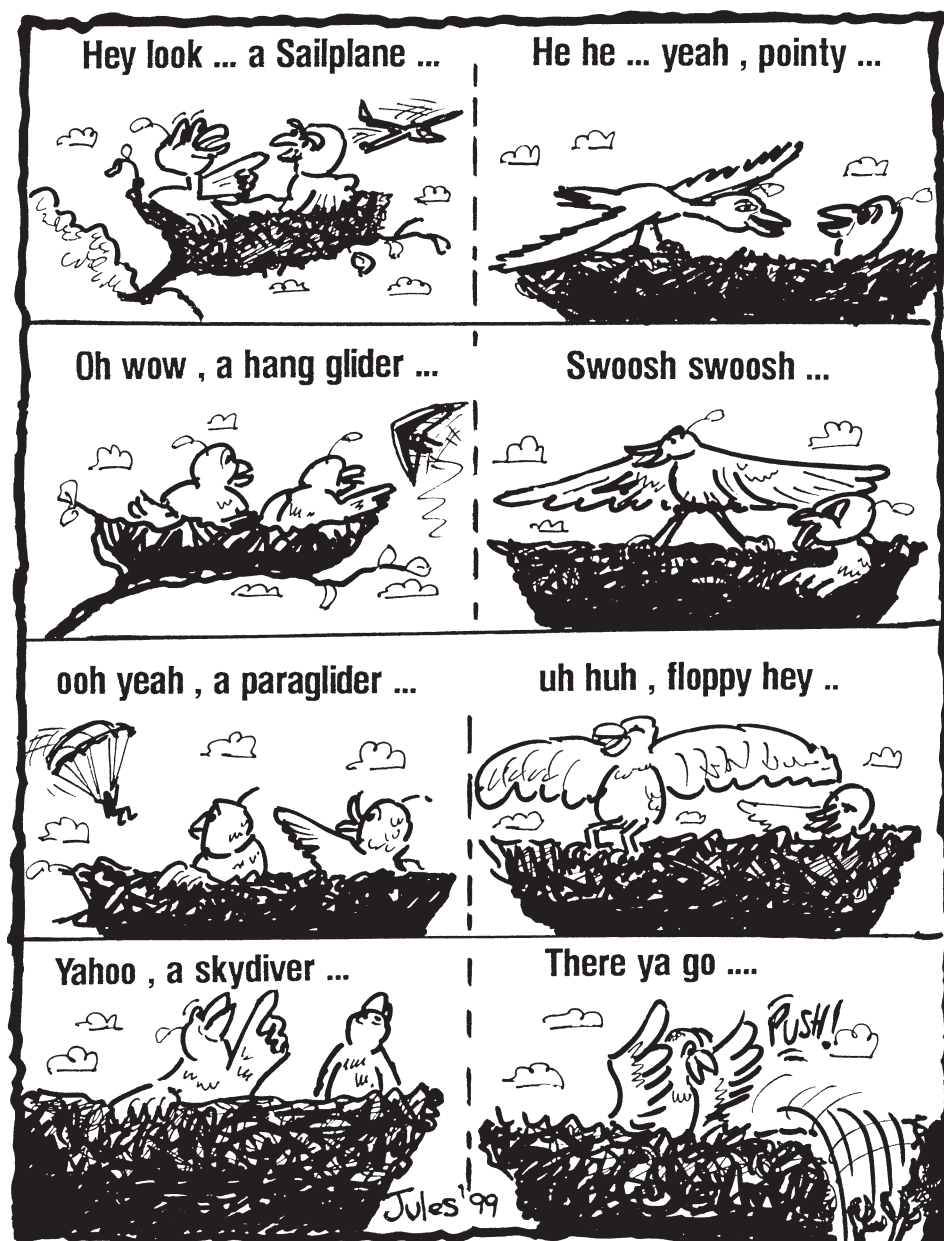
Bird's Eye View

PHIL LEWIS

Summer again. How I hate it at times. Brings out the worst in me. All those days that are supposed to be perfect: crystal blue skies with puffy clouds towering, and thermals that rocket you up to 12,000 feet in the blink of an eye. So what does it do? The first four days of the holidays it rains. Not just a shower or two, mind you. Full on rain. For four days! Then the southerly switches on. Gale force winds on the coast, and it's blown out at Elliott for the next three. Give a wing a break!

The eighth day dawns fine and warm. It'll be on today. Then what happens! Bloody tourists. Spilling out of their cars on top of the hill. Off-loading their clumsy contraptions, then farting about for hours while they wait for a breath of wind. The first one's off. God! How ungainly. Look, he nearly clipped that tree. And what a climb rate! He's been in lift for three minutes now and hasn't gone up at all. Time for a demonstration. I'll show them flying, and drive them off at the same time.

I scoot down into the bowl and climb immediately. 800 feet a minute up. Look at that bloody moth! Still bumbling around at launch height. Here we go. I tuck my wings and dive, swooping out level with the giant moth and about a hundred metres in front of him. Sheer exhilaration! I stretch out my arms in glee, feel life thrill to the tips of my wings... Yeah!



Cartoon: Jules Makk

Up again. Come on moron! The lift's over here. Another dive. This time I turn towards the moth as I level out, coming face to face with the monster, just a metre or two separating us. Come on! Let's see what you're made of. No reaction. Just those great black eyes and that funny pink beak. Useless! Useless! I chant.

I know. Shouldn't really mock the afflicted. What are they? Aeronautically challenged, I suppose. Some of my mates take pity on them. Lead them out to the lift. But this is much more fun. What shall we do next? I know! I'll give him a real fright this time. Up to 4,500 feet. Wings tucked and down, down, down and out under his wing from behind. Whoops! What's that funny thing coming from the wing? Just scrape through with wings tucked. Nearly got me. But did you see his face? Gave him a real fright!

Right. Let's get serious here. Time to drive him off. Up again. Dive. Bam. Got

him! And again! Yes! Made a hole that time. Let's try something different. I know. I'll walk across his wing. Woah! What's he doing? Must have seen me coming, flapping his wing around like that. Well it won't help him. Here we go. Bam. Onto the trailing edge. One, two, three, four steps, then the Galah launch, tipping myself over the front. Bet he wondered what I was doing.

Again. Let's go for a rip this time. Crash. Yep. There we go. I can see the ground through that one. But he's pretty game. Still hanging in there. In all that rotor too. No match for me though. Bam again. Another hole. And another. This is too easy. But look, he's heading out already. Chicken! One more for good measure, from 5,000. Here we come! Bam! Whoops. Nearly got my foot stuck that time. Tore it free. What a mess I've made. Oh well. I've driven him off. Back up over launch. Who's next?

Bells Beach to Lorne

PHILLIP CAMPBELL

Funny sort of day, started out with no one wanting to fly with me again. Something about it blowing a gale from the east. I could not see any uprooted trees flying past the window, so that meant it was worth a look to me. Nothing ventured nothing gained, isn't that what all the Gurus say?

Anyway, I thought I would ring Bruce Atkinson. He's a bit of a punter; been flying for 25 years and is still willing to launch from Mt Hollowback in 5kt. Anyone who knows Hollowback would realise how thick his rose coloured glasses are. So I rang Bruce, but could tell he was under pressure to stay home. I could hear Carolyn shouting from the background something to the effect that all my coffee and cake privileges are henceforth rescinded.

Strike One. Who else can I ring that might be willing? I tried a couple of people at the coast and got the same answer, "You're an idiot, get off my phone!" All of a sudden Bruce rings back and says he has a leave pass for the day. He is packing the car and will be picking me up in ten minutes. Thank you god and Carolyn.

While I was waiting I thought I would be nice and ring Warren to give him the opportunity to join us. Same reply, "You're an idiot get off my phone!" I was getting a little put out by this stage so I persevered and told him I was flying anyway and I would ring him from Lorne. His only reply was to tell me to stop f*****g with his head.

Bruce and I got to Bells Beach after struggling to keep the car on the road, and I will admit at this stage that it was a little strong. The first nagging doubt reared its ugly pointy little head and attempted to sway me from my goal. Luckily there were three or four other diehards there when we arrived that were tentatively untying their gliders, so we did the same and started to set up.

To cut a long story short (yeah, that's going to happen) Bruce and another pilot got off and stayed in front of the hill, so I did the same. Staying up was not a problem; it was so not a problem. The word hover

comes easily to mind, but we were flying within safe limits and pretty soon pilots started to drift off to Point Addiss and beyond to Anglesea.

The first problem was being struck at Point Roadnight trying to let the bar out to climb without going backwards. Tony Lowry and Bruce somehow managed to get enough height to make the run to Urquarts Bluff, leaving Mark Pike and I at Point Roadnight fully convinced that it was a beach landing for us and glory for them. There goes another two millimetres ground off my teeth in frustration.

There Mark and I stayed for a while until a strange thing happened. I started going up and pretty soon was at 800ft, more than enough to head to Urquarts Bluff. This was pretty exciting until I looked at how far it was: such a loooong way, you have got to be kidding. I sat there for a while trying to build up courage with people saying over the radio, "Go for it, Phil!" My decision went something like this: 'Yes I'll go, no I won't, yes I will, oh dear I have drifted too far over the back I'll have to go now'.

Got to Urquarts Bluff without a problem except for the toe point cramps in my legs and stress cramps in my back. I stayed there for a while flying in very rough conditions thinking that I should land (there was a car load of people there and one of them would be sure to have a mobile phone to ring the ambulance with). Then another strange thing happened. I started going up and pretty soon had enough height to get to the lighthouse at Aireys Inlet. I am not going to say anything about that section of the flight as I try not to think about it.

I got more height at Aireys Inlet and headed down past Spion to Big Hill. I have never gone so quick so close to the ground! Even with the surety that I could at any time turn and land on the beach into the wind it was quite scary.

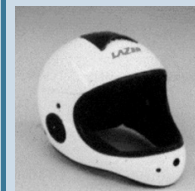
Bruce had already headed off to Lorne but Tony was still at Big Hill with me. We got as much height as possible to try to get around the corner past Lorne, but alas it was not to be. So I headed to Lorne where Bruce was ridge soaring the shop fronts and pulling in the crowd. I came in under him and did a perfect landing on the grass just in front of the trampolines with quite a few people watching and a couple of cameras going off. Bruce then came in after me with another good landing while Tony landed on the beach. Feral idiot grins were firmly planted on our faces while we started ranting to each

other about the flight. Of course a tourist came up and started asking questions. Eventually he asked me where I had flown from and when I said Bells Beach his only comment was, "Yeah, where's that?" Some people can be so cruel. I had to resort to telling a couple of surfy grommet types about the flight as I was fairly sure they would know where Bells Beach was. "Wow, way to go dude," sounded a little better than, "Yeah, where's that?"

Later on Bruce and I were on the way home and we think to ourselves we should call into Warren's place and have a cup of coffee. The unhappy look on his face as we pulled up said it all!

Author's note: This is a very hard flight to do and it was six years before I felt comfortable enough to try it. There are some areas where there are no landing options and you need to be assured of being able to keep going. There are plenty of people who have done this run and they need to be contacted before attempting it for the first time. Indeed, you should do it with someone who has done it before. All that aside however, it was one of the best flights I have had in six years.

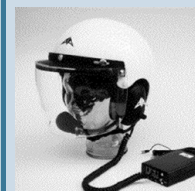
Helmets and Communications for Soaring and Microlights



LAZER soaring helmets.

Full face
White (\$220) or
Carbon Blue
(\$225)

Certified to EN966



Aerial Pursuits Microlight systems.

- 2 headsets
- Intercom with radio PTT
- 2 Kevlar helmets with visors \$1,150

UltraNav Flight Planner

Download it FREE from our web site!

Proud sponsors of the Dynamic Flight "Fly off the Map" competition

Visit our web page:

<http://www.aerialpursuits.com>
for trike and soaring information!

Raptor Designs

Phone: 03-95970527 BH

Fax: 03-95981302

Email: aerial@ozemail.com.au



A Visit to Shenington Gliding Club UK

PETER STEPHENSON

My 25th year Post Graduate reunion in the UK was coming up in early July 1999 at Oxford. This time, I was going to visit the UK in the summer, having always returned there in winter, so I wondered whether

I could do some gliding. During the previous times, the weather had been typically English drizzle. However, I did recall seeing a couple of gliders lined up at a launch point in the rain, obviously waiting for the weather to clear! Keen or desperate?

As do most glider pilots who are on the internet, I subscribe to the aus-soaring email list <aus-soaring@internode.com.au>. Stuart Meier was a contributor on the list from the UK who I contacted directly. I explained that I was coming to his island and could he advise me on where I could fly around Oxford. Would you believe it: his club was near Oxford? He actually lived on the south coast of England, but as he was so attached to his Shenington Gliding Club near Banbury, he would travel up for weekends taking two to three hours on the motorway depending on the speed of the moving traffic jams. Stuart was most helpful, briefing me comprehensively by email. He said that his club was quite used to having Aussies, some even staying in their bunkhouse during the summer. The operations were club at weekends and commercial during the week, all year round. Both winch and aerotow launches were available.

Fortunately, the weather was reasonably kind for my visit to the UK. I went up to Oxford on the Saturday to the college where



Shenington operations control

All photos: Peter Stephenson

I was staying, and I then drove to Shenington, near Banbury further north.

I followed the signs to the airfield, which doglegged and eventually petered out, but I could see gliders in the air. Stuart had told me that a dairy farmer (also their CFI) owned the field. I could see the gliding field through a farmyard, so I warily drove through. Evidently, the local council had placed those signs to the airfield to divert traffic around their picturesque Cotswold village, which was the most direct route.

That Saturday afternoon, the breeze had become cool and strong from the north and the fluffy cu's were dissipating quickly, but at least it was not raining! On arrival I walked up to a young lady walking a dog, and asked her for Stuart Meier. She said that the dog was Stuart's and that he was in the air in the club Motorfalke which was on base leg, having just come back from a nearby fly-in. Now that is timing.

Meanwhile, glass ships were landing one after the other. Evidently, they were outlanders, unable to complete their tasks from another airfield. Shenington airfield was a classic, built in WWII. It had three bitumen strips at 120 degrees to one another but one had been shortened, the gravel of its base used to build a nearby motorway. A few structures from the war years were still standing. It was ironic that the winch being used, a double drum one, was German and still sported a German insignia. The winch driver's cabin had been covered with a British backhoe cabin; otherwise it was the original machine. I have only ever been winched up using fence wire and was interested to see that they were using 5mm multi-strand wire,

which I thought would never have broken. Not so, as they had a cable break whilst I was there which was quickly repaired with a crimp.

I was not able to get a flight that afternoon because they were so busy, but returned the next day, having had an excellent class reunion. Sunday's weather was promising to improve, but remained like that all day. However, it did not rain.

Glider aircraft that were flying were the reliable K13's for passenger flights and K8's for single-seaters. Their registrations were "S" for Shenington followed by a number. There were many other vintage aircraft in a large open hangar, including a couple of Motorfalkes. A few glass ships were hangared in the open under covers, but the numbers of parked glider trailers were too many to count. No doubt, the club members' modern ships were hangared in them.

Winching was the primary method of launching, though they had a Super-Cub and pilot on hand. On the Sunday that I was there, the poor tuggie only had one flight.

No radios were used, except for contact between winch and launch point. All pilots and passengers were wearing parachutes with no fuss or bother putting them on, a fact in which I was most impressed. I personally believe we should do this too in Australia.

Having only flown in New Zealand, which has the same system as ours, I assumed it would be the same over there. However, they use the CBSIFTCB instead of CHAOTIC: Controls, Ballast, Straps, Instruments, Flaps, Trim, Canopy and Brakes. Instead of a walk round as we do here, they have the wingman check the controls whilst you stir the pot and



Peter Stephenson, not looking his best after a very late night, with Shenington Gliding Club instructor Don Birk on his right, beside a trusty K13 with a Supercub and another K13 in the background

push the rudder pedals. As it happened on one flight, I had left the rudder chock on, having resisted my urge to walk round the aircraft as part of our ABCD. I must say that it felt queer not walking round.

I was encouraged to participate in glider retrieves, using 4WD quad-bikes and the wire retrieves using a ute. Had I been there another day, I am sure they would have endorsed me as a winch driver. Club members took it in turns as winch drivers, with no formal roster that I could see.

I was also very impressed with their piecart, a retired coach fitted out with a proper kitchen, tables and seating. Just what our club needs! They also had a clubhouse with requisite bar, showers and bunkhouse. At the launch point, they had a small caravan to store gear and support a black board on which the flight list was written. Gary Brightman, who had flown with Stuart the day before to a fly-in in the motor glider, came up to me and showed me his logbook. In it was Bob Gray's signature, our CFI. I was amazed, as he had flown at my club (Caboolture)! I was pleased to hear that Bob had allowed him to take up one of his relatives after his mandatory familiarisation flight.

Club members were all very friendly, despite the Australian cricket team winning the World Cup. I could see why Stuart drove such a long distance past so many other clubs to fly there.

I had four winch launch flights with Don Birk as instructor, and by the time I got to the fourth, I felt competent. To my embarrassment, the first flight was abysmal with me over-ruddering, being used to the lead feet required for a Blanik, and an eventual sideslip approach because we were too close/high on base. On the ground afterwards, a chap came up to us and affably discussed my technique explaining that I was a bad example to the students, not having performed an energy dump instead. I later

found out that he was the CFI! Our fourth flight was the longest of the day of 30 minutes, as we managed to find a couple of thermals. Top of climb off the winch was about 1,100ft, but we only managed to get up to 1,800ft, the thermals were coming off Shenington village. The villagers also complain, like our locals do, of glider pilots sticky-beaking in their backyards, (as if glider pilots have eagle eyes!)

I had a look at their chart and non-controlled airspace available. I was amazed at how crowded-looking their chart was, with so many controlled aerodromes in close proximity. I wondered how UK glider pilots managed to do cross-countries without penetrating restricted zones inadvertently.

We are really spoiled out here in Australia.

After an excellent dinner cooked in the First Class pie wagon by Lou, I bid "G'day" to my hosts and drove back to Essex where I was based. It truly was one of those weekends that I will remember forever. Thank you Stuart Meier, Don Birk, Gary Brightman, Paul Gibbs and Bruno Brown, Lou and the other ladies and lads of the Shenington Gliding Club.



Stuart Meier in the ex-German double drum winch with British backhoe cabin mod



Leeton 2000 – Nine days



Wal Mayger prepares his Mini Nimbus for another day of flying in the competition at Leeton

Photo: Mal Williams

Pilot	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Total	Average
A Class											
Williams	994.9	1000.0	1000.0		1000.0	1000.0	1000.0	1000.0		6994.9	999.27
Mayger	1000.0		866.5			942.9	967.0			3776.4	944.10
Godde			910.8							910.8	910.80
Murphie						900.1	888.6			1788.7	894.35
G McLean	820.4		871.1	1000			240.7	972.1		3904.3	780.86
Edwinson	985.3	902.3	959.6	476.4			970.7	943.3	859.8	6097.4	871.06
McCallum			972.3	879.7	710.9			846.3	631.6	4040.8	808.16
Browne							908.9	843.5	834.1	2586.5	862.17
Sabljar							922.6	733.1	666.2	2321.9	773.97
R McLean					737.2		796.1		694.9	2228.2	742.73
Peruzzi				420.4				823.5	722.2	1966.1	655.37
Roden									1000.0	1000.0	1000.00
Mason								255.4		255.4	255.40
B Class											
A Bland						916.8		930.7		1847.5	923.75
Leo	1000.0	920.3	841.2	778.7			789.1			4329.3	865.86
M Bland	925.7		875.0		971.3	969.8	914.4	1000.0	833.6	6489.8	927.11
Hoffman							781.8			781.8	781.80
Pobjoy			936.3	1000.0	429.7	1000.0	1000.0	967.5	1000.0	6333.5	904.79
McGarry			840.5		1000.0		894.1		701.6	3436.2	859.05
Hart								892.2		892.2	446.10
Hartenthaler							781.8		669.1	1450.9	725.45
Sports Class											
Dickie	1000.0									1000.0	1000.00
Hart				1000.0						1000.0	1000.00
Mason			963.0							963.0	963.00
Guinness	849.6		1000.0		800.0			718.2		3367.8	841.95
Rock			954.9	817.4	778.9	812.0				3363.2	840.80
Cetinski					748.3			899.6		1647.9	823.95
Bowler					302.4			1000.0		1302.4	651.20
McGarry								945.8		945.8	945.80
Forrest		232.7		496.8		1000.0			1000.0	2729.5	682.38
Wetherspoon						323.2				323.2	323.20
2-Seater Class											
A Bland/Martin		1000.0	1000.0							2000.0	1000.00
Wetherspoon/King							1000.0		1000.0	1000.00	
Mulhall/O'Donnell		944.2							944.2	944.20	
Tucker/Cooper				1000.0				861.9		1861.9	930.95
Winn/Cooper		841.4								841.4	841.40
Leo/Leo								705.8		705.8	705.80
Illyes/Musto							211.2	944.2		1155.4	577.70
Murphy/Cooper							475.4			475.4	475.40
Burt/Wilson					386.4					386.4	386.40

MAL WILLIAMS

When participants in the 2000 Inter-Service Gliding Competition began converging on Leeton, NSW, in late December, most would not have been very optimistic about the weather conditions.

