

Gliding Australian SKYSAILOR



In this Issue:



**Year 2000
Gliding
Nationals
and
GCV Safari
1999/2000**

**NSW Hang Gliding
State Titles**



**SkyHigh Cup
Round 2**



**This may leave
you speechless!**



But...

“the technology in the
new Renschler SOL
Flight Instruments
speaks for itself!!”



- A range of 5 variants – from the basic SOL3 to the GPS compatible SOL7G flight computer.
- Upgrade as you need – it only costs the difference in price between the two models
..... **software upgrade!!**
- No flat batteries – SOL's primary power source is **SOLAR Energy**
- SOL range priced from **\$547**
- SOLARIO (audio only) **\$255**

Purchase direct from Swift
or a dealer near you.

Swift Performance Equipment
Ph 02 6628 7778 Fax 02 6628 7779

Email info@spe.com.au

Website www.spe.com.au



Dealer enquiries welcome.



DHV 2
Top Speed 53 km/h

the new
astral

THE CLASSIC INTERMEDIATE

High canopy stability
and a flat polar curve
combine into a wide
speed range making
the new **ASTRAL**
the feared rival of
high performance gliders.
Total Flying Enjoyment!



Contact: Andrew Polidano at Poliglides
Ph: 02 6684 3510 • Mob: 0414 843 510

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

Arrange a test fly with Mark Mitsos
(Sydney Paragliding) 02 4294 9065,
Brett Cook (Byron Lennox Paragliding Centre)
02 6687 6907 and in WA call
Mark Taylor 08 9284 1106.

GPS!

It's NEW, it's hot, the
eTrex from GARMIN.
Smaller than all other
GPS's, only 2 AA
batteries, up to
22 hours of use
and BIG screen size.
BRIGHT yellow case so
you can't miss it!



Low Pre
GST Price
\$ 299

GARMIN 12 \$ 329
GARMIN 2+SP \$ 490
GARMIN III \$ 655

RADIOS

ICOM A4

ON SALE, ICOM's new airband radio
at an unbeatable price only while
stocks last with ni-cad & charger, save
\$85!

A4 \$465

ICOM 40S

Budget price
with no loss in
quality. 5 watts
power, scan, clear
clean communi-
cations at the right
price.

40S
\$399



All prices quoted tax exempt.

AEROSHOP
.COM.AU

(03) 9431 - 2131

24 HOUR FAX (03) 9431-1869

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 lightly but clearly on the drawing, for typesetting.

Views expressed in this magazine are not necessarily those of the GFA, HGFA nor the editors'. They are strictly the views of the contributor. Any GFA officer quoting his title will be responsible for submitting an official GFA article.

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

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

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

CREDITS

Cover: Gerrit Kurstjens about to land at Narromine after a record-breaking flight
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

May 2000

NSW State Titles – Manilla 2000 2

European Trike Safari – Part 1 4



WA State Gliding Competition 2000 6

To fly or not to fly – that is the question 7

Autotug flies again 8



How to get a world
record for \$13.86 8

Verifying with Flight Recorders 9

Indonesian Breezes – Part 1 10



Australian Hang Gliding Championships, Hay 2000 12



The Year 2000 National
Gliding Championships 14

A flight to mayhem and madness 15

News from Grogalong 17

The Good Fight 18

HGFA Board News 20

AirManShip – HGWA Safety Attitudes Initiative 21

GCV Safari 1999/2000 22

GFA FAI Badges & Certificates 25

SkyHigh Millenium Cup – Round II 26



HGFA News 28



750 kilometres from Gawler 30

Foreign languages 