Unseasonal rain had deluged the east coast and much of south-west NSW during the three days immediately after Christmas, leading to boggy paddocks within the task area, and tugs stranded at Nowra and Richmond. However, conditions cleared at Leeton from 28 December; the Navy Super Cub arrived on 30 December; and, thanks to the efforts of Roger Browne and the Bathurst Soaring Club, a Pawnee arrived on New Year's eve. One practice day and then nine straight competition days followed this inauspicious start, with conditions ranging from challenging to absolutely glorious.

The combination of post-Christmas rain and the impending millennium celebrations meant that the number of competitors built up more slowly than normal, but by about day four of the competition we had 30 gliders on the tie down grid, as well as the fleet of the Leeton Gliding Club.

As is usual with this competition, experience levels ranged from very experienced to immediate post-solo level. Comprehensive briefings, careful supervision by instructors and the competition organisers, and the relatively relaxed atmosphere allowed all of these pilots to either compete in the competition or to strive for FAI badge flights in a safe, well disciplined environment. The cool weather (in comparison to four or five days straight of 40°C last year) was a welcome relief to those who stayed on the ground, as was the lack of dust on the airfield. Simultaneous winch and aerotow operations (with the occasional crop duster arriving or departing) allowed the fleet to be launched within an hour on most days.

The tasks set by Brian Tucker, in conjunction with advice from met man Wal Mayger, proved to be about right on most days, and slightly under-tasked on a couple of others. Distances flown ranged between 209km and 365km for the A Class, and

straight

117km to 167km for the 2-Seater Class.

One of the highlights of the competition was the 120.5km task completed by Kookaburra GNZ on 7 January, at a handicap speed of 77.9km/h. Pilots Paul Wetherspoon and Alvin King comfortably won the day with that performance. Strong winds on 4 and 5 January made for challenging tasks, with several outlandings and aborts. For those who successfully completed the tasks, there was a real feeling of satisfaction that the difficult conditions had been overcome and, for myself as contest director, a feeling of relief that I hadn't given in to my initial temptation to cancel the day.

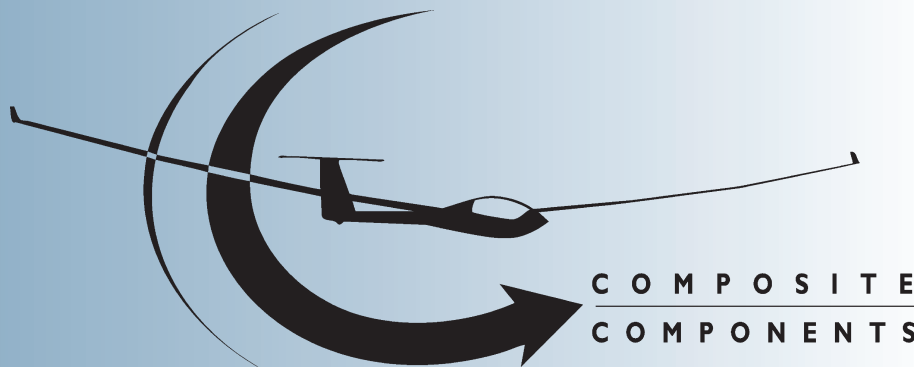
The results for the competition are shown in the table below. The purists will no doubt note that I have taken some liberties with the scoring system – many of those whose names appear in the table flew only one or two days, instead of the minimum of four which would normally be required for a nine day competition. Some pilots also alternated between A and B Class, but have been scored as though they flew B Class all the time. The reason for doing this is to allow pilots of all experience levels to compare their scores for a given day, and hopefully to provide some incentive for those who can only make it to the competition for a limited number of days.

Also, the emphasis of this competition is on the teams aspect of Navy versus Army versus Air Force, so the performance of individuals is less important than the overall result.

Who won? Well, for the first time in several years the superiority of the Air Force team was strongly challenged by the Navy team. Air Force, however, responded to the challenge and was able to once again retain the trophy. Clearly though, up-and-coming Navy prospects like Paul Wetherspoon will make it that much more difficult for Air Force in 2001.

I close this article with an invitation to all members of the wider Defence community to consider competing in next year's competition, which will be held at Leeton from 28 December 2000 to 11 January 2001. By wider Defence community I mean serving members, reservists, Defence civilians and Defence contractors. The competition is relaxed and friendly, but there is ample opportunity for individuals to achieve personal best performances and to benchmark themselves against their peers. See you there!

March 2000



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.*

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**

Microair 760

- current model – Aussie designed & manufactured
- 760 channels-25 memory
- 2 displays – Active/standby with flip/flop or memory only (25 memory channels plus scanning)
- Priority toggle – immediately switches to memory channel 25, handy for 121.5, finish line, etc
- Remote stick mounted toggle for hands off frequency change or memory scroll
- TX indicator – Steady red means Transmit – flashing indicates a stuck mike after 40 seconds
- RX indicator – steady green means receive
- Variable squelch control • 2 place hot mike intercom
- 3.5 watts carrier – over 14 watts P.E.P. NOTE: Handhelds have 1.5 watts carrier, 5 watts P.E.P!
- 85ma Receive, 1.2 amps transmit, 10.5 volts emergency only. 135mm in depth!
- ACA and CASA approved – VFR to 25,000ft!

RRP \$1,150.00 (GST increase after July 2000)

**Don't forget our Boom mikes
and new portable unipak base station.**

Microair Electronics is now Microair Avionics Pty Ltd, still supported by the founder, Nigel Andrews, but now with a new partnership from Jabiru Aviation who will look after sales and service as Microair Avionics.

Ph: 07 54635670 • Fax 07 54635695
email <sales@microair.com.au>

Coming Soon • the long awaited affordable 57mm transponder! • 10 watt 6 1/4 inch rack mount 760SL • 8.33 kHz compatible 57mm and 6 1/4 inch transceivers Europe)





Sport's Finest

► I have just read Graham Sutherland's letter to Ian Jarman and the entire HGFA community. I have been on both sides of the administrative cloud at various times so I thought I'd say a few words in defence of bureaucracy.

So, hands up anyone who wants Ian's job, or a job on a flying board or committee...? Not many hands in the air, are there? Even less than the number of people who put their hands up to contribute to Skysailor, eh? Unless you have been on one of these boards or committees you'll have no idea of the amount of administrative crap that has to be dealt with on a never ending day to day basis – no idea at all. And Ian doesn't do it for fun; he takes it very seriously and has done for years and years. I'll bet you can't find a replacement with his experience in our sport in a hurry; good professional sports administrators are hard to find, especially ones that work for so little and who also participate in our sport! So what if he appears to the great unwashed as a bureaucrat – that's his job. He deals with all the fine details of the politics, the disasters, the legalities, the grumpy members, as well as clubs, states, regions and land owners etc, etc... and still flies.

We all need someone who can deal with all this important crap in a very professional way, we need it a lot. This is why we have someone like Ian as our paid headhoncho. He is our hired gun, confronting CASA heads and handling all the problems that flow back and forwards between that and numerous other organisations on a daily basis. Graham reckons that it is the bureaucratic stuff that doesn't benefit members. Well, it does. All this crappy office stuff keeps us in the air, and we need the experience of someone like Ian to push our cause, and push it again and again.

In my experience local issues are best dealt with at a local level, and only occasionally does any other part of our organisation need to become involved. This only becomes an issue when the big picture that involves the sport as a whole becomes the issue.

I have sat around the table at HGFA Board meetings representing state members and I never once thought that I was towing a line

for the Board. I was just doing a job for the state members and for all the membership and the sport as a whole, and this is the way all the reps would be thinking, that is the way it goes. Graham, these are not selfish people. These people have the best interests of the sport foremost in their minds and have put up with the tedium of these meetings in some cases for over 10 years... have a go.

So is there a better way to choose a rep? Probably not in any practical way. Unfortunately I see less pilots these days than I once did, but I am happy to pick from the list supplied and take my chances. There was one nominee in a white shirt and thin tie with short hair that I thought looked respectable enough; and another called Moyes who I thought would know a thing or two; and someone with a beard who was into mountain biking that I would have to consider far more carefully. How well do we know these folk? Well, probably better than your local polly by the time the spin doctor has re-shaped the personality and polished the credibility.

The internet is an elitist and unworkable notion until everyone has the ways and means... hey, then we wouldn't need Skysailor either, would we Graham?

Skysailor isn't Skywings and it isn't APN. I subscribed to Skywings before APN was around and it wasn't that much different to Skysailor, except that it has more colour, more paragliding and parascending, and a much larger membership and advertising base to pay for it all. And Graham, I thought you wanted a more simple publication?

APN started off as a membership list and grew a bit along with the membership, but it is relatively easy to pull off. It is not national, doesn't have to canvas all the national issues and politics and can be a bit silly, which our Federation magazine can't really do as it needs to maintain editorial credibility. If you feel the need for a paragliding/club paper in your area then start one. We did in 1991 and it's still running on a shoe string, an oily rag and lots of inspired enthusiasm. But as every editor has said over and over again, you only get the magazine your members help create. (You only get the magazine your members help create. Ed) No articles, no magazine. I'm sure that if members want a particular style

of Skysailor we can have it, just let the Editor know (*with your style request backed up by contributions of course! Ed*).

Finally, I felt personally insulted by Graham's spiteful attack on Ian Jarman's job security. Ian probably has those that love him and those that hate him, but most people don't really know him or what he does on a day to day basis. What he does is work long and hard FOR US, and has done so in a professional way for many years. So if you think you could do it better... fine. Otherwise please be a bit more respectful of one of our sport's finest.

Robin Gauld

(Formerly an original Board member of Skyhigh Paragliding Club, a committee member of the VHGA as well as its President – and loved every minute of it.)

Passing of a Friend

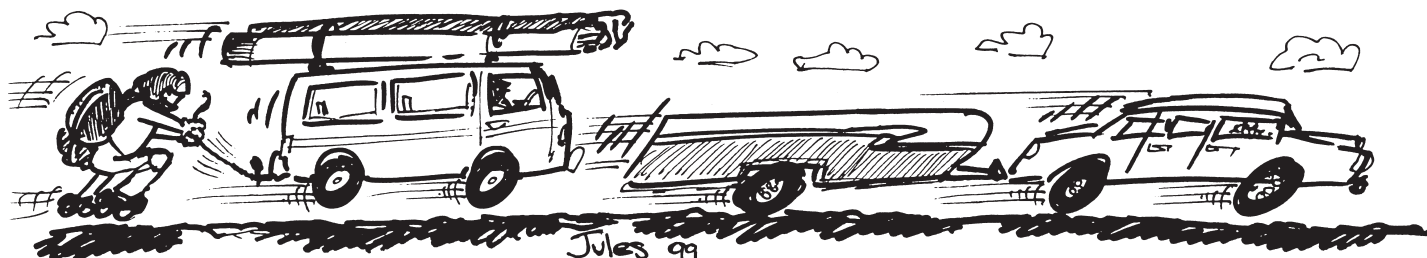
► It is with deep regret I have to inform you of the passing of Geoff Loader, a keen and friendly paraglider pilot. He was a regular to Bright and a real nice guy who will be sadly missed. His bag was packed and his paraglider was waiting for him at the door, but he took his journey in a different direction taking his own life. We will miss you Geoff.

Barrie Shaw and family

Classifieds Website

► I'd like to inform the HGFA community of a classifieds website that I've put together. It's by no means meant to replace the classifieds section in the back of this magazine as not everybody has internet access. However, it is a very quick and efficient means of advertising gear, and I mean that I think should be available to our community. It is not an official HGFA website; I am supplying this service free of charge simply for the benefit of pilots.

The website is fully automatic. When you type an ad in, as soon as you hit the enter key your ad is up for everyone to see. It is private, that is you will not find it on any search engine, as I really do not like people outside the HGFA having access to hang gliders (they tend to hurt themselves and give the sport a bad name). There is an extract on the site from the HGFA Ops Manual regarding the categorising of gliders.



You have to register to place an ad. This is there simply to ensure that everyone is being genuine, as there is no editing of ads. What is written is what is on the net. You can provide whatever contact details you like, phone, fax or email. Your ad can be as long as you like (text does not take up much space on the web). You can place links to photos of your gear. The site is very flexible, it is free and it works. It has had over 900 visits in the last two months. Take a look, place an ad for some of your gear. It is my small positive contribution to the sport.

The address is: www.globec.com.au/~mikerose/cgi-bin/Ultimate.cgi

Mike Rose

Persons buying any HGFA administered aircraft should ensure that it is suited to their experience level. Ops Manager

Classifieds

▶ Regarding the recent and ongoing debate about advertising in Skysailor, perhaps the following formula might be a solution:

Total value being advertised:

Up to \$1,000	nil cost
\$1,001 to \$3,500	\$10
Higher than \$3,501	\$15

This would solve the problem for the 'one off' sale of an older model glider, radio etc, but recoup a reasonable fee from those selling something of real value. (Same rules would apply to both HGFA and GFA members).

Martyn Yeomans

Proposal to Develop a Collaborative "Sports Aviators Database" for GPS Use (VFR)

▶ A great many sports aviators and apparently pilots of the RFDS are using a very large number of Australian private airstrips which are not annotated in the aviation databases contained in GPS receivers. As more and more sports aviators avail themselves of the efficiency, convenience and accuracy of GPS, including small handhelds, this deficiency is becoming more notable. I have identified (and tested) a software solution which allows entering and editing of private (and other small) airstrip information into the aviation databases normally maintained by Jeppesen.

I have corresponded with Garmin to this effect and sought their support for a regional database option which would enable VFR sports pilots to avoid the complex and expensive IFR Jeppesen databases (which typically contain half or all the world's navigation data). The Garmin reply was that there was little commercial interest on their behalf, but that Jeppesen might be interested in pursuing this option. Their legal

department also indicated that unauthorised developments of their software breached copyright restrictions. I followed up with correspondence and personal contact with the Director of Jeppesen Australasia. He was enthusiastic of the concept but highlighted Jeppesen's core business as IFR data only. His suggestion was that all sports aviation associations and the RFDS in Australia might consider collaborating in the development of such a database (private airstrips, AUF club strips, gliding fields, emergency strips for the Flying Doctor service, etc) and identify the total user base and market potential of this combined group. It would then be possible to find an Australian software developer to compile this data in a form which the GPS manufacturers – or indeed Jeppesen – could authorise for the required use.

I have no commercial interest or intentions in such a development, but am pleased to put the proposal forward.

Also, without infringing any copyright issues, I have compiled a user waypoint database suitable for a number of hand-held GPS receivers and made it available together with appropriate software links on a website: www.med.monash.edu.au/crh/personnel/joeh/waypoints.htm

This database contains most of ERSAs and several private airstrips, together with the relevant elevations, communication frequencies and runway directions. It is meant as an example and demonstration of the kind of information a more comprehensive sports aviation database might contain in the future.

Joe Hovel, AUF member, <joe.hovel@med.monash.edu.au>

Request from Romania

▶ First of all allow me to introduce myself: My name is Daniel Lupasc, I am 30 years old and am looking for help to practice paragliding. Here we cannot afford to buy a paraglider because the salary here is only US\$60 per month. So if you have any equipment you don't use anymore, PLEASE consider sending it to us. We can fly with used paragliders, but we cannot fly with nothing!

My address is: Mircea Daniel Lupasc, BD. Unirll Bloc 41 Apartment 36, Targoviste 0200 Dambovit, Romania.

Happy New Year to you all.

Daniel Lupasc (PG pilot since 1994)

Ed: In further correspondence from Daniel, he requests that I specify that "anyone who wants to visit Romania is more than welcome. We are far from rich but they will have wonderful time here." His email address is <daniellupasc@yahoo.com>

WILD TURKEY ADVENTURES

Adventure 2000

The ultimate paragliding tour of the century. Starting from Turkey, criss-crossing Europe and finishing in Spain. This hop-on- hop-off tour is the most economical way of exploring the best sites in Europe. This budget tour is expected to last six weeks (3 Jul - 13 Aug).

Cost: Give me a call.

Coverage: Turkey, Greece, Austria, Italy, Switzerland, France, Spain and Balkans (Subject to modifications due ever changing situation in Balkans).

Autumn Adventure

A full on paragliding adventure for hard core paragliding pilots in the south-western part of Turkey along the Turquoise Coast.

Come and indulge yourself by flying over the most scenic places on earth. Spoil yourself with a SIV course (advance manoeuvre clinics) over Oludeniz. Experience Turkish life style as a guest not like a tourist.

Besides flying, we enjoy activities like swimming in ancient Turkish baths, swimming in 36°C thermic swimming pools in rural Turkey under olive orchards, mud bath, and experiencing real Turkish life style.

This three weeks long (27 Aug - (c) 15 Sept) trip will cost \$A1,650.

Included: Transportation (in Turkey), retrieve, accommodation and food.

Options: Different plans are available for people who cannot come for the full three weeks or prefer to arrange their own accommodation and food.

Extras: SIV (advance manoeuvre clinics) at Oludeniz where Security in Flight video by Jocky Sanderson was recorded.

Contact Hakim Mentès as early as possible.

Mobile: 0412 617 216

Email: hmentès@ozemail.com.au

Web: <http://fly.to/WildTurkey>

Tallow Beach Endurance

DANIEL PETERSON

The idea of record breaking has always captured my imagination, and learning to fly a hang glider in January 1999 set my imagination soaring. On Friday, 7 January 2000, Trev and I were down at Byron Bay for three days to share the beginner glider that I own. After a good hour or so flight for the both of us in the afternoon, Trev decided he would be visiting friends in nearby Pottsville the next day, but be back on Sunday. So with the glider all to myself, and with the surprisingly consistent conditions (in my opinion) over the last week or so, the window of opportunity opened.

With a good night's sleep under my belt, and well aware of the need to watch out for signs of fatigue during the flight to come, I arrived at the Tallow Beach ramp at about 9:15am. As expected the wind was from the south. Anticipating the direction to come round to the south-east, I started setting up alongside two tandem instructors (Peter and Montie). At around 10:15am I was behind the other two waiting for the wind to come round enough to launch safely. The two instructors launched at about 10:30am, but I waited for a third instructor (Joe) and a slightly safer wind direction.

Launch at 10:50am. After a good launch I spent the first hour concentrating on my breathing, coolly and calmly. I kept telling myself that it was going to be a long day. Things got harder and more mentally draining after the first hour. During the second and third hours I found myself becoming concerned about safety, thinking about such things as chute deployment, which part of the glider would "wear out" first, hangstrap breaking, even a fear of falling had set in. My mind seemed to be playing tricks on me. I hadn't experienced these fears before and consequently was unsure of how exactly

to deal with them. However, I was aware enough to realise it was my mind playing tricks on me and that it was not worth landing for (although I would not have been disappointed if the weather or something had forced a landing!).

I had taken up with me two apples, two oranges and one litre of water. Now in the third hour, having dropped one apple and discovering my second apple was bruised to the point that only one third of it was palatable, I paced what I had left to last the next six hours.

In the fourth hour I noticed how all the tandem schools seemed to go in cycles. As one big crowded group they set up, flew, then packed up. So I calculated that if I could hang out for another three 'cycles', I would have broken the old record. This helped break up the time.

By now I was really regretting my decision to leave the jumper in the car, as my arms and hands were becoming very cold. My legs were also cramping up as my feet, with shoes on, do not fit very well in the bottom of the harness. However, by shaking and stretching my legs and feet I was able to avoid any serious cramping. My goal was to break the previous record of 7 hours

The view certainly wasn't boring
Photo: Daniel Peterson

How old is your paraglider... really?



Getting ready for the big flight
Photo: Tim Peterson

10 minutes and go for a flight of 8 hours. As the day went on I tried to predict how much extra I could add to the record until it got too dark to continue. I calculated it would be possible to go for nine hours, but very quickly told myself not to set my heart on it. Mentally I started feeling a lot better when I got to my previous personal best of 5 hours 36 minutes, and realised that breaking the record was indeed possible.

During the following hour I had a sense of not wanting to break the 7 hour 10 minute barrier because of a fear that if I did I would not have something to aim for. Maybe I just enjoyed all the preparation and anticipation before the flight so much that I did not want to lose the chance to do it again. Following this "fear of success" I had a sense of pride and accomplishment as the seventh hour approached. I knew that as soon as I landed I would simply have to contemplate what my next short-term 'life ambition' would be.

Now that I had bumped up the record to 8 hours and the conditions were still favourable I decided that it was 'GO, GO, GO' for the nine hour mark. The last three hours of the flight were the best. I felt good. Afterwards I thought that even if I had've launched two hours before I did, maybe I could still have gone all the way to dark. Eventually and inevitably 7:50pm came and I was already above the beach in landing approach. Above my intended landing spot I did a left hand 360 but came out way too short and came to rest on my knees and wheels in the sand dunes next to Tallow Beach. With just a scraped knee I thought gravity had treated me pretty well. But where was everyone? Then over the dunes came Bumble (Brian B) to help get my glider into the pack up area. I'd done it!

PHILIP BROWN

In the early days of paragliding the rapid development of gliders in both performance and stability meant that (notwithstanding a few well documented cases) the paragliders generally became obsolete before they were worn out. However, now that the development curve has flattened out a little, more and more will the life of a glider become an issue. This is not just for the advanced pilot who flies a lot and generally wears gliders out anyway, but particularly for the intermediate pilot who only gets to fly on weekends.

So how long should your glider last under UV degradation? Well I am not going to attempt to answer that question as it is up to the glider and fabric manufacturers to do so. However what is of interest is how you treat and actually judge the age of your glider.

Firstly let's look at an advanced pilot who is very 'current' and gets to fly regularly.

Typically he or she may follow this scenario:

- Get to launch; assess the conditions; wait until judgement suggests it's time to get ready; unpack gear minus glider; kit up in flying suit, harness, instruments etc etc. The glider typically stays in the bag. When the pilot decides it's time to go, the glider comes out of the bag; clip in; do checks; and subject to timing with the cycles coming through, launch.
- Fly.
- Land. Unclip and pack glider. Or perhaps put the glider into a stuff bag and then take as long as possible packing the rest whilst flapping the jaw.

Elapsed time of UV exposure? Let's say (and I admit this is where it becomes inevitably a bit subjective) the glider is open on launch for 10 minutes. The experienced pilot will have maybe an average of 1 hour in the air per flight? Perhaps 40 minutes. Landing paddock? Let's add another 10 minutes. So for 40 minutes in the log book, the glider has had one hour of UV exposure. **Or for 150 hours in the log book, the glider has had 225 hours of UV exposure!**

Now let's look at a beginner/intermediate pilot who averages say 20 minutes per flight.

- On launch the first thing that comes out of the bag is usually the glider. It gets laid out, lines checked, clipped to harness, etc, often long before the pilot intends to launch. Some conscientious pilots then bunch it up and move to the shade, but I would suggest these are the more experienced. So with a little less confidence and a (rightly so) more conservative and tentative progression towards actually launching, 20 minutes is not an unreasonable estimate of the time the glider spends open on launch.
- Fly. 20 minutes average? Probably a bit generous bit will do for now (I'm looking at inland rather than coastal flying).
- Land. Flap the jaw even more. Pack the glider. Say 15 minutes UV exposure. Elapsed time? 20 minutes in the log book, 55 minutes of UV exposure. **Or for 150 hours of logged flight, 413 hours of UV exposure!**

Dramatic isn't it? And this is only the sun exposure. We haven't allowed for the friction/wear associated with aborted deployments, or the higher frequency of folding/packing associated with shorter flights. It also highlights why the more experienced pilots may be getting more life out of their gliders.

The point? Be aware how much sun your glider is getting. Oh, you can fiddle with the above figures, as of course they are only estimates. But the indisputable fact is that para-gliders are a consumable item, an aircraft that is going to wear out much more quickly than other heavier, less portable types. If you don't like it then take up another form of flying, but if you want to mitigate the deterioration then look at the overall exposure and without compromising your 'safety-first' decision making and checking procedures, keep that wing in its bag until it really is time to fly.



Flight Computers

A review of the LNAV and SN10

LUKE DODD

Variometer/flight computers are becoming increasingly powerful and versatile instruments. They offer the soaring enthusiast a wealth of information. As I have flown with both the Cambridge LNAV and Ilec SN10, I thought a review article from a user's perspective may be of some interest to fellow soaring enthusiasts. As I have no commercial interest in either product I feel I can make a worthwhile comparison of the two.

The Cambridge LNAV and Ilec SN10 are both flow sensing variometers. After placing a request on the <rec.aviation.soloaring> newsgroup for a 'pros and cons' discussion of variometer principles, I sparked quite a lively debate from the experts on whether flow sensing variometers or pressure transducer based variometers are preferable. A flow sensing variometer relies on differential cooling when air flows over a pair of heated thermistors. Rate of climb indication is derived from this differential cooling. Pressure transducer variometers rely on the reduction in air pressure with height, in effect an ultra sensitive altimeter.

After esoteric design principles of analogue to digital converters were thrown about, I must admit to being none the wiser. Most experts considered pressure transducer based instruments theoretically superior, whether this equates to a significant real world advantage is unclear. One consistent point raised on the newsgroup was that variometers need altitude compensation via a temperature probe to be accurate. Without fear of too much criticism I think that for the vast majority

of soaring enthusiasts, if you stick to a well-known brand of vario then you can't go too far wrong.

I will now discuss the functions of the respective flight computers as this is where a significant difference exists. Please don't assume that because I have glossed over the vario function that it's not important, it is, as we all know one of our most important instruments. However, it is difficult to stand up and categorically state that any particular variometer system is clearly the best for the soaring enthusiast.

The first flight computer I owned was a Cambridge MNAV which I purchased off a fellow Club member. Although a basic unit by today's standard it was well-built and simple to use. When Ian McPhee offered a very attractive trade-in I decided to upgrade to the LNAV. The LNAV arrived with flask, leads and an analogue readout, your choice of 57 or 80mm display. The various leads plug into telephone-type sockets at the rear of the unit. The LNAV has pneumatic connectors for pitot, TE probe, static and capacity. The build quality of the unit was reasonable.

The LNAV fits into an 80mm panel cut-out with an LCD screen (47x37mm) for display. The display is not graphically capable, essential data is displayed primarily in digit form. In addition to the on/off volume control, five push buttons operate the unit. Pressing the left or right arrow key changes screens, while a value on the screen is changed with the up or down key. The longer a button is held down, the faster the value is changed. In rough conditions you get a few interruptions as your finger slips off the small push buttons. The optional remote control unit is worth considering.

The LNAV offers a main flying screen, which displays a number of important variables. The pilot can set one of three home screens depending on what information he wants shown. The 'go' button is a useful feature which instantly returns the LNAV to the home screen from anywhere in the menu.

Probably the two main features of the display are a 'speed to fly' bar graph, and a glide slope indicator. This visual display of 'speed to fly' is backed up by the audio output. I never found the visual 'speed to fly' display useful in flight, preferring to look outside and listen for the audio queues. The

glide slope indicator (which is total energy dependent) consists of a line with a dot in the centre, this depicts the glider, and another line with a gap in the middle represents final glide altitude. The height of the glider above or below this line is proportional to your height above or below the glideslope. It is quite a neat arrangement, which works well in the air. A glance at the LNAV's display shows whether you are on glide slope. This is preferable to looking at a 'height required' figure and comparing this with the altimeter reading. I found final glides accurate and reliable, which quickly gave me confidence in the instrument and allowed one to set 500ft finishes comfortably.

The main screen also displays your current altitude using the LNAV's built in altimeter. I found this readout useful during low saves in weak lift. My mechanical altimeter is a little sticky and won't show any height increase until you've gained about 100ft. The top left portion of the screen can be configured to display either netto average, achieved glide angle, track error in degrees, average climb over the whole thermal or the McCready setting. If you have a GPS connected, the bottom portion of the screen provides a readout of the wind component. Finally, the distance from goal and a 30-second climb average complete the data displayed. The second flying screen, selected by pressing the right arrow, replaces the wind component reading with the McCready setting and headwind estimate. Additional screens either side of the home screen are primarily for data entry such as goal elevation, bugs, water etc. However there is a thermal statistics screen which shows climb average over the whole thermal, percentage time spent thermalling, etc.

According to the manual, the LNAV has the ability to accept GPS data from any NMEA 0183 compliant GPS device. I used the NMEA output of my datalogger, which had no problems communicating with the LNAV. Selecting a turnpoint in the datalogger's Navigation Page automatically brought up the distance-to-go on the screen of the LNAV. The wind calculation function also worked as advertised. However, one must note the LNAV is optimised for Cambridge's GPS NAV. With non-Cambridge GPS devices your goal altitude must be manually

entered, that is aerodrome elevation plus your finish height, and final glide calculation around the last turnpoint is not available.

The LNAV was delivered with software version 5.6 and I found a small bug in the system. The Netto average display did not read correctly. An email to Cambridge in the US confirmed the 'bug' and the latest software, version 5.7, was delivered in a week. The operating system is stored in a ROM chip. It was a simple matter of opening the case and replacing the chip. Quite impressive after sales service.

With a GPS connected the LNAV calculates three wind values, an instantaneous headwind/tailwind and averaged HW/TW and a vectored wind. It is beyond this article to describe each one fully. I found it difficult to keep track of these three values and the significance of each in flight. The LNAV can be used perfectly well without a GPS unit connected to it. In this case it counts down distance via dead reckoning taking airspeed data from the glider's pitot.

The LNAV also has the facility to accept temperature and 'G' loading data. A temperature sensor and 'G' meter are available as optional extras. I was surprised that a temperature probe was not supplied as standard with the LNAV, particularly considering the importance of temperature data for altitude compensation in a variometer. With the 'G' meter fitted you have the option of climb/cruise switching automatically determined by 'G' forces as you thermal. Without the 'G' meter option climb/cruise switching can be based on a manual switch or GPS derived via heading changes as you start thermalling. I prefer manual control of the climb/cruise mode.

The LNAV has an extensive set of parameters, which require configuration by the pilot. Polar data, vario response, meter scale, sensitivity of the speed command graph, choice of two audio patterns, choice of average display, units set-up for distance and climb, etc.

As with all flight computers the LNAV requires calibration before it can provide accurate data to the pilot. Airspeeds, ASI zero point, altimeter, TE compensation, can be adjusted by the pilot. I had the most difficulty with the wind calibration procedure. This requires you circle the glider in smooth air (constant air speed) and note the difference between the maximum headwind and tailwind values displayed. The difference is the offset that must be entered into the LNAV. During a circle the maximum head-



Pilots perspective of the LNAV

wind value equals the maximum tailwind value. Any difference is due to errors in the glider pitot-static system. I found determining and entering this value whilst keeping a lookout and flying the glider tricky. I felt I never really achieved an accurate calibration. The calibration procedure must be performed before convection starts or very late in the day. Smooth air is essential as any thermal related gusts distort the wind value and accurate calibration is not possible.

The Cambridge also has undercarriage and spoiler alarms built in, you only have to wire up switches to the respective pushrods and connect these to the LNAV.

Overall I found the LNAV a straightforward unit to use. Its Vario response was good and I liked its final glide display. However the LNAV has no task entry or flight computer/planning capabilities and is best described as a final glide computer and variometer. The LNAV can be expanded with the addition of the PalmNav, which uses a palm-top PC to give a moving map display and task planning capabilities. The PalmNav will only work with a Cambridge GPS NAV, the combination of LNAV, GPS NAV and PalmNAV requiring a considerable investment. As mentioned Cambridge after-sales service is good and regular updates, improvements and fixes to the operating system are sent free to owners.

The SN10 is a significant step up in versatility and power compared to the LNAV and can lay just claim to being a true flight computer. I was impressed with its compact size and quality of construction.

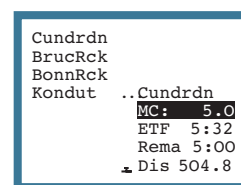
The SN10 provides task planning and editing, a moving map display, graphical thermal height band depiction, comprehensive in-flight statistics and a flight recorder. All in a compact and self-contained package which fits into an 80mm panel cut out! The SN10 also plugs into a computer via the supplied cable for updating the unit's operating system and downloading data from the flight recorder. There is no need to replace

chips inside the unit to effect operating system updates.

Owners of the B100 will quickly identify with the SN10. David Nadler designed the software and a lot of the hardware in both instruments and they share many features. However, the SN10 is a significant improvement on the B100. The SN10 measures just 85x89x157mm. The plastic knobs of all switches have to be removed to install the instrument in the glider. The

bottom two operating switches fit through the instrument attachment holes. This requires a little care with installation. However it has allowed the screen to be as large as possible, the dot matrix display measuring 63x45mm. The SN10 requires no capacity unit and hence has only three pneumatic connectors at the rear. The unit uses standard computer DB connectors, which are secured onto the instrument via locking screws. The SN10 comes standard with integral 'G' meter, temperature transducer and a 57mm analogue readout.

The SN10 provides the pilot a lot of information and initially it looks a complicated unit to use. However after six flights I felt I had mastered the instrument. It proved to be simple to operate but also extremely powerful. If you do get stuck whilst operating the SN10 just push the help button for guidance. Also the information afforded the pilot is very useful and certainly helps you maximise task speed by providing comprehensive statistics.



After power on, three knobs operate the SN10. One selects the page, one moves a cursor on that page and the

third alters the value highlighted by the cursor. Data is entered into the SN10 by turning the 'value' knob, the speed of entry is increased the faster you spin the knob. The switches have detents, which provide the pilot with tactile feedback. With a little practice this allows screen changes without looking at the display. It's a very clever arrangement. The remote control unit is an optional extra but definitely worth purchasing. The remote fastens to my left leg via velcro straps. After a couple of flights you can operate the SN10 intuitively with this arrangement.

Your task is entered on the Task-Planning Page. Once all turnpoints have been selected the task distance is displayed on the screen. Enter the McCready setting and the SN10



gives an Estimated Time to Finish, ETF. The final variable displayed is the time remaining to complete the task. This page supports in-flight task editing if conditions dictate a change of plan. The SN10 will recalculate distance and ETF when a task is modified. In effect providing a 'what if' calculator function. This ETF is also updated when the McCready setting is altered in-flight. The Moving Map screen depicts the glider on task. You can quickly note any track deviation on this screen. Airspace data can also be incorporated onto this page, however turnpoints in the database are not shown in the background. You can orientate the map to show north up or track up and a zoom function is available.

Avg	6.4	MC	7.0
BonnRck	Water	0	
Out	1.8	Bugs	0%
Left	1.6	Wind	215
	071	at	27
Q	29.92	Alt	8531
055at	54	Fin	1191
STI	---	--	39128

The next screen displayed is the Status Page. This shows the average climb rate, the

turnpoint, distance from, track deviation and bearing to the turnpoint, QNH, bearing, groundspeed and the start time interval. The McCready setting, water on board, 'bugs', wind, altitude, your finish height and the altitude deficit to reach goal are shown on the right side of the screen. Some pilots find the information cluttered and difficult to read, judge for yourself from the illustrations. Once the layout is learnt, information can be extracted in a timely fashion. I find I use this screen most often in flight. This page also depicts the glider with respect to the final glide altitude. I must admit I like the way the SN10 displays important information on a small number of screens. It makes for less page switching and head down time. In addition you can alter a setting on any page it is displayed. For example, the McCready setting can be changed in any one of four screens.

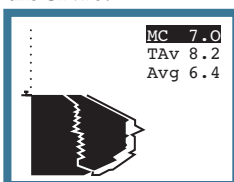
Wind	215	at	26
-87%	certain		
Headwind	0		
8-10	210	at	28 00
6- 8	220	at	24 02
4- 6	110	at	26 04
2- 4	120	at	24 06
- 2	115	at	2 37

The Thermal Height Band Page graphically displays thermal strength against height for the current thermal

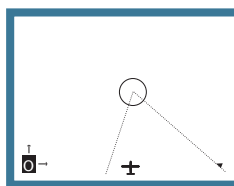
and the previous two thermals. The thermal and 20 second climb rate average is displayed in the top right corner below the McCready setting. I leave a thermal when the climb rate drops below the thermal average. When final glide altitude is approached a horizontal line appears across the page. A glider symbol indicates the relationship of your aircraft to this altitude. One can quickly decide if it's worth staying with this thermal to achieve final glide. I was thermalling 20km from the final turnpoint of a 300km task recently. I was surprised when the final glide symbol

showed on the Thermal Page as I was 90km from home.

I stayed with the thermal as a result, achieved final glide, flew around the last turnpoint and then home. I am not used to long final glides in my old Astir. Final glide calculations around turnpoints are no trouble with the SN10.



calculated. Highlighting the wind value with the cursor and pressing 'enter' copies this wind value to the Status Page for final glide calculations. An arrowhead in the top right depicts the wind direction relative to the glider's heading in real time. This is particularly helpful in visualising thermal streets or wind on a ridge. The other great feature of the Wind Page is that it displays the wind at different height bands, which is great for showing up windshear. On a recent 300km task with a 20kt wind blowing, the SN10 indicated windshear at 6,000ft. During the second climb of the task I lost the thermal at this height. Recalling the direction of the shear displayed by the SN10 I quickly re-located the lift. I took the thermal to 11,000ft with an overall climb rate of 8kt.



Pilot's perspective of the SN10

The Wind Page shows the wind speed and direction, and in addition awards a 'certainty' rating to the value

calculated. Highlighting the wind value with the cursor and pressing 'enter' copies this wind value to the Status Page for final glide calculations. An arrowhead in the top right depicts the wind direction relative to the glider's heading in real time. This is particularly helpful in visualising thermal streets or wind on a ridge. The other great feature of the Wind Page is that it displays the wind at different height bands, which is great for showing up windshear. On a recent 300km task with a 20kt wind blowing, the SN10 indicated windshear at 6,000ft. During the second climb of the task I lost the thermal at this height. Recalling the direction of the shear displayed by the SN10 I quickly re-located the lift. I took the thermal to 11,000ft with an overall climb rate of 8kt.

The Flight Summary Page shows your distance to go, distance flown, elapsed time, percentage spent

climbing, total time in-flight, cross-country speed and average climb rate since starting the task. After a quick review of your progress you can modify the task if required in the Task-Planning Page. This is great for POST and I also found it useful on a recent 500km flight. As I did not start the task until 12:30, I had doubts about completing the flight. Halfway around the SN10 predicted I would finish at 18:05. I pushed on and completed the task at 18:15 having used the last thermal 50km from home.

The Alternates Page provides a list of landable fields within reach from your present position. A useful feature if the day is dying or weather forces a diversion and landing. Other screens available include a Timers

Page for start time intervals and POST times. Vario tuning can be quickly altered in flight, with a choice of two response times depending upon thermal conditions, 'Filtered' gives a one second response and 'extra slow' three seconds. The SN10 also has a significant lift alert alarm, which sounds if you are in the cruise mode dead-band and fly through a good thermal. Finally, the last two pages of the SN10 are the Flight Recorder Page and a Simple Final Glide Page.

The SN10 has two modes of operation, Flight and Setup. In Setup mode the SN10 is customised to your requirements, additional screens are available which are not seen when the SN10 is in flight mode. The glider's polar is entered along with weight, ballast capacity and calibrated airspeed data from the glider's manual. The pilot selects which average read-outs to display and the audio tone pattern. You have a choice of ten audio patterns. Some options are copies of that offered by other manufacturers. You can also adjust the dead-band of the speed to fly audio. There is a volume co-efficient setting, 0-10, which automatically increases the volume of the audio as your air speed increases, pretty neat! The SN10 will even display a performance index, which is computed during flight and indicates whether the glider is achieving its polar.

The SN10 will work with any GPS unit transmitting the NMEA 0183 protocol. I connected my datalogger without incident and the SN10 functioned exactly as the manual stated. It also works well without a GPS and counts down distance to the turnpoint by dead reckoning.

The built in flight recorder is approved for competitions, however it is not IGC approved, and I believe there is no plan to seek IGC approval in the future. Flight logs are downloaded from the SN10 in IGC format ready for analysis. When the SN10's flight recorder is engaged the unit alerts you to arrival at the turnpoint and automatically cycles to the next turnpoint of the task. The



competitive pilot will also find the SN10 a useful back-up to a dedicated flight recorder with the addition of a simple handheld GPS.

I have very high praise for the SN10. I believe it be an excellent product providing the cross-country and competitive pilot a powerful tool to maximise his performance and enjoyment of the sport. Its price is on par with the LNAV, which represents excellent value. Particularly when you consider the SN10's features put it on par with the LNAV-PalmNav-GPSNav combination from Cambridge. The SN10 is definitely the better unit by a significant margin. With such strong convictions you'd think I had a vested interest in Illec, not at all, I am just a very satisfied customer.

With regards to pricing, exchange rates play an important part in the purchase price. The Cambridge unit is manufactured in the USA, while the Illec product is produced in Germany. The Australian dollar has fared well against the German Mark most of this year and rather poorly against the Greenback. Also with the GST looming you will need to consult with the dealers for exact prices, Bruce Taylor (Cambridge) and Dion Weston (Illec).

I have not mentioned the Borgelt instrument's B50 and B57, vario and flight computer package in this article. I have no personnel experience with this combination. However the no nonsense 2x8 LCD display of the B57 provides most of data the cross-country pilot needs. Some pilots prefer this simple form of data presentation finding it less distracting. Certainly if one is looking to update to a modern vario/flight computer system one needs to consider Borgelt products. The price of the combination is comparable to the LNAV and it provides task statistics that the LNAV doesn't. I do use a B40 as a back-up vario, the B40 accepts a 9Volt battery which mounts on the rear of the instrument and will provide audio vario and averager capabilities in the event of battery failure. It is a very well made unit. With Borgelt products you have the manufacturer based in Australia.

Finally, the pilot must be careful not to get absorbed in all the information afforded to him by today's modern flight computers. Approaching turnpoints, during low scraps and even enroute it can be tempting to stare at the display and not look out. Despite flying with an SN10, which does provide the pilot with many display options, I find I look at the instruments less and less these days. Preferring to look outside, listen to the vario and feel what the glider is doing. However it's nice to have detailed information available at your fingertips when the need arises and in this respect the SN10 is hard to beat.

March 2000

Safety information from the Chief Technical Officer – Airworthiness

Pilot Harness Systems in Sailplanes

Every glider pilot tightens the harnesses prior to take-off with the intention to make sure they will work properly when needed. Or just because it is part of the pre take-off check.

However, what are harnesses there for? Commonly the answer is to hold the pilot in place when flying in rough air or when there is a cable break during a winch launch. Sure, that's one purpose of the harnesses. Once the buckle is closed properly and the straps are tight, every harness will cope with this duty.

The other task of a harness system is pilot protection in an accident. This is a far more complicated task and needs some more consideration.

If you ever get the chance to look at accident statistics with gliders, think about what would have happened to the pilot in this accident when the harness didn't work properly. Frightening! Most accidents happen during take-off and landing, and in particular during outlandings. Most of the pilots survive with no or very little injuries. Once the harness system doesn't work properly in such an event the chances to survive fade away rapidly.

The GFA has published a chapter in the Manual of Standard Procedures (Airworthiness) as well as several Airworthiness Directives and Airworthiness Advice Notes to inform technical officers in Australia about the importance of good harness systems. I strongly recommend to every interested pilot to have a look at GFA AN 85, which every club airworthiness inspector should have. This AN summarises the important issues on one of the most important safety features in every sailplane.

A good harness system in a sailplane consists of a sound webbing which should not be older than 10 years. This is because the webbing deteriorates significantly when exposed to UV radiation. Unfortunately, the practice in General Aviation, where there is no life limit on webbings, is not a good guideline.

Furthermore, the buckles should be clean, rust-free and without any sharp edges so that they do not cause any damage to the webbing over the years. Webbing and buckles must fit together otherwise the webbing may slip through

in an emergency. The way a harness is attached to the structure is another key issue which is determined by the sailplane designer and must not be altered in any way without qualified justification.

After I have been on numerous airfields and in various workshops I was sometimes quite frustrated about the condition of many harness systems. Frequently economic considerations more than maintenance requirements determine the state of safety with respect to harnesses. Mainly, because the importance of a sound harness system in the odd occasion of an accident is not considered appropriately in decision-making.

Think about it and please read GFA AN 85.

Address List Available

An address list of all major sailplane and motorglider manufacturers, as well as their Australian representatives, and the most important suppliers (engines, propellers, spare parts) is available on the GFA web pages.

Any further information regarding this list shall be sent to the CTO/A to keep it updated.

Airworthiness Advice Notices

GFA AN 131 – Issue 2

Type affected: ASW 22

Subject: Miscellaneous airworthiness information.

GFA AN 37 – Issue 4

Types affected: Janus, Janus B and Janus C

Subject: Miscellaneous airworthiness information.

GFA AN 138 – Issue 1

Type affected: ASH 25 all variants

Subject: Misc. airworthiness information.

GFA AN 139 – Issue 1

Type affected: ASW 27

Subject: Miscellaneous airworthiness information.

Airworthiness Directives

GFA AD 511 – Issue 3

Types affected: Stemme S 10-V and -VT.

All serial numbers.

Subject: Variable pitch propeller – propeller fork 10AP-V08 of propellers 10AP-V and 11 AP-V/Project No 14-006.

GFA AD 525 – Issue 1

Types affected: Ventus bT, Ventus cT, Ventus cM. All serial numbers.

Subject: Extension of service life.

GFA AD 526 – Issue 1

Types affected: ASH 25 M all variants.

Subject: Inspection and exchange of the muffler.





SA State Championships at Balaklava

GEOFF HASTWELL

So – what was cooking at Balaklava?

To be brief: the weather! It was

simply phenomenal, not one

or two days – but every day.

Cloudbases between 10,000 and

13,000ft provided excellent climbs,

fast times and immense pilot

enjoyment and satisfaction.

Matching the incredible conditions was the Balaklava Gliding Club's superb standard of preparation and organisation, which had left nothing to chance. All pilots were invariably met by BGC members within seconds of landing to help get their aircraft back to the tie-down area. The hardest-working band of kitchen-ladies you might hope for also provided First Class catering!

As for the tasks, POST was the go each day for Club Class, with a mix of POST and conventional tasking set for the Standard, 15 Metre and Open folk. From a selection of turnpoints (turnpoint booklet provided with co-ordinates, headings and distances) pilots would select the best distance to fly, and aim to cross the finish line as close as possible to their optimum time. The new rules concerning finishing heights gave spectators at the clubhouse exhilarating views of homecoming aircraft, while radio procedures ensured that all was quite safe.

Mixed winch and aerotow operations worked well. The always efficient marshalling saw the respective winch and aerotow pilots either on different strips or on opposite sides of the active strip for take offs. Both tugs, courtesy of Kevin Warren of Port Lincoln, didn't miss a beat, while the two BGC winches provided sterling service. The fleet of almost 30 gliders was always launched in well under one hour.

Several overseas pilots attended this comp. From Germany came Klaus Seemann, Walter Binder and Thomas Wartha. Peter Gonczy, from Hungary, flew a Standard Libelle. Pam and Gerrit Kurstjens from the UK and Netherlands dropped in for a few days in their Open Class machines. They came with John Buchanan who treated all spectators to a wonderful aerial display in his brand new ASW 22-BEL before landing for the first time at Balaklava.

Aussie pilots hailed from WA, NSW, VIC, QLD and ACT, as well as from SA. Of course, many were in hard training mode for Barossaglide commencing immediately after the SA State comp. They were not disappointed as masses of cu's every day saw good streeting and ever increasing speeds. The highest speed was achieved on the final day when Bernard Eckey and Walter Binder pushed an unballasted ASH 25 around the task at a speed of 157km/h.

There is a host of anecdotes, tall and otherwise, arising from this championship. For example, one consistent and spectacular source of lift occurred at Booleroo Centre. This was promptly dubbed 'The Booleroo Express', and – with the exception of a micro-burst in the area on one day – was regularly encountered and used by delighted pilots.

Visitors to Australia sooner or later make adjustments to our patois, adopting lingo and slang to help fit in. So it was that German pilot, Thomas Wartha, team flying with his Melbourne-based friend Toby, observed a promising looking mass of cu ahead while out on track. But when Toby informed him that the clouds were over 100km distant, Thomas gave a terse and totally Australian reply: "Bugger!" That night at the bar, Simon Brown solemnly swore Thomas in as a fully-fledged "Aussie" citizen!

Never had we seen such dust devil activity on the airfield as during this week. Huge columns, fast-moving and powerful, surged across the strips and camp area at various intervals. One of them uprooted our marquee on the clubhouse lawns.

Just getting an aircraft down to reasonable finish height proved a real challenge on some days. Final glides were continually being mucked up much to the embarrass-

ment of the pilots concerned. Some pilots even resorted to pulling airbrakes – say no more.

As conditions meant long tasks were continually being flown, and with heat at ground level torrid, to say the least, prevention of pilot exhaustion became an urgent issue. Thus Day 4 was declared a rest day, and a most convivial winery tour of the Clare Valley (on an air-conditioned bus) was organised. That didn't stop several newly-arrived pilots from sampling the aerial vintage from 12,000ft, declaring it superb.

Just how superb, one might ask? Well, some visiting pilots in gliders like an ASW 22-BEL have set two new records for 1,000km flights (not part of tasks). Other delighted pilots achieved personal bests at Balaklava. Peter Goodale took his LS3 960km; Peter Temple flew 900km in a DG 200 one day; Chris Bailey flew his Hornet 822km on a POST task; Chris Lillywhite flew 788km in his Standard Libelle...

It was that good!

Also, as I've said, general operations matched the weather. John Welsh, over from WA, stood up at one briefing late in the week and declared: "I don't think I've ever attended a happier or more professionally-organised gliding comp."

There were many similar sentiments expressed in speeches at the wind-up dinner, hosted impeccably by the Balaklava Golf Club.

And that's just about all, folks. To sign off on a jocular note, I quote an obviously moved comps director, Bernard Eckey, who maintained in his wrapping up speech at the dinner: "This has been one of the shortest life of my weeks! Also, may I add, Bernard, one of the very best!"



Daily Winners

Club Class

G Stevens, P Temple, T Geiger, B Campbell

Standard Class

A Wright, P Coleman, P Buskins, J Welsh, C Lillywhite

15 Metre/Open Class

B Potter, G Parker, B Eckey

Overall Champions

Club Class

Bruce Campbell (Cirrus)

Standard Class

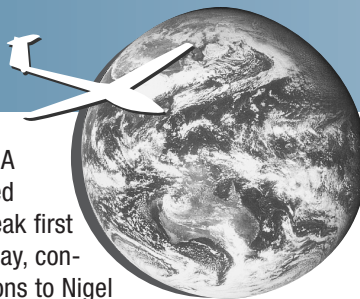
Chris Lillywhite (Libelle)

15 Metre Class

Graham Parker (ASW 27)

Open Class

Dion Weston (ASH 25)



Local News

Several gliding clubs have opened, closed or changed names during the past 50 years. Reading through some 1970 editions of AG I noticed one club with a rather unusual name – the Grogalong Gliding Club. I wonder what happened to it, and its correspondent, R Suppar?

Anne E

Waikerie Gliding Club

For those people unable to attend the club's annual presentation night you missed a great evening; and for the 50 plus who did attend, an evening of club history unfolded. Bill Mudge was honoured with a Life Membership of Waikerie Gliding Club. Ron Jenke, another Life Member, presented the award. Bill's involvement with the Waikerie Gliding Club spans over 33 years. His flying accomplishments, personal involvement and commitment to the club, have made him a deserving recipient of Life Membership. Up until this year the only position Bill had not held on the committee was that of President. This was rectified at the last AGM. Congratulations Bill.

The inaugural presentation of the Terk Bayly trophy was made during the evening by its donor, Art Hohmann. Mr Bayly was a frequent visitor to Waikerie in the late 70's and early 80's, and flew many memorable cross-country tasks from Waikerie, including Gold and Diamond distances. On 9 June 1998 Terk Bayly died peacefully in his home, in Meaford, Ontario, Canada at the age of 80. Next time you are at the club make sure you visit the clubrooms to see this magnificent trophy. For club pilots with fewer than 500 hours this is a trophy well worth receiving.

The Waikerie Gliding Club committee has decided to name a trophy in honour of Mitsuru Marui, who died after a mid-air collision at Narromine in late 1998. It is open to all club members and will be awarded to the fastest speed flight over 300km in a club aircraft starting under 1000m.

I know there has been a lot of debate about whether we are in the next millennium yet or not, but if we are then the first flight should be recognised. The honour of having the first flight falls to Nigel Baker and Takeshi Onuki.

It was a training flight in IKU, which is rather poetic after all the work IKU has done in the last millennium. The launch took place at 10:50am and lasted for five

minutes. A simulated cable break first up. Anyway, congratulations to Nigel and, as always when a special flight occurs, it was his turn to shout the bar.

Suspended in the rafters of the main hangar at Waikerie, the Grunau Baby has reached its half-century. The Grunau was born on 27 December 1949.

Its original builders, Alan Delaine, Ray, Ian and Peter Killmier, Brian Creer, Ray Dukes (deceased), Cliff Gurr, Kevin Sedgeman, Laurie Middleton and Duncan McCallum, are as proud of their baby today as they were 50 years ago. The gliding club was honoured to host a 50th birthday luncheon on the Grunau Baby's actual birth date. Over 50 people attended, some travelling from as far as Queensland just to be there on the day. Present day owners of the Grunau Baby, Terry Wynn and Geoff Osborne, were entertained with many memorable stories of its conception, birth, and milestones on the way to 50.

David

Vintage Gliding Association

After many attempts, the VGA has now been recognised as a formal GFA committee and will be reporting its activities to the council and executive.

Some support has been obtained for our participation in the International Vintage Rally to be held at Harris Hill, USA, in July this year. Five of our members are definite in the planning to attend. A decision has been made to take the Golden Eagle, despite the cost, however our American colleagues are organising help with transport in the USA.

The Far North Queensland Soaring Centre has generously donated their Schleicher K4 glider, VH-IKK to the VGA together with a sum of \$500 to help defray costs associated with its delivery. It will be kept at Bacchus Marsh, ready for flying at future rallies.

The VGA has helped Englishman Edwin Shackleton increase his tally to remain in the Guinness Book of Records for being the Most Experienced Passenger, having flown in most types of aircraft. After flights in the short and long wing Kookaburras, a Platypus and a Zephyrus, Edwin's total was 691 different aircraft.

Tighe Patching

Stop Press

A reminder that the Australian Gliding office no longer exists in Adelaide. All communications to Australian Gliding should be via the Secretariat.

The Gliding Federation of Australia
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

New record claimed

Miles Gore-Brown has claimed a new Australian 300km Out-and-Return record following a flight from Narromine on 16 January this year in his Discus 2b, ZK-GKS. Miles flew from Narromine to a latitude and longitude position north-east of Coonamble and back to Narromine, a distance of 312km in a time of 2:19:38 at an average speed of 134.4km/h.



Applications for Position of Team Manager

for Pre-World
Gliding Championships
December 2000
and
World Gliding Championships
December 2001

Applications are invited for this position to be submitted with details of experience to Paul Matthews by 31 March 2000.

PO Box 248
Parramatta NSW 2124
Fax: 02 9635 9499
Phone: 02 9806 7453 (w)
Email: <pbm@mflaw.com.au>



Wanted: Software Developers

We are searching for software developers to join our RACE development team.

Skills needed: Visual Basic, Microsoft Access, Glider Pilot (optional), Enthusiasm.

Please contact me for more details! email <achim.mueller@amssoftware.de>

Achim Mueller

223km – New Tandem PG World Open Distance Record Claim

On 11 January 2000, Manilla Paragliding Instructor, Godfrey Wenness and co-pilot Suzi Smith launched from Mt Borah, Manilla and flew 223km to claim a new Tandem PG World record for Open Distance.

The flight went in a north-west direction from Mt Borah over cotton and grazing farmland and took 7 hours 15 minutes on an Advance Bi-Beta 2 Proto. Conditions were slow for most of the flight with over 150km flown in blue sky, climbs only averaging 2-3m/s and many low saves. Heights of 2,300m and 3,000m asl were reached. The landing, with an FAI Official Observer present, was 100km west of Moree.

If the claim is accepted this will be the first time that a paraglider pilot has the Solo (335km, 16/11/98) and Tandem Open Distance World records at the same time.

This will be the 3rd PG World Record flown from Mt Borah, making it possibly the most PG record prolific site in the world!

Photos and a copy of the barogram is available for viewing at the Manilla Sky Sailors Club website: <http://gri.une.edu.au/mss>

The Big Sky Manilla Paragliding Open 2000 (CIVL cat 2) will be held from 4-11 March 2000 at Mt Borah. Info and rego at the above website.

2nd Grand Prix TV Series

Several years ago the Hang Gliding Federation of Australia embarked on an ambitious plan to improve the image of our sports, to increase public and commercial awareness, and to gain positive TV exposure. This was done in an attempt to ultimately increase interest and participation whilst improving our sponsorship potential. To do this we produced a TV Hang Gliding series – the Hang Gliding Grand Prix Series. The series ran over ten weeks on Australia's leading sport program, The Wide World of Sports, and then subsequently was on Pay TV and other free-to-air channels as specifically packaged programs. The series received very good ratings and hence the networks have been asking for another series.

The HGFA funded the first series which was highly criticised in some circles, but were always committed to ensuring that any subsequent series were fully funded from external sources. These objectives have now been achieved. The production costs for the new series will be fully underwritten by TWI with IMG acting as sponsorship broker. If a suitable sponsor is found then we stand to not only get the TV series produced at no cost but obtain a financial return from the series. TWI, who also have an agreement with the FAI for the World Air Games and World Championships, have become involved with the view of selling this new series around the world into the major sport TV markets. This will enhance its sponsorship value and expand our ability to promote the sport not only in Australia but worldwide.

This second series will be expanded to incorporate both hang gliding and paragliding disciplines. We are planning to film the series from 15 April to 15 May 2000, with Stanwell and Tumut being the main venues. We would like to encourage spectators to come along and watch the action which will involve some of the world's best pilots. For more details please contact the HGFA office.

Ian Jarman

Hargraves Cup 2000

Lawrence Hargrave, 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 & Paragliding Club are currently organising the 7th Lawrence Hargrave Competition. The 1st was held 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.

Entry fee will be \$40, which will include a BBQ and band, with booze and retrievals also being thrown in.

The Stanwell Park Hang Gliding & Paragliding Club challenge all pilots from all clubs to join in this historic tribute to honour one of the fathers of flight. The date of this great event will be on two weekends, 25/26 March and 1/2 April 2000.

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

Club News

Cloudbase Paragliding Club

The traditional flying gathering at Shelley Beach over Christmas/New Year was messed up a bit by the weather this year. Rain, cloud and consistently strong winds for over a week prevented flying on most days, although a few desperate types managed a flight or two. There was at least one good day at Dingo's Beach though, flying above dozens of dolphins surfing in the waves below.

The new site ratings seem to be working well, with a number of novice pilots safely flying from Bakewell in smooth evening conditions.

The winch is still operating well, and is getting a new line this weekend. I think we had a record day in January with 7 out of 8 pilots getting away cross-country.

The new weather station in Toodyay has been installed and for a short time was working on UHF channel 16 and phone number 04 08348877 before breaking down. Hopefully it will be up and running again before this gets to print.

The 1999 Cross-Country League has finished. We paragliders didn't make too good a showing. I was the leading paraglider in 10th place with 212 points despite the handicapping system, closely followed by Dave Humphrey on 178 points and Dennis Smith on 154 points. Best intermediate paraglider was Peter Machen with 84 points, and best novice was Bernie Lindahl on 50 points. The leading hang glider, Phil Knight, got 463 points so we've got some catching up to do even with a revised handicapping system for the new season.

Paid up Cloudbase members have received a newsletter this month! If you want to get the next one join up! Results of the first WA paragliding competition (run by Western Soarers) should be in the next Skysailor.

Mike Duffy

WA Hill Flyers Club

Well, our State comps, held in January, turned out a bit wet with WA recording its wettest January on record! I managed to escape the heat of Perth (and the wet), instead spending the New Year and most of January in Victoria visiting the good ol' coastal sites of Apollo Bay, Spion and Flinders. Great flying was had by both paragliders and hang gliders.

Back in WA a lot of pilots managed the trip down to Albany for the Christmas/New Year period, but unfortunately bad weather restricted the usual great flying to be had at Shellies, the Back Beach, etc. Apparently the weather did improve in early January and a few lucky pilots did get some good flights (Keith Lush and Mike Ipkananz to name a couple).

A reminder that the Hill Flyers Club now meets on the last Thursday of the month, upstairs at the Swan Districts Club rooms, Bassendean Oval.

See you in the air.

Rick Williams

Blue Mountains Hang Gliding Club

It's been a great month for the club, starting off with a friendly interclub competition with the Stanwell Park Club at Tumut. It was a two-in-one competition, involving both cross-country flying and fly fishing.

As far as flying conditions were concerned, they couldn't have been much better with the vast majority of pilots getting away on both days. In fact, the 20 pilots managed to clock up a combined total of well over 700 cross-country kilometres. Almost 600 of these were from Blue Mountains Club pilots, making us the clear winners of the flying section of the comp!

Fishing conditions didn't match the flying conditions however, with only one pilot catching one fish. He was a Stanwell Park member, so his club managed to take some of their pride back to the coast with them. More details on this very successful and fun (and definitely to be repeated) competition will come in the form of an article next Skysailor.

Later in the month came the Corryong Cup. Thanks to all Blue Mountains Club members who pulled together to make this year's event one of the most enjoyable and smoothest-running yet. See next month's Skysailor for a full article/report.

Richard Lockhart

FAI News

New FAI Records Ratified

Sub-Class O-2 (HG with a rigid primary structure/movable control surface(s))

– General Category

Claim number 6199:

Type of record: Speed over an out-and-return course of 100km

Course/location: Golden, BC (Canada)

Performance: 33.13km/h

Pilot: Stewart Midwinter (Canada)

Hang Glider: Bright Star Millennium

Date: 10.7.1999

Previous record: New

Sub-Class O-3 (PG) – Feminine Category

Claim number 6205:

Type of record: Out-and-return distance

Course/location: Schmittenhöhe (Austria)

Performance: 100.6km

Pilot: Karin Wimmer (Austria)

Paraglider: Gin Bonanza S

Date: 18.7.1999

Previous record: New

FAI congratulates the pilots on their splendid achievements.

New Provisional Record Claims

Sub-Class O-3 (PG) – Multiplace Category

Claim number 6363:

Type of record: Straight distance

Course/location: Mt Borah, Manilla (Australia)

Performance: 223km

Pilot: Godfrey Wenness (Australia)

Paraglider: Advance Bi Beta 2 Proto

Date: 11.1.2000

Current record: 200km (23.12.95, Richard Westgate, UK)

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).

World Pilot Ranking System

The WPRS has just been updated, with new leaders of HG and PG rankings going into the first season of the new millennium.

There is now a separate ranking for Speed Hang Gliding Competitions and Precision Paragliding Competitions. In addition there is the provision for ranking alternative style competitions (eg speed, precision) in other classes.

The hang gliding rankings see some big changes in the Top 10 due to the loss of competitions over 18 months old (Pre-Worlds 1998 and Alpen Open 1998). The two competitions added to the ranking are the South African HG Nationals and the Australian HG Nationals. The later was won by Joel Rebecchi (AUS) which takes him

up to 15th overall (from 18th). Other changes in the top places see GB dominating with Allan Barnes (GB) now in 1st place (from 8th) with 269 points. Oleg Bondarchuk (UKR) climbs to 2nd place with 262 points, ahead of Manfred Ruhmer (A) who drops to 3rd (from 2nd) on 252 points. Gordon Rigg (GB) is 4th, with Lars Bo Johansen (DK) a newcomer to the top 10 in 5th. Gérard Thévenot (LUX) drops from 1st to equal 6th with Steve Cook (GB). Richard Walbec (F) is 8th (from 4th), Betinho Schmitz (BR) and Andre Wolf (BR) stay in 9th and 10th places respectively. Françoise Moçellin (F) heads the females and is in 15th place overall on 181 points, with her closest rival Marie-Jo Rufat (F) 77th on 70 points. There are 431 hang glider pilots ranked.

There have been no PG competitions added since the last publication. However with the deleting of 1998 Spanish PG Open, 1998 US PG Nationals and 1998 European PG Championships (over 18 months old) there have been some big changes in the rankings but the Swiss still dominate the Top 10. Kari Eisenhut (CH) is now top of the rankings (216 points), ahead of Steve Cox (CH) (previously 9th). Christian Tamegger (A) has dropped from 1st to 3rd and Jimmy Pacher (I) is now 4th. Tibor Berki (SWE) has leapt from 22nd to 5th place. Peter Von Kanel (CH) maintains 6th place ahead of Hans Bollinger (CH) 7th (from 2nd). Stephan Stieglair (A) is equal 8th with Xevi Bonet (ESP) and Rob Whittall (GB) 10th (from 16th). Petra Krausova (CZE) heads the female rankings in 58th place overall, with Claire Bernier (F) 2nd (68th overall) and Tjasa Jug (SLO) 3rd (88th overall). There are 468 pilots ranked.

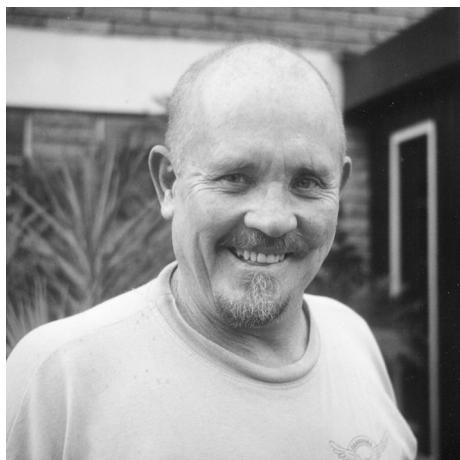
As mentioned above speed hang gliding now has a separate ranking and the first publication sees New Zealand dominating the rankings with John Smith (NZ) in first place on 25 points, Karl Ewing (AUS) 2nd on 22 points and Callum Fisher (NZ) 3rd on 18 points. The only female to be ranked is Tascha McLellan (NZ) in 23rd. There are 26 pilots ranked.

There have been no competitions added to the Class 2 rankings, but the US Nationals 1998 event has been dropped. David Sharp (USA) still heads the Class 2 rankings ahead of Brian Porter (USA) and Kristof Kratzner (D). There are 26 pilots ranked.

Full rankings can be found on FAI/CIVL website at http://www.fai.org/hang_gliding/rankings/ Any queries/questions regarding the World Pilot Ranking Scheme should be sent to Sarah Fenwick, email <cloud10@zetnet.co.uk>, tel/fax +44 1983 523003 or +44 1248 681755



HGFA Operations Manager's



The summer season has seen some great flying across the country. I write this from North East Victoria. This area would have to offer by far the most spectacular flying in Australia.

Unfortunately during the season we have seen some serious accidents. Most tragically, a microlight passenger fatality occurred in Victoria following a rollover on landing. It appears that the pilot had not been trained to fly the microlight; and was flying without a pilot certificate and without membership of either the HGFA or the AUF. The Victorian Coroner is investigating the matter. I wouldn't like to be in his shoes!

Accident Causes

Recently I have been moving around clubs discussing decision making in our sports. To initiate discussion I have used the old general aviation maxim **AIRMANSHIP** as a prompt. Tony Dennis' Skysailor article last year used the same phrase; which is broken into three areas relating to the Air, the Man and the Ship. I will briefly list some of the points I raise in these safety discussions.

General aviation accident investigators categorise aviation accidents in three separate areas, namely:

- decision related (or "human factors")
- action related (or "technique")
- information related (such as erroneous weather reports, crew communication errors, instrumentation errors, etc.)

Accidents in our sports are mostly caused by either decision related or action related factors. The action related accidents do not usually lead to serious injury. For instance, a mistimed flare may lead to an injury – but not usually a fatal one. Stalling the glider

may lead to an accident, though usually this will be only if you hit something in the process.

Decision related accidents occur in all three of the areas of "Air", "Man" and "Ship", and lead to the majority of our serious injury or fatal accidents.

Firstly – "Air"

Air, or weather related accidents do occur, though many of these come back to the decision making process – decisions such as whether to fly or not. I suggest that if there is any doubt that the weather may not be suitable, a pilot shouldn't fly.

IF IN DOUBT, DON'T DO IT!

If at any time the "air" is changing due to worsening weather, you should land whilst it is still safe to do so. Similarly you should land if you are getting tired or the site is becoming overcrowded.

I regularly receive accident reports where the pilot suggests that the cause was a "sudden wind gust". I look at this explanation rather sceptically. I suggest that if the weather is such that a "sudden gust" will cause an accident, the weather is unsuitable for flying. It therefore comes back to the decision to fly in the first place; or perhaps the pilot's inability to cope with the prevailing conditions.

"Man"

Man, or pilot related causes can be further broken down into mental (psychological) factors or physical factors.

Mental causal factors can result from:

- stress – from work or family concerns or worries, or other distractions which affect concentration;
- over-confidence – usually prevalent in lesser experienced pilots; or its opposite
- complacency – which is just as deadly and usually affects the more experienced pilots.

Several serious accidents have occurred as a result of familiarity with a site leading to complacency. One such accident occurred when a pilot hit powerlines which he apparently forgot were there, though he flew the site regularly.

Competition participation can also put stress on a pilot that is not usually there.

Physical causal factors can typically be:

- tiredness; or lack of mental acuity due to other factors such as drugs (hangovers are most common here); or
- a lack of physical fitness.

These physical and mental factors will reduce the likelihood of pilots being totally confident and focussed and therefore will affect decision making capabilities – either by fostering complacency, but more likely through generating in-air stress.

By "stress" here I don't mean pre-existing stress but mental loading due to a developing situation which can lead to mental overload. This in turn seriously reduces one's decision making ability. This stress (or mild panic) is caused through pressure created by factors within the brain.

Readers of Douglas Adams' "Hitchhikers Guide to the Galaxy" would recall Rule 1, Page 1: DON'T PANIC. The likelihood of in-air stress occurring is usually proportional to one's capabilities and limitations.

How do we manage this in-air stress?

- Minimise it – through having confidence in decision making ability. This self assurance is gained through experience – not through over-confidence due to an inflated ego or misplaced belief in one's skill.
- Know your limitations – and fly within them.
- Recognise the need for a critical decision to be made. This sounds basic as we are making many decisions, perhaps a hundred or more per flight. Most of these decisions are not critical, but when they are critical – or perhaps have the potential of becoming critical – this must be recognised. Once the need for a critical decision is recognised you can focus on making the right one. Almost always there are varying degrees in the safety of available options, and the result of taking each of these options will vary in its significance. A cautious decision will usually relieve the crisis situation, where a less cautious decision may worsen it and place even more pressure on the next decision to be made.

Report

As the necessity for a decision to be made more quickly increases; and the significance of the decision increases; so will the stress level. And so the "spiral" increases.

- Be cautious – err on the side of conservatism. As an example, if you are thermalling or flying in ridge lift and the conditions become too crowded for your liking – leave.
Even if this means landing sooner than you would have liked, you will still be in a position to fly another day, rather than risk your safety.

Lastly, the "Ship" (or aircraft and associated equipment)

Again human factors come into play. Accidents have occurred through pilots modifying an aircraft or the systems that support it. A classic example of this was when a pilot clipped in to a bungee he had attached to the keel of his hang glider and failed to clip into the hang strap.

- Develop methodical habits in assembling and pre-flighting the aircraft. Focus on your pre-flight checks – if interrupted, start again.
- Recognise a change to the usual and focus on ensuring the change does not affect safety. For instance, if you have to get out of the harness – go through all your checks again (hang check, buckles, etc.)
- Utilise available safety systems – given that the majority of our accidents are "technique" related it is logical to minimise the likelihood of injury by fitting wheels to a hang glider base bar; wearing a good helmet; having harness protection if paragliding; wearing protective footwear; and having a front mounted parachute if hang gliding.

Another critical "ship" related area is maintenance. All our aircraft must be regularly checked and maintained (refer to Ops Manual Section 9).

Aircraft trim can also affect safety. If you have difficulty in controlling your aircraft there may be trim problems which you may not recognise. Seek assistance from an instructor or manufacturer's agent if you are not totally comfortable in your aircraft's flight characteristics. Most of these problems can easily be solved by an experienced person.

In summary, the decision making of the pilot is most critical; encompassing decisions related to the air, the man and the ship. Cautious decision making will save you stress – and possibly your life. We have three wonderful air sports and I certainly ask that you focus on the positives – enjoy it, but maximise your chances of doing so without injury.

Accident Report

Pilot: Advanced hang glider certificate holder
Experience: 23 years/approx. 600 hrs
Glider: Advanced hang glider
Aircraft damage: Broken down tube, cross bar, bent base bar
Weather: 15+ knots
Location: Small coastal site
Pilot injury: Nil

Description (by pilot):

I had been wanting to fly this site for about a year. Finally conditions were right and I got down there at about 4pm my first mistake was to convince the wife and kids to come along. It was pretty hot and I was being hassled to "hurry up, we want to go down to the beach" (or something). I helped two other guys off while I was setting up which made me hurry even more – by this time it was about 4.30pm. There was no one to give me a wire assist (my wife is not confident in this regard). As a result I was back a bit further from the edge than would normally be the case. As soon as I got the wings level, I pushed off, failing to pull in a bit as I went over the edge into the more vertical airflow. Because of the angle of the ridge relative to the wind, the left wing hit the airflow first and lifted slightly, then stalled. The glider turned right and after only a few metres, the right wing tip hit the side of the hill followed by the base bar and left wing. As the rotation was quite severe, the left cross bar broke.

Comments (by pilot):

The causes of the accident are quite obvious – rushing, lack of concentration, did not check out take-off parameters before launching, poor launch technique. Plus I had my VG about half on which would have raised the stall speed slightly.

**Fly safely,
Craig Worth**

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



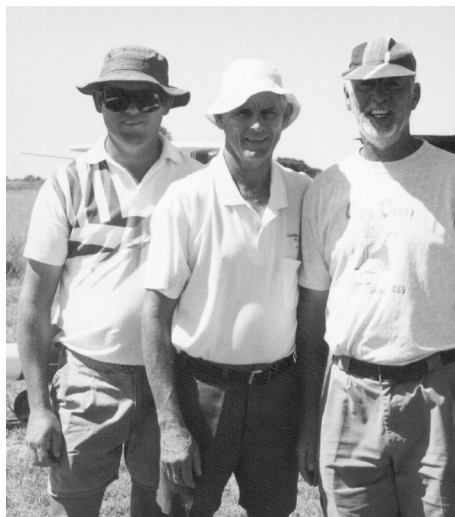
- ◆ **\$1.50 HGFA Car sticker** (no postage required)
- ◆ **\$6 Embroidered Badge**
- ◆ **\$30 HGFA Hang Gliding Training Video**
- ◆ **HGFA Competitions Manual** – no charge
- ◆ **HGFA Towing Manual** – no charge
- ◆ **\$45 1998 Hang Gliding Grand Prix Series video**
- ◆ **\$5 HGFA Pilot Training Workbooks**
- ◆ **\$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.)



An Invasion from the North



ANNE ELLIOTT

Well, sort of! If you call 11 Queenslanders arriving on the Orana Soaring Club's doorstep in January an invasion, then it was.

Poor weather conditions up north and reports of good weather in the south prompted pilots Stefan Smith and Col and John Barnes from Rockhampton to start their annual trek to Narromine. News of their destination soon spread and within a few days of their arrival along came Chris Woolley and his 15-year old son Adam (who incidentally turned out to be 'the best hangar-stacker in the world'), Bill and Val Wilkinson, Bevan Lane, Warren Williams, Barry Elphick and Frank Turner.

They were soon joined by Frank's son, Mitchell (whose arrival was delayed due to an important game of cricket at Lane Cove – more important than gliding, which is hard to believe!), Kerrie Claffey, Sydney, Chris Stephens, Canberra and Miles Gore-Brown, escaping the cold weather of Tokyo.

And what a time the Queenslanders had. In the space of 10 days Frank Turner clocked up 4,512km, Stefan Smith, 3,821km in nine days, Chris Woolley, 4,060km in eight days, John Barnes and his father Col, 2,559km in seven days, 2,838km for Val and Bill Wilkinson in six days, 2,051km for Barry Elphick in five days and 1,956km for Warren Williams in five days. Bevan Lane also flew several long tasks and stayed a few days longer than the other pilots, but got away early one morning with his lovely wife Elaine before his distances could be calculated. Sorry Bevan, it was sleep-in day for ground crew!

While all the pilots enjoyed days of soaring, young Adam Woolley was no slouch. He worked – pulled gliders out of the hangar every morning, prepared his dad's glider for flight, ran wings for everyone and re-stacked the hangar at night, much to the relief of Orana



Soaring Club tuggie and instructor Keith Dixon and fellow pilots, who enjoyed being bossed around by Adam as they struggled with the hangar jigsaw puzzle. He even found time to fly the mighty 'K7', soaring over Narromine for several hours.

Chatting with Adam is an experience – a great experience. He is mad about gliding – every single aspect of it. When George Lee turned up at Narromine from Dalby late one evening in his Nimbus 4DM, Adam couldn't believe his luck. He latched on to George and chatted non-stop about gliding. Always willing to promote the sport of gliding amongst youngsters, George was more than happy to answer any questions Adam had – and there were many. The information was absorbed like a sponge. What a kid! He is an inspiration – so full of enthusiasm and hope. If the future of gliding in Australia is with the likes of Adam Woolley, then there is a future.

Obviously Adam is following in the footsteps of his father, Chris, and grandfather, Allan, both of whom have been on the gliding scene for a number of years. After a fair bit of persuasion, Adam finally agreed to write a short article on the remarkable Woolleys, including their hopes and dreams. Here it is...



The group from Queensland checks out Miles Gore-Brown as he headed off on his record-breaking flight from Narromine

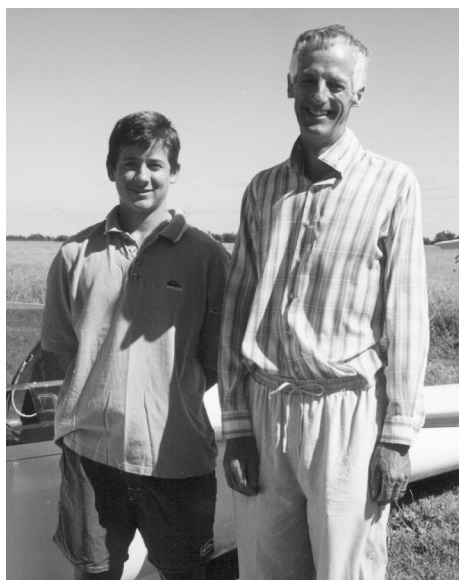
Opposite page (clockwise direction starting from top): Queenslanders Warren and Judy Williams about to tow out GNS for a day's flying

Bill and Val Wilkinson from Warwick took turns to fly GOT during their visit to Narromine

Father and son team Col and John Barnes made their annual trip from Rockhampton to Narromine in January, with Orana Soaring Club tuggie Keith Dixon

Another father and son team was Frank and Mitch Turner

All photos this spread: Anne Elliott, Western Star Newspaper, Narromine



Left: A happy moment for 15-year-old Adam Woolley when he was able to meet up with George Lee from Dalby at Narromine
Above: Stefan Smith made the long haul from Rockhampton to Narromine in January, as he has done for the past three years

The Woolleys

Adam Woolley

I was born on 21 April 1984, nearly on the Taroom airfield during the 1984 Easter comps. Luckily mum got to Biloela hospital just in time! Dad got me in to a glider when I was just 10 months old, by propping me up in his LS4 (HDL). My first flight was at the age of four in Kingaroy's ASK-13 (6PX) and dad said I loved it. From that day my life has been gliding, gliding, gliding.

I would accompany my dad to all the comps held in the school holidays, where I would wash his wings and dream of the day when I could fly solo and soar cross-country – and fly his LS4!

I started soaring at the age of 14 and went solo on the big day – my 15th birthday. Woo-hoo. That was just awesome, there are no real words to describe the feeling. Since then I have obtained my A, B and C certificates and on 17 October last year got my Silver C – on my first attempt, averaging 86km/h. It was so much fun.

Now I'm looking at doing a 300km and then a 500km. I have 76 hours total flying time and 35 hours solo. My hopes are to beat my dad, to get every pilot's dream – the 1,000km, to get to the World Championships and become the World Champion!

Chris Woolley

My dad, Chris Woolley, had his first flight in a Blanik with his father at 14 years of age. He went solo in an ASK-13 in 1977 when he was 20. Dad achieved his Diamond distance in 1979. It took him a further 17 years to get his Diamond height! During his 25 years of soaring he has logged over 1,700 hours.

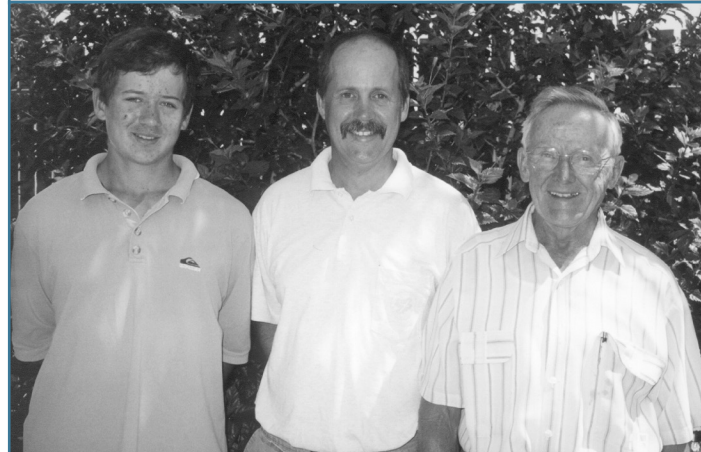
Dad has competed in 25 State competitions and two Nationals. His hopes are to get a flight of 1,000km!

Allan Woolley

My grandad, Allan Woolley, started his flying career in the 1950's when he went solo in a Tiger Moth. He obtained his commercial license in 1981 and taught for 15 years, working up a grand total of 3,700 hours.

In 1971 he took up gliding and went solo in a Long Wing Kookaburra with the Canberra Gliding Club then in 1976 he completed his Diamond badge (Number 39 on the Australian Register)! He has logged 1,300 hours in over 20 different types of gliders. He instructed for the Darling Downs, Kingaroy, Canberra and Exmouth (WA) Gliding Clubs over a 10-year period.

Grandad also flew in, and did the meteorology for, two Nationals and numerous State competitions. He has fulfilled most of his dreams but one day hopes to fly a Tiger Moth one last time before he finishes power flying!



Top to bottom: They teach 'em young up in Queensland. Adam Woolley gets his first feel of a glider at the age of 10 months
Father and son team, Chris and Adam Woolley of Biloela, QLD
The remarkable Woolleys – Adam with his father Chris and his grandfather Allan



Long flights and two records claimed

PAM KURSTJENS

When my husband Gerrit, John Buchanan and I set off from Temora on 10 January to fly to Balaklava, we were quite prepared to take days to get there...



John Buchanan, Gabby Hayes and Pam Kurstjens in Gawler during Barossa-glide, a few days after John claimed an Australian National gliding record and completed his first 1,000km flight
Photo: Martin Simons

There was a lot of thick cirrus on track, and the first hour was slow going until we reached the first cumulus near Leeton, where cloudbase was 6,000ft.

Going past Hay, cloudbase reached 7,500ft and at Balranald we had 10,000ft, but there were a lot of showers ahead. We hoped that we could get through the bad weather to land at Mildura. However, after Mildura it just got better and better, with last climbs to 13,000ft. In the event, we completed the 845km flight in just under eight hours.

Gerrit and I had both declared goals. I declared Waikerie airfield, 688km, and Gerrit declared a goal at co-ordinates near "The Gums", 770km for, respectively, UK National Feminine and Dutch National records. John flew his ASW 22-BLE while Gerrit and I flew Nimbus 4s.

We were very pleased with ourselves, having made a good flight on an unpromising day. The warm and enthusiastic welcome we received left us in no doubt that we had come to the right place so we began to prepare for another long flight the next day.

The following morning there was a lot of cirrus, coming from a stationary frontal system to the west. Mike Hancey promised us excellent soaring conditions despite this, and so Gerrit, John, Bernard Eckey and I set off on a 1,026km FAI triangle – Balaklava, Wilpena Pound, Karawina and back.

The first leg was a bit frustrating, with lift sometimes hard to find and hard to stay in. We turned Wilpena Pound at 10,000ft, but Bernard and I were not keen to continue because the second leg was

over uninviting countryside, with a few landing strips amongst rough cattle country and mallee forest. We could see bands of cirrus across the track which looked threatening. But, as it turned out, this did not cause a significant problem.

Gerrit and John pressed on, finding reduced climb rates at the beginning of the leg, where John got lower than he liked a couple of times. Conditions soon picked up again and they could stay between 7,000 and 11,500ft all the way across.

I flew from Wilpena Pound down to "The Gums", then to Renmark, so I could hear the other two most of the time. I met up with Gerrit on his third leg and we flew back to Balaklava together.

Gerrit's speed was 141km/h and John's 134km/h, for respectively Dutch and Australian National Record claims. John also got his 1,000km Badge as it was his first 1,000km flight. I was kicking myself for having given up, but you must always fly to your own personal limits. Next time...

On 12 January we declared 1,000km and 1,250km out and return flights to the east. We did not succeed, struggling in blue conditions which were worse to the east than over the hills. We would have been better off to the north, as Peter Goodale nearly completed a 1,000km out and return from Balaklava in that direction.

All in all it was a splendid and memorable visit to Balaklava. Our thanks go to everyone there for the warm welcome and for all the help and support which made a big contribution to our success.



Rally 2000

TIGHE PATCHING

Rally 2000 was held in Central New South Wales at the Lake Keepit site.

We had people join us from Victoria, South Australia, NSW and even

Cairns. Whilst the weather was not always great, all at our 23rd annual rally had a good time.

Attendees:

Alan Patching (Golden Eagle-GFC), Ralph Crompton (ESKa6-GLH), Kevin Barnes, John Ingram and Ted Bowden (Super Arrow-GGO), Kevin Sedgman and Don Burnell (K4-IKK), Wally Stott and Lloyd Hodges (Ka6-GNO), John and Sue Fleming (K8b-ZAS), Ray Ash (Kb-ZAS), Wally and Sonia Wolf (Grunau IV-GHK), Ged Terry, Geoff Hearn, Bob and Mary McDicken, Al Gerber, Ian, Ruth, Tighe and Kiernan Patching.

Saturday, 8 January

Today was not a flying day for VGA members, even though conditions for soaring were fantastic. Most people were content to just arrive and meet up with other members.

Sunday, 9 January

The day opened with a briefing from the President, Alan Patching. This included a brief explanation of the competition rules. Kevin Sedgman handed over the K4, VH-IKK, on behalf of the FNQSC to the VGA. This glider had been towed down from Brisbane by Don Burnell and Kevin.

It was decided that because of the overcast conditions, the day would not be a competition day. Instead, the K4 was taken out and flew four flights before bindii eyes (which are notorious on the strip) caused the main wheel to deflate. We also had a visitor in Graham Betts with his Carbon Dragon aircraft.

Monday, 10 January – Competition Day 1

In the morning, the main tube of K4 was repaired. Or was it? It was discovered that it needed a good repair job. The day's flying

at Lake Keepit

produced heights of 7,200ft agl. Ralph Crompton flew 160km for the furthest distance but was penalised for a four hour flight. This meant that Wally Stott in a Ka6 (154km plus handicap to make it 200km) received 1,000 points as the winner. Other notable flights for the day included those by Kevin Barnes in the Super Arrow with 111km and Ray Ash in the K8 with 99km.

Unofficial Day Results

- | | |
|------------------|-------------------|
| 1. Alan Patching | 4. John Fleming |
| 2. Wally Stott | 5. Ray Ash |
| 3. Kevin Barnes | 6. Ralph Crompton |

Official Day Results

- | | | | |
|----------------|-------|-------------------|-----|
| 1. Wally Stott | 1,000 | 2. Ralph Crompton | 950 |
|----------------|-------|-------------------|-----|

Tuesday, 11 January – Competition Day 2

Today was progressing well (must have been too well) when the winch decided to break down. It was believed to be a mix of petrol and diesel that caused the engine to fail. This was mid-launch, mind you, with Ted Bowden on the rope.

Because of the winch problem, only two people flew in the competition today. Wally Stott flew 110km and John Fleming 93km. Wally even received a bonus for landing right on the two hours.

The event also received some media attention with a reporter from the Tamworth Leader News venturing out to the field to write an article.

Official Day Results

- | | | | |
|----------------|-------|-----------------|-----|
| 1. Wally Stott | 1,050 | 2. John Fleming | 950 |
|----------------|-------|-----------------|-----|

Wednesday, 12 January

A mechanic came to repair the winch and it was found that it had a broken distributor drive. A replacement couldn't be found that day so the day was declared a rest day.

In the evening after dinner, videos were shown in the clubhouse including the Wasserkuppe video from Germany.

Thursday, 13 January – Competition Day 3

Today was windy but it was still set as a competition day.

John Fleming did his Silver C height and attempted a 50km task to Manilla before aborting. Congratulations on your achievement, John!

Wally Stott flew out to local landmark Split Rock before returning for a flight of 77km.

On the test launch for the winch the rope broke which put it out of action again for a short while.

March 2000

A segment was done for Prime news. The supposed segment, done from 2,000ft, was actually the cameraman with the camera on the ground pointing to the sky and the announcer saying, "I'm here at 2,000 feet over Lake Keepit in a vintage glider."

Unofficial Day Results

- | | |
|----------------|-----------------|
| 1. Wally Stott | 2. John Fleming |
|----------------|-----------------|

Official Day Results

- | | |
|----------------|-------|
| 1. Wally Stott | 1,000 |
|----------------|-------|

Friday, 14 January – Competition Day 4

Another day with strong winds. After the fourth winch launch, the timing cog slipped, deeming the winch cactus for the rest of the rally.

Wally Stott ended up being the only competitor today and flew 77km in 22 minutes. Wally carries a stopwatch with him and after the flight of 2:02 hours the rumour mill started working and saying that as the stopwatch reached two hours, he would stop it and come in to land.

Official Day Results

- | | |
|----------------|-------|
| 1. Wally Stott | 1,000 |
|----------------|-------|

Saturday, 15 January – Competition Day 5

The final day of the rally turned out to be the best with thermals of up to 8kt and heights to 7,500ft agl.

Some sightseeing flights were made in the club's K21. Ian Patching took up his family and Sonia Wolf. Even the Editor had an enjoyable 70-minute soaring flight with 8kt thermals to 7,400ft. We decided that we should go back to the field and at 3,000ft I pulled the airbrakes to half – going up at 4kt. Three-quarter airbrake and we were still going up. The full airbrake did it and we at last started to descend!

There was finally a different winner today – Ralph Crompton, who flew 178km in 2:47 hours to take out the day. Wally Stott flew 99km in just under the competition period of two hours, John Fleming flew 102km to Gunnedah and back and Alan Patching took the Eagle for a flight of 60km.

Unofficial Day Results

- | | |
|-------------------|------------------|
| 1. Ralph Crompton | 3. Wally Stott |
| 2. John Fleming | 4. Alan Patching |

Official Day Results

- | | | | |
|-------------------|-------|-----------------|-----|
| 1. Ralph Crompton | 1,000 | 3. John Fleming | 900 |
| 2. Wally Stott | 950 | | |

Final Results

- | | | | |
|-------------------|-------|-----------------|-------|
| 1. Wally Stott | 4,100 | 3. John Fleming | 1,850 |
| 2. Ralph Crompton | 2,900 | | |



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



The rally at Lake Keepit was a great success. There are many people we must thank. At the Lake Keepit SC: Jim Stanley, Nick Singer, Gary Speight and all the members there, Jan Durcks and her family for the beautiful cooking for the duration of the rally, Don Burnell, Ian Patching and Alan Patching for driving the winch and many others who are too numerous to mention.

So, now we look forward to the 2001 Rally. It will be held at Bacchus Marsh in Victoria from 6 to 13 January. As the three clubs will be away there will be plenty of hangarage as well as accommodation. Catering will be on offer and there will be cheap aero towing and the strong possibility of a rope winch. More details later.

The following trophies were awarded at the presentation dinner on the final night of the rally.

Trophies

- | | |
|-------------------------|---|
| Competition Trophy | Wally Stott, Ka6-GNO |
| Best single-seat glider | John and Sue Fleming, K8b-ZAS (with some help from Ray Ash) |
| Best 2-Seater Glider | K4-IKK |
| Schneider Trophy | Kevin Barnes, Ted Bowden and John Ingram, Super Arrow-GGO |
| "Feathers" Trophy | Tighe Patching |



The Uncle's Foundation

BRETT SUTCLIFFE

Let me take this opportunity to tell you about the Uncle's Foundation, how it originated and how it helped me to get to the 1999 NSW State Gliding Championships at Narromine last year.

The Uncle's Foundation started many years ago when a group of glider pilots, most of whom are quite famous to us today in the world of gliding, decided that the youth in gliding was dwindling and something had to be done about it. Youthism in gliding and the promotion of it throughout the younger generation was crucial to the further existence of gliding in Australia. They understood that it can be quite an expensive sport and that the younger pilots among us, especially ones still at school, would not be able to afford much flying, trips away or long cross-country flights, etc.

The group, consisting of pioneers such as Roger Woods, Werner Van Euw, Peter Simpson, Donald Wyllie and a few more, decided to begin a trust fund, with each member paying a fee towards it every year for the good of the younger generation. This sum of money was to be used for any up-and-coming young pilot who showed a keen interest in the sport and was recommended as a suitable candidate by his/her club's instructor panel. This sum of money has now grown to quite a considerable amount and it is simply sitting there, waiting for the next worthy candidate.

The Uncles have supported many young pilots over the years, maybe by paying for their aerotows at a particular comp, or maybe their entry fee; they may even have paid for the total cost of taking a glider somewhere like a competition or ridge soaring, all to help that particular pilot to advance in the sport and increase his or her knowledge and experience, and build towards being a better pilot for the future in Australia.

Recently, I was encouraged by my Instructor Panel to write to the Uncle's Foundation for support in taking the Bathurst Soaring Club Libelle to last year's state competition at Narromine. I sent details of my ratings along with my aims and ambitions and what I would like to do at the competition. It went to the Uncle's board, and I was honoured to be the successful candidate for the Uncle's Award this year. I received a letter from Beryl Hartley congratulating me and explaining how the Uncle's Foundation was prepared to pay for my entry fee to the competition plus one aerotow for every day that I flew. This meant a possible \$356 which for a 19-year-old is quite a big help and allowed me to organise and perform other tasks which I would not have been able to do otherwise.

So I went to the comps. It was such an incredible experience – one that you would not see in the normal day-to-day club scene. I was like a kid in a candy store; wandering around aimlessly among the 50 or so other gliders in the comp. Gliders along the lines of ASH-25's; Nimbus-4's, LS-8's; gliders that I have never seen before. I was able to mix it with world class pilots such as John Buchanan, Bruce Taylor, Miles Gore-Brown and Tom Claffey. In fact, on the first day, Tom and I flew in the ASK-13, him trying

to pass on some of his skills. We ended up actually flying a 308km triangle at a speed of 108km/h!

On the second day of my flying, I decided to put some of these new skills into practice and attempt a 500km triangle. I took off and scratched around the airfield, waiting for the day to kick off. Once it did, Bob McDonald and I headed off to Ootha Silo. It was another terrific experience to fly with another pilot to a common point, an opportunity not offered to a lot of people in the club scene, where circuits are all they are able to fly. This cross-country is what gliding is all about. It is okay to learn to walk first, but at some stage, it is a great feeling to run.

Turning Ootha Silo, quite low, I managed to find a boomer that took me to 10,000ft. The tiny little dry Libelle then headed off into headwind towards Coonamble aerodrome, some 286km away. I learnt another amazing thing during this run, which all leads to me becoming a better pilot in the future. The dry Libelle did not seem to penetrate the higher winds as I watched the kilometres slowly dropping on the GPS. I decided to fly in a height band, between 3,000ft and 5,500ft, which allowed me to feel comfortable with my height and also achieve a faster ground speed heading into the lower and slower winds.

Turning Coonamble, I then headed for home at a height of 3,000ft. I was getting worried, especially with those dark rain clouds ahead and daylight quickly running out. These isolated clouds turned out to be full of hail, and as I cruised through them, unavoidably, my height just withered away. I came out of the other side at 1,200ft, looking for a paddock and praying to get home. I actually prayed for what seemed to be quite a while, and on the word amen, an enormous eagle breezed right over my canopy. My jaw dropped, the vario went crazy and the tiny little Libelle started heading upwards.

This eagle was incredible. He thermalled with me, checking me out, coming inside of my wing and showing me the amazing white stripe which reached all the way across his belly, from wing tip to wing tip. At one stage, I flew in underneath him, 1.5m in fact, underneath him. He simply just looked down at me, not disgruntled in anyway, and there we were, flying in formation over the endless plains. We thermalled to 9,000ft, and with me now feeling a little more confident, I decided to nurse her home.

All along the run home, I was thinking of this amazing thing I had just experienced. The time seemed to fly by and I simply cruised straight into Narromine aerodrome, fluking final glide from about 20km out, flew a circuit and touched down at 6:45pm. I managed to fly 521km and get my Diamond distance. Toongaloonga!

Next day, I had to try again. I decided to follow the set Standard Class task of 537km to Lake Cargellico, Caragabal and return.

I lined up with world class pilots and took off. Heading towards Lake Cargellico with a 10kt tailwind. I could not believe the success I was having. I needed to turn approximately five times in the entire run to thermal and I managed to reach the turnpoint in one hour and 45 minutes – 120km/h. This is where I met up with the comp pilots and thermalled with at least 10 gliders. I never thought I'd see the little Libelle's averager reach 12 – but it did and it was fantastic. I was then able to follow people like Bob Hall to Caragabal. Most of these pilots cruised off home after this turnpoint and left me to use the rest of the day to scratch home, past Parkes, Forbes and Peak Hill.

At one stage, over Forbes, I got down to 1,500ft and daylight was running out again. I was scratching and scraping. When I thought I was in trouble and needed to outland, who did I see, a certain eagle with a white stripe across his belly. I decided to fly with him, which found me a thermal and helped me out once again. My final glide computer, which I had just learnt that day how to operate, told me I needed 22,000ft from 50km out. I wished I had a glider with water.

Anyhow, the long and the short of it is that I made it to 10km out at 4,000ft and cruised to the finish line, completing the Diamond distance again and under five hours. I was very proud of myself.

The third day of my flying, a special task was set, Dubbo Zoo – Pub – Return. The winds today were too strong and it was probably for the best that everyone was given a rest day. Unfortunately, I had to pack up and go home.

I had an excellent time and was very impressed with the facilities at Narromine and the class of people who decide to become glider pilots. I was also able to sit in on many conversations with worldly and experienced people and learn from what they had to say. I was able to experience briefing for the pilots every day, with approximately 100 people attending – this was fantastic. John Buchanan made an excellent speech, the same one he apparently made at the National comps regarding lookout and staying alert and comfortable when flying in the comp. He explained that drinking plenty of water was the main thing when flying, to stay alert and keep from dehydrating. He also talked about the green pee colour and how this was wrong, very wrong, and that his was clear before the 10am briefing because of the two litres of water he had just drunk. Immediately after briefing, every single pilot had a bottle of water in their hands, sipping away and Beryl had a smile on her face, as she had to order more in.

I know of many applications where members of GFA have dedicated themselves to the improvement of youth in Australia, especially the Bathurst Soaring Club, which is now the sole provider of gliders and training to the Australian Air League, where I came from. One of Bathurst's members, Armin Kruger has even been appointed CFI of the Air League Flying Wing and continues to train many younger pilots, including myself. Today I

am a Level 1 Instructor. With continued training, we will have many more younger and very good pilots in the organisation.

There is one problem. The Uncle's Foundation does not appear to be recognised among the clubs of GFA. I am not sure if it is because they are not aware of the award, or if it is because there are not many young pilots in their clubs who would make suitable applicants. It needs to be more widely talked about and the younger pilots in the clubs in Australia need to be encouraged to apply for such an award and assistance.

The GFA Board of today is still enormously keen to improve the numbers of young pilots. These old guys have had the sky to themselves for too long and there is no one coming along to compete against them. I am absolutely positive that if the youth were able to experience the comp scene and learn from these world class pilots, then the comp pilots of today will have to put up with some serious "butt kicking" in the comps of tomorrow.

During the course of the comps, Beryl Hartley spoke to me about the opportunity of training at the Australian Institute of Sport in Canberra. Of course, this is something that I would jump at. It would be used to develop better ways of thinking in gliding and how to look after the body as an athlete. I have to help her with a list of pilots who I believe would be suitable candidates for this amazing opportunity. There are vacancies for 12 pilots across Australia. I would like to hear from anyone who feels that they are worthy or indeed know of someone who is. The pilot must be under the age of 25 and be cross-country rated with a few under his or her belt. I will be very happy to hear from you. My email address is <brettsutcliffe@hotmail.com> if anyone would like to contact me.



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

FOR SALE

Club Libelle VH-GJY

JY is in all respects ready for Club Class competition or XC flying up to 500km or greater distance.

JY is fitted with Discus type winglets and a wheel fairing. Turbulators are fitted. All control surfaces are fitted with Mylar seals including Kombi seals on the Fin/rudder junction. The wing root controls are also sealed.

The instrument panel consists of a Cambridge C Nav (upgraded to M Nav standard) and a Cambridge CV II vario (linked to Nav). A mini Winter vario is fitted, with a JSW Dolphin pneumatic valve to give TE or Netto (air mass) readout. An Airpath compass and Astrotec clock are fitted. Standard ASI and Altimeter. A Delcom 720 channel radio is fitted together with PTT switch, McPhee mike and a speaker.

A near new IGC approved Joey Star flight recorder, linked to a Magellan GPS are supplied together with a Winter barograph and Databack Pop camera. A Strong parachute will also be supplied.

There is a rigging stand and one man towout gear (German built wing walker and foldable towbar)

The lightweight trailer is of steel chassis and frame, wood floor and alloy cladding construction and is Queensland registered. JY is suited to a syndicate looking for a proven, well equipped XC sailplane or for a club looking for an early XC sailplane capable of Diamond Distance flights. JY has carried me on many XC flights, including my 500km Diamond Distance flight, and is being sold for personal reasons. JY is being offered at \$20,000 to seriously interested buyers and may be seen and test flown at Caboolture, Queensland.

**Contact Ron Baker 07 3203 8318
or Email vh-gjy@powerup.com.au**

HGFA Events Calendar

Australia

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: \$170, 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.

"Flatter than the Flatlands" Birchip 2000

21-25 April 2000 – Easter 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/psohome.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.

Australia continued

"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. Accom. is limited, so for more information call Peter or Anne McLean, ph/fax: 03 5797 2159; email: <lore@yca.com.au>

Overseas

Paragliding Pan American Open

4-10 March 2000

Governador Valadares, Brazil

For information on this event visit our website at www.goup.com.br or email: <goup@goup.com.br>

PWC – Paragliding World Cup

12-18 March 2000

Governador Valadares, Brazil

For information on this event visit our website at www.goup.com.br or email: <goup@goup.com.br>

Brazilian Nationals (Organization ABVL)

19-25 March 2000

Governador Valadares, Brazil

For information on this event visit our website at www.goup.com.br or email: <goup@goup.com.br>

HG International Open

26-31 March 2000

Governador Valadares, Brazil

For information on this event visit our website at www.goup.com.br or email: <goup@goup.com.br>

Women's Hang Gliding Worlds

18-30 June 2000

Greece

Contact HGFA office on ph: 02 69472888.

Paragliding Pre-Worlds

18-24 June 2000

Granada, Spain

Team selection will follow the Manilla Comp. More details on the webpage at: www.pwca.org/

Red Bull Speedrun 2000

20-21 June 2000 (training days)

22-24 June 2000 (competition)

Cross Country Magazine called the Red Bull Speedrun 1999 "the best (hang gliding) event of the year". A combination of two competitions, the Streif Downhill and the Parallel Speedrun, will determine the Red Bull Speed Master 2000. The Streif Downhill is a speed glide along the ski

Overseas continued

slope known for the annual alpine ski World Cup Race. This competition features 11 mandatory gates, 5 of which are low flight gates where some part of the pilot or glider has to pass lower than the tips of the poles (which can be as close to the ground as 4m). In the Parallel Speedrun two pilots launch at the same time off two exactly parallel ramps and fly around two buoys, set slightly higher than the launch. Spectators are able to watch the entire flight from the starting area. The very fast and very brief flight ends in a landing right next to, but slightly higher than, the launch. The prize money for the entire event will be a minimum of US\$12,000, but our aim is to double it. The event will be covered by TV (in 1999, we broadcasted over 60 hours on TV and cable stations around the world) and will feature great side events for spectators and pilots alike. The field is limited to only 32 of the world's top raking pilots, so get in touch with us ASAP. Ph: +43-5356-73736, fax: +43-5356-625184, email: <info@redbullspeedrun.com> or you can register online at: <www.redbullspeedrun.com>. Entry fee: US\$250 before April 1, after that US\$300 (fully refundable until 30 days prior to the event).

HG Pre-World Championships 2000

(Test Event for World Air Games 2001)

25 June - 8 July 2000

Algodonales, Andalucía, Spain

Australian Team selection for these events will take place following State Titles.

Any pilots in the top 20 of either

HG or PG ladder not available for selection should contact Ian Jarman ASAP.

PG pilots may also wish to make preliminary entry via the PWC to ensure position.

All others will be sent application documentation in March 2000.

The Test Competitions 2000 (TC 2000) are intended as a preparation for the World Air Games 2001 as well as the 2001 World Championships. We guarantee a very pleasant stay in a region which is renowned for its tourism interest, food (it is neighbour to the land of the Sherry wines), folklore and enjoyable character of its people. The events that will be hosted are Pre-World HG Championships in Class I and Pre-World HG Championships in Class II. They will take place in Algodonales (Cádiz), 90km ESE from Seville. The entry fee is EU300. Official entry forms (available from your national sporting federation) must be completed and submitted to the Real Federación Aeronáutica Española no later than 1 March. Entries received after this date may be accepted if there are vacancies, with a late entry fee of EU50 per person. There will be a maximum of



Badges & Certificates



Overseas continued

12 pilots by nation. Contact information for this event: Real Federacion Aeronautica Española, Carretera de La Fortuna, s/n 28044 Madrid; ph: +34 91 508 2950 / 508 5480; fax: +34 91 511 0310; email: <rfae@mad.servicom.es>.

Under 21s Paragliding Championship

23 to 30 August 2000

Pole Espoir, France

If you have a competition licence, have participated in at least four competitions and are interested in participating, we will attend to board, lodging, transport and other costs, you only have to pay for the trip over. Competitors under 18 must be accompanied by a tutor. Note that the offer concerning board and lodging is only good for competitors, not tutors. If you have any questions you can contact us at the following postal or email addresses: Pole Espoir Parapente, Lycee Andre Honnorat, 04400 Barcelonnette, France, email <bernard.giacometti@free.fr>.

FAI Badges and Certificates to 24 January 2000

A Certificate

URASANG Murray	
Chulawallai	10371 NSW AIR TC
MILLER Patrick Leslie	10372 GCV
HOWELL Adam	10375 Adelaide SC
SLEEP Kevin	10376 Beverley
BREIG Thomas	10379 Adelaide SC

B Certificate

BLYTH Samuel Arthur	10324 NSW AIR TC
CLEARY Michael Bruce	10345 NSW AIR TC

A and B Certificate

SMITH Brendan James	10370 NSW AIR TC
EDGE Daniel Thomas	10377 NSW AIR TC

C Certificate

GORE-BROWN Glenn Neil	9951 Southern Cross
-----------------------	---------------------

B and C Certificate

HAMEL Daniel	10379 Adelaide SC
--------------	-------------------

A, B and C Certificate

PHILLIPS Trevor John	10373 Mangalore
DINHAM Sean Daryl	10374 Adelaide SC
COOK Ian Hunter	10339 Beverley
SOLOMON Richard Raymond	10378 Southern Cross

700km

WOOLLEY Christopher John	13 Central QLD
--------------------------	----------------

800km

COOPER James Robert	5 GCWA
---------------------	--------

SILVER C

O'CONNOR Trent Davoren	4296 Adelaide Uni
NANKIVELL Sidney James	4297 Adelaide SC

GOLD C

NANKIVELL Sidney James	1518 Adelaide SC
NOVAK Heinrich	1519 Geelong GC

Diamond Goal

GLASSON

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:

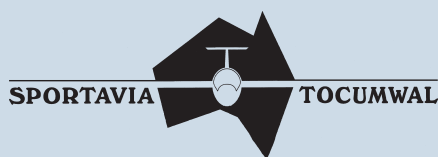
Gary Hollands

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



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



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

Schools in Australia



ACT/NSW



Tarago Flight Park

2 1/2 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,
chgpgc@goulburn.net.au

Email address: chgpgc@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

New South Wales continued



High Adventure Airpark

Since 1987

Australia's internationally renowned training centre

Located on 460 acres just 3 1/2 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



Custom made hang glider and paraglider harnesses. We also design and manufacture for some other Australian and overseas companies.

14 years experience, including Gütesiegel certification while working in Europe.

Enquire for brochures and price lists for harnesses and all flying equipment both new and 2nd hand.

Tuition available, dealership enquiries welcome.

Call Forrest on 02 9450 2674 or 0412 273 552.

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 (incl. 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 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/>

Victoria continued

WINGSPO RTS

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 Bom
- 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 flying skills to fly a 3-axis control ultralight. With our "wind in the face" fleet of CASA legal 3-axis Drifters and fully enclosed Gazelle and SkyFox aircraft we can show you another type of sport aviation flying.

Our robust aircraft are:

- Strong wind capable
- Crosswind capable,
- Comfortable to fly, not cramped,
- No fatigue, joy stick controlled,
- A lot of fun to fly!

Why not check us out, Melbourne's only ultralight school. We fly from Sunbury airfield, only 20 minutes drive north-west of Melbourne. Trial instruction flights only \$69. Cheap accommodation available.

UFM, Sunbury Airfield, Sunbury 3429

(03) 9744-1305, (03) 9431-2131

www.iconworks.com.au/ultralight/index.html

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

Gliding Publications

Australia

AUSTRALIAN HOMEBUILT SAILPLANE

ASSOCIATION: James Garay, 3 Magnolia Ave, Kings Park VIC 3021. Ph: 03 93673694, www.geocities.com/capecanaveral/hangar/3510

International

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 Dr, Ottawa, Ontario K2B 8G7, Canada, email: <sac@sac.ca>.

SOARING: Official monthly journal of the Soaring Society of America Inc, PO Box E, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

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 6 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.

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 NZ 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.

International continued

AIRBORNE MAGAZINE: Covering all facets of Australian and New Zealand modelling. The best value modelling magazine. Now \$21/pa for 6 issues. Plans and other special books available. PO Box 30, Tullamarine, Victoria 3043.

GFA Soaring Calendar

VSA Regional Committee Meetings

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 9453 0777 email: <hkmxor@msn.com.au>

Gawler Easter Regatta

21-24 April 2000

At the Adelaide Soaring Club
"Be the first to try SET AREA TASKING"
Contact Andrew Wright 08 83034648 for details.

Advertising Index:

Airborne Australia/Bräuniger	5
Airborne Avionics	21
California Winter Hang Gliding Tour	IFC
Chamberlain Knights	43
Composite Components	21
For Sale: Club Libelle VH-GJY	41
GFA Form 2 Notice	41
GFA Team Manager Position	31
HGFA Merchandise	35
Ian McPhee/Cambridge	BC
Lake Keepit Soaring Club	39
Microair Avionics	21
Poliglides/Swing Paragliders	IFC
Raptor Designs	17
Schools in Australia	44
Sportavia Soaring Centre	43
Ultralight Flying Machines	IFC
Wild Fly Africa	BC
Wild Turkey Adventures	23



Classified Rates

\$15 for a normal ad (up to 8 lines, approximately 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 for Skysailor, together with payment, to the HGFA office (credit card payments may be made by phone). Ads for Australian Gliding can be placed with the GFA Advertising Contact listed on Page 1.

Hang Gliders & Equipment

New South Wales

Airborne Shark 156 adv, 15 months old, good condition, flies great. White with white & orange US. Bargain price at \$3,500 ono. Ph: Matt Worth 02 65530566.

Foil 139 adv, spare upright and LE. Danny Scott harness, all black, suit 5'8". Also parachute, Sjöström vario, other bits and pieces. All cared for and in good condition. Urgent sale. Offers: Helen 02 42943333; email <helenj@intouch.com.au>.

Mission 170 int, L/E d/blue/white, VGC, low hrs, tight sail, kite manual and batten profiles, \$800. Ph: Steve 02 95697936.

Mosquito Motor Harness new and used, both include the latest modifications. Auto decompression (easier starting), dual throttles (cruise/launch), kill switch (safety), silencer/air filter (quieter) and much more. Used has less than 4 hrs, sell \$4500 ono. New \$5,800. Ph: 02 42627677.

Moyes CSX-6 adv, 100 hrs, new side wires, good condition, selling to update, \$4,000 ono. Ph: Karl 02 49278867; 02 49647193.

Moyes GTR 170 adv, white and fluoro green, looks superb and flies like a dream, with the latest Moyes harness, \$1,200. Ph: Mick 0418 411969.

Moyes XS 155 adv, excellent condition, Future Wings harness, Ball variometer, helmet, clip-on wheels, UHF radio with plug-in microphone/speaker. The lot \$1,200. Ph: Derek 02 63791063.

Sting 154 nov/int, light and dark blue, two uprights, inflatable wheels, helmets, manual, batten profile, Moyes pod harness suit medium size pilot, \$2,300 the lot. Ph: Paula 0412 764512.

Sting 2 X 175 int, 2 hours airtime, white top, lilac/blue undersurface, fared downtubes, speed bar, spring battens, detachable rear keel, two spare downtubes, \$4,400. Ph: 0416 073644.

New South Wales continued

Airborne Fun 220, 20 hrs, excellent, \$4,500.
Airborne Fun 190, 20 hrs, near new, \$3,200.
Airborne Fun 190, 80 hrs, good cond, \$2,800.
Airborne Fun 160, 15 hrs, excellent, \$3,200.
Airborne Sting II 154 XC, very good, \$3,500.
Airborne Sting II 154 XC, good cond, \$3,200.
Moyes XT 165, 80 hrs, good cond, \$1,800.
Moyes Mars 170, new sail, good cond, \$1,500.

Harness Moyes Xtreme, 5'11" slim, good cond, \$750.
Harness Danny Scott Twister, 6'0" medium, \$500.
Harness Air Support, 5'8", front entry, \$350.

Harness Cocoon, 5'11" two to choose from, \$100 each.
Harness Moyes Xtreme, 5'11" slim, good cond, \$750.
Reserve, medium, good cond, \$400.
Vario/Alti Bräuniger Basis, brand new, \$550.
 Ph/fax: Jason (Newcastle) 02 49637070.

Xtralite SX6 adv, two years old, low hours, immaculate condition, new side wires, hang loop, spare cover bag, two spare uprights, white mainsail, red undersurface, \$4,100. Ph: Ken 02 95096532.

Queensland

Icom ICA 22 VHF for sale, good condition, still in box, \$550. Ph: Graham 07 49547784.

Moyes SX6 adv, white mylar sail with fluoro yellow undersurface, 40 hrs flying, excellent condition, \$4,200. Moyes Xtreme harness with parachute, suit 5'10"-6'2" pilot, \$500. Electrophone radio, \$250. Full face helmet with ear phones, worn once, \$200. Bräuniger instruments, \$400. Uniden base set with digital display, \$250. Pilot relocated and having a break from sport. Ph: Scott 07 40322792.

Moyes XSE int (same as XC), blue/white/ fluoro yellow, pod harness, radio helmet head set, all in excellent condition. Top performance and looks, owner leaving country. Ph: 07 41284951.

Western Australia

Discovery 195 Sky Floater, with swivelling prone/seated/supine harness. Certified up to 130kg, can use as tandem. Breaks down to about 2m. As new, flown about 20 hours, \$3,250. Ph: John 0418 941281.

Paragliders & Equipment

New South Wales

Harley paraglider adv, brand new, fluoro green, this canopy flies exceptionally, first to see will buy, \$1400. Ph: Mick 0418 411 969.

New South Wales continued

Edel Confidence DHV 1-2, 65-85kg, 48km/h, novice canopy near new, \$3,200.
UP Stella int, 65-85kg, cheap but not nasty, \$600.
 Ph/fax: Jason (Newcastle) 02 49637070.

Ozone Proton DHV 2-3, speed range 19-51km, blue upper surface with red stripe, white lower surface. Size M in flight, weight 80-105kg. Glider has under 50 hours and is still crispy. No reasonable offer refused, selling because I need the money. Ph: John 02 42942208; email <johnmckenry@yahoo.com>

Victoria

Paratech P40/26 DHV2, checked until 07/00, good condition, few hours, including harness Echo with rescue parachute and protectors, helmet Charley Insider Kevlar reinforced, worth \$3,500, make offer. Ph: Tim 03 95310492; email <kroeger_t@danfoss.com.au>.

Trikes & Equipment

New South Wales

Airborne Edge Executive 582 T2-2777, 125 hrs, electric start, custom trailer, full covers, full instruments, quiet kit, stone net, training bars, excellent condition, recent 100 hrs service, always hangared, urgent sale, \$17,500 ono/neg. Ph: Simon 0410 600002; 02 94604282.

Western Australia

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 & 90km/h. In 45 minutes convert to world's highest performing foot launchable/towable glider, glide 25:1. Fully or semi enclosed cockpit options. Two seat cockpit available from Aeriene. Ballistic back-up chute system. Car top transportable rigid box for wings and 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.

Other

Free-Flying Magazines

Cross Country Magazine subscriptions Carol Binder 0417 311360.



Sailplanes – GFA

Single Seaters

PIK-20D VH-WVA currently based at Bathurst w/ airbrakes & current Form 2. 2 x 1/3 shares available. Equipment includes L-Nav, Trimble GPS, Microair 720 channel radio, chute, towing gear and trailer. Consideration will be given to outright sale. Ph: Ray Humphrey 0416 134732, 02 9453 1638.

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

PW5 WORLD CLASS SPECIAL OFFER

Three PW5s available for immediate delivery at ex-factory price of CHF24,100 (A\$25,787). We are paying shipping and sales taxes! Genie Partnership, fax 02 6257 0503, <genie@alphalink.com.au>

HUTTA 19 single slope soaring suitable to pilot weight 90kg strut braced with quality trailer only \$2,000 or swap for powered hang glider or paraglider.

STD CIRRUS VH-GOP 1,035 hrs, Cambridge M-NAV, Narco 360ch radio, no gelcoat problems, g/h gear, enclosed trailer, fresh Form 2, P.A. Slimpak, \$23,500 ono. Ph: Don Chessor 02 4261 1941, email <dchessor@cyberelectric.net.au>.

PIK 20B – WWF 1,800 hrs. No accident history. Excellent cross-country machine in excellent condition. Standard instruments and slimpak chute. Tinted canopy & 720 radio. Tow out gear and trailer in VGC \$30,000 ono Ph: 07 3287 1760 or 0412 731124.

NIMBUS 2 Complete with all gear and trailer. Phone for details. \$35,000 negotiable. Ph: 03 5561 6546.

STD JANTAR 41A KYX low hours. Has to be seen. Profiled wings finished in 2 pack with winglets. Well instrumented panel, Peschges VP2 vario, Icom A22 brand new. Under the Jantar 3 one piece canopy, all ground & trailering aids, wing covers. This great performer, a dream to fly, comes in excellent trailer. No expense spared to finish this glider. \$26,000 ono. Ph: Laurie 03 5581 1914 (h) or Joe 03 5382 6777 (w), 03 5382 5735 (h).

HORNET GSE 1,600 hrs, one of the best, ex cond, Borgelt instruments, radio, oxygen, ground gear, good enclosed trailer, chute, T-hangar at Bunyan, \$36,000. Consider separate offers glider/hangar. Ph: Michael Fortey 02 6254 2452, <mj40@ozemail.com.au>.

Two Seaters

PW6 TWO SEATER Strictly limited number of these new sailplanes will be available for delivery in mid-2000. For details contact: Genie Partnership, fax 02 6257 0503, <genie@alphalink.com.au>.

BLANIK L13 VH-GTC Very good condition, scrupulously maintained, only 3,600 hrs, wing mod. done, Cambridge audio vario and basic instruments. \$13,000. Ph: (02) 6656 1979.

Motor Gliders



SUPER XIMANGO award winner at Avalon. Rotax 912, 450 AF hrs, 360 E hrs, always hangared, dual instruments, KLX135 nav com, 6"x 4" Skyforce GPS. The best touring motor glider 14 L/h, 7 h endurance. Go fly the Morning Glory in 2000. Ph: Barry 02 4636 6314, fax 02 46366418. I am asked if the Ximango is so good why am I selling it – to buy the new model.

LS3-17 TOP – WQT Excellent 17m performance, refinished, comp. Sealed. Fully self-launching, long range tanks, an absolute delight to fly. All ground handling, para-chute, good trailer (hardly used) heaps of extras. Reduced to \$59,000. Call for full details & video 03 9598 3265, email <daveb@primemover.com.au>

DG 505M 2-seater 22 metre span. Tinted canopies, 335 hrs, Rotax 535 engine 43 hrs. Instruments, 760 channel radio, full ground kit, tow out gear, nose steer & wing walker. Based south east Queensland. Currently stored. \$190,000 ono. Ph: 07 46343911 or 46 381 813 at night.

DG400-XJZ AF 1,550 hrs, 190 E 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 1/2 share Ph/fax: Frank 02 44543955.

Motor Gliders continued

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 & 90km/h. In 45 minutes convert to world's highest performing foot launchable/towable glider, glide 25:1. Fully or semi enclosed cockpit options. Two seat cockpit available from Aeriene. Ballistic back-up chute system. Car top transportable rigid box for wings and 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.

Instruments and Equipment

MICROAIR 760, boom microphone and harness deal continues. Ian McPhee 02 66 847 642 (fax 942). 900 radios and 380 microphones sold worldwide.

CAMBRIDGE PC software 5.8.8E must be used. Cambridge have 3 great package deals + extra deals on Microair radio and Winter instruments. Ph: Ian McPhee 02 66 847 642 (fax 942) www.byrongliding.com

PALM-NAV new generation is here and is the way of the future. Now costs much less and you can now read the display! From a person who has given up on the internet I can assure you it is the way to go and to those that bought the normal display recently I am sorry but I will take them back! Talk to Ian McPhee ph: 02 66 (mob 0428) 847 642

BORGELT B100, dual screen, suitable 2-seaters, in-built GPS, as new, \$2,200. Ph: Ross Dungavell 0419 784492, email <rossd@cat.csiro.au>

OXY SYSTEM, bottle 460 litres (100 x 460 mm) Nelson regulator and flow meter. Garmin 90 GPS little used. Parachutes 26ft conical National – beat the GST price rise in a few months. The Pilot's Shop 08 8281 6767 (h), 08 8390 3022.

PARACHUTES 2 National back packs \$900 each, 2 hand held radios \$350 each, Garmin GPS 95 \$350. Ph: Barry 02 4636 6314.

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 Crane
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 9474
1202, 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: <zupuy@ozemail.com.au>

Peta Roberts

PO Box 101, Lugarno NSW 2210,
ph/fax: 02 95961062, 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>

Microlight 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: <nswwhga@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: Belinda Head 02 62359014 (h);
Sec: Sean Brown; 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 8377
4570 (h), 08 84076621 (w), 08 84076628,
<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,
<flytation@mailandnews.com>; Sec: Alan
Bond 02 98995351, 9 Finchley Pl, Glenhaven
NSW 2353; Trs: Dolores Sempreboni, SSO:
David Middleton 02 4736 2605; Newsletter:
David Phillips 02 9456 252, <dphi@jna.com.au>;
Meetings: Last Wed/month, 7:30pm at the
Blue Cattlelog 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, Ranglow Bowling Club.

Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424 760; Sec: Tim
Causier 02 42948110, <timcau@ozemail.
com.au>; SSO: James Nathaniel 02 4262
7677, 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 SkySailors Club Inc

<http://gri.une.edu.au/mss>; Pres: Brian
Shepherd 02 67852182; Sec/Trs: Felix Burk-
hard 02 67751050, <felixb@xym.com.au>;
SSO (HG): Patrick Lenders 02 67783484;
SSO (PG): Godfrey Weness 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), <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 – 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: Mr Sandy Thomson 02 99812019,
0419 250220, <planky@bigpond.com.au>;
80 Warringah Rd, Narrabeena NSW 2099; SSO:
Mike Eggleton 02 94517127, Forrest Park 02
94502674, Glenn Salmon 02 99180091.

Stanwell Park Hang Gliding and Paragliding Club

PO Box 258 Helensburgh NSW 2508;
Pres: Rob Lepre 02 42948694, <pepielepre@
one.net.au>; Sec: Angela Johnson 02 4268
3748; Trs: Joe Fussell 02 42943942; Events
Co-ord: Jules Sanderson 02 42943092;
Site Manager: Steve Pick 02 42944195.

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.

University of NSW Hang Gliding Club

Pres: Daniel Faber 02 93150727, <dfaber@
kensocoll.unsw.edu.au>; Sec: Jon Ingles 02
93150571, <jingles@kensocoll.unsw.edu.au>;
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: D Beard 07 33487150; Vice-Pres:
Shauna Purser 07 66793404, <shaunapurser
@yahoo.com>; Sec: David Pearson
07 55437252; Trs: Fran Ning 07 55773260,
<ning@ausinfo.com.au>; SSO: Andrew
Horchner 07 38707709, 0412 807516,
<aefactor@gil.com.au>.

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: Paul
Barry 07 49922865, <prbarry@tpgi.com.au>;
Sec/Trs: Natasha Atkinson 07 49726840,
16 Far St, Gladstone 4680; SSO: Geoff Craig
07 49923137, <gcraig@tpgi.com.au>.

Rainbow Social Flyers Club

PO Box 206, Rainbow Beach QLD 4581;
Pres: Andy Abbott ph/fax 07 54863771, 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,
<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; HG SSO:
Tony Giammichele 07 33584101.

Townsville Hang Gliding Association Inc

Pres: Graeme Beplate 07 47732913;
Vice-Pres: Clint Smith 07 47747650;
Sec/Trs: Dave McMahon 07 47288453;
SSO: Graeme Etherton 07 47724467.

Whitsundays Hang Gliding Club

Pres: David Nash 07 49531817;
Sec: Ron Huxhagen 07 49552913, Fax:
07 49555122, <sitework@mackay.net.au>

VICTORIA

Dynasoarers 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

<skyhigh@vhpa.org.au>; Pres: Hakim Mentis
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,
<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

PG message bank 08 9487 5253; <www.
cygnus.uwa.edu.au/~madmike/para
glid.html>; <cloudbase@paragliding.org>; Pres:
Dave Humphrey 08 9574 5440, 0418
954176, <paradive@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.

Geraltton & Midwest Hang Gliding Club

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

South West Microlight Club

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

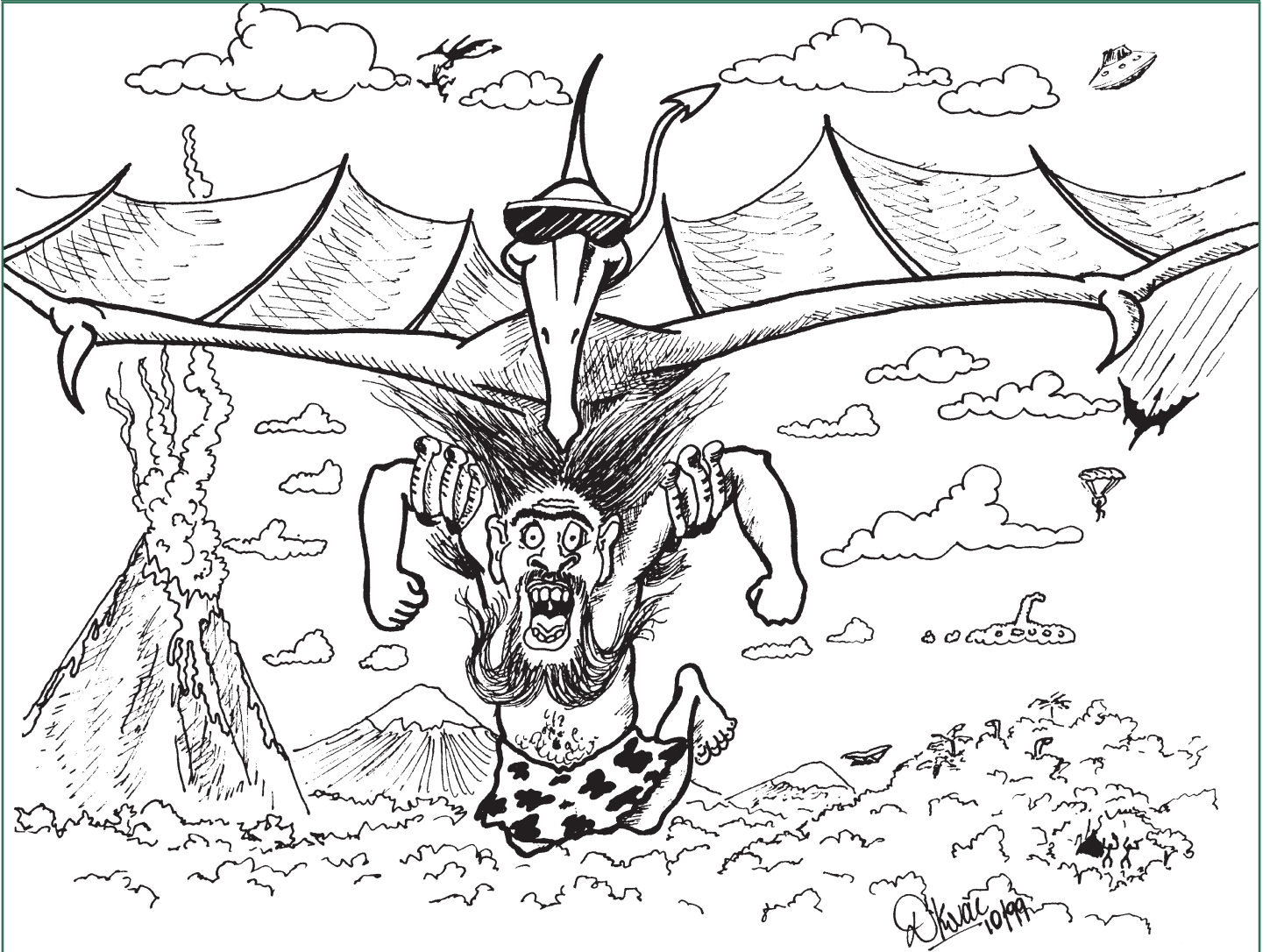
WA Hill Flyers Club

Contact: Rick Williams 08 92943962 (h),
015 057961. Meetings: Last Thu/month
at 7:30pm at the Swan Districts Football
Club, Guildford Rd, Bassendean Oval.

Western Soarers Hang Gliding Club

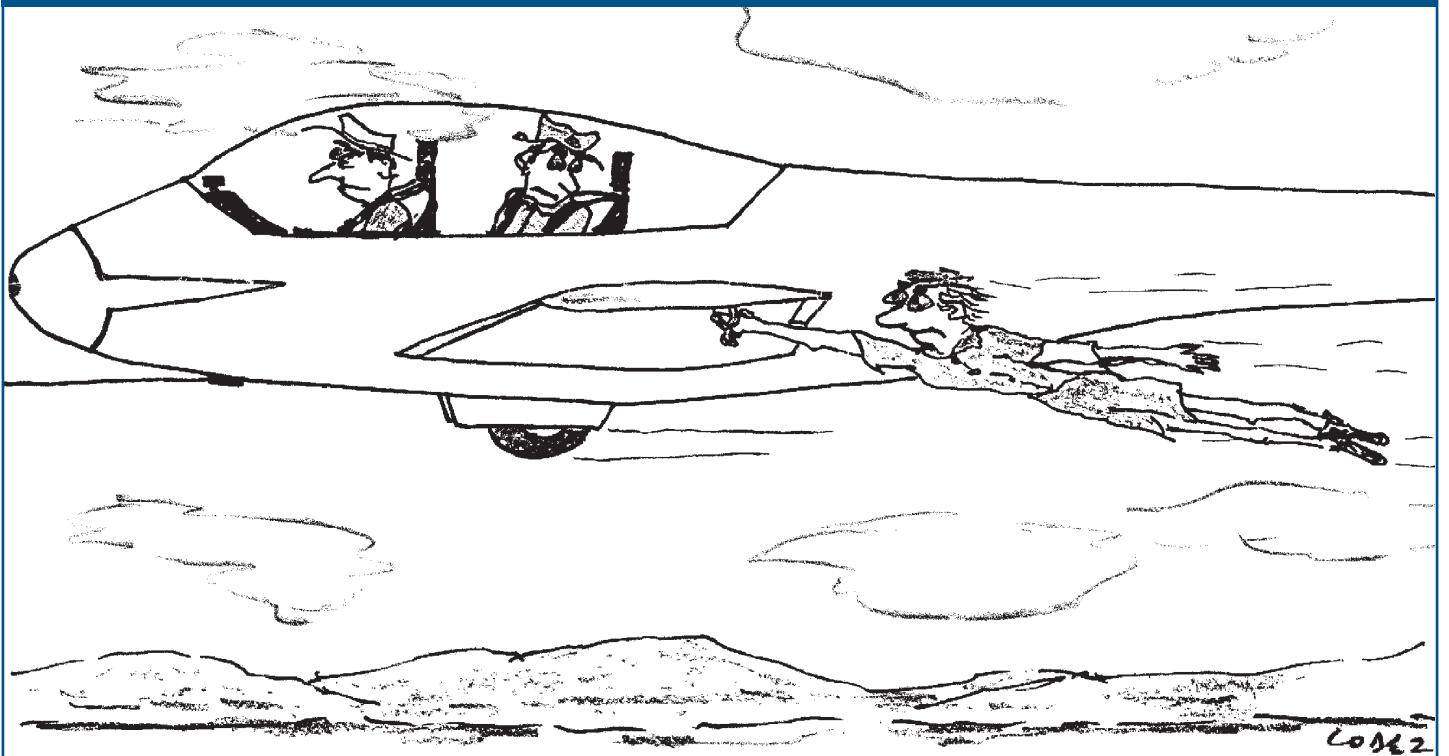
Pres: Sam Blight 08 93363738; Trs: Nav
Brennan 08 93397991; Comp co-ordinators:
Gordon Marshall 08 94519969, Nav Brennan.

CARTOON by Dave Kovac



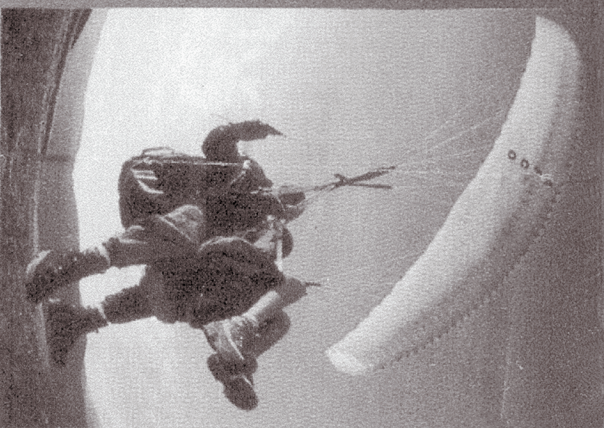
THIS WAS NOT EXACTLY HOW UGG IMAGINED HIS FIRST FLIGHT!

ALL CLEAR ABOVE by Codez



Wild fly Africa

from \$50
per day



Not Just a flying Visit !!

**Walking Safaris With the Wild Animals
Canoeing Seakayaking Surfing Rafting
Trekking Mt Climbing Bivi Flying**

2 - 6 personalized Safaris

craigpaworth@hotmail.com

phone 0415 289727



(R)

Cambridge Aero Instruments & Ian McPhee

Some customers have experienced difficulty in making contact with me. Below is my correct phone number (was incorrect in several AGs) and new fax and mobile number the change caused by leaving Optus and going CDMA mobile. I am available from 6.30 am to 10.30 pm - 7 days a week. Monday to Friday I usually visit town 3 pm to 5 pm so am only available on the mobile these hours.

I yes, weak links, release springs ordered by 2 pm can be sent out that day by Express Post for next day delivery to capital cities and SE Queensland cities. Other larger goods are shipped insured on faxed evidence that payment has been posted.

New never busy Fax 02 66 847 942

Correct Telephone 02 66 847 642 (also never busy)

New CDMA Mobile 0428 847 642

(NB all numbers are similar)

www.dropbears.com/b/byongliding/ and look for the microphone.

(or Free call 1800 91 7642 then 7150)

Email: at this stage this is an unreliable way to contact me as my computer is just too slow. About every two weeks I try and visit Global Gossip etc in town, to look at emails. For those who would like to use email please feel free to use 1800 917 642 then 7150 and I am usually available 6.30am to 10.30 pm - 7 days a week.

- Full stocks of Cambridge spares parts are now available.
 - Cambridge logger barograph calibration service now available.
 - Loggers, INAVs and CAV audio varios in stock.
 - Above average trade-ins on any old Cambridge varios etc.
 - Reworked meter repeaters available which reduces the price you pay.
 - Package deals on complete Cambridge systems.
 - Colour coding of all cables and many extras for installation provided free.
 - Discounts on Winter instruments when bought with Cambridge.
 - Special deal on Microir radio and microphone when bought with Cambridge. Full refund given if not 100% satisfied and this has been done in past even with a NAV computer.
 - Loaner logger available before you buy.
 - All manuals and PC software available free on the web. For those (like me) without access to web just ask for manuals to be posted.
 - Gift vouchers for retirement gifts and birthdays available.
- I thank all the loyal customers for their support for the past 25 years as Cambridge dealer. Visit www.dropbears.com/b/byongliding/ and look for the microphone.*

For good old fashioned Australian Sales and Service

Ian McPhee

Box 657 Byron Bay NSW 2481

Tel: 02 66 847 642 (day alt. 66VH SOAR)

Free call 1800 91 7642 then 7150

Mob: 0428 847 642 • Fax: 02 66 847 942

www.dropbears.com/b/byongliding/

Cambridge Aero Instruments Inc

Box 1420 Watsfield

VT 05674 USA

Tel: 802 496 7755

Fax: 802 496 6235

www.cambridge-aero.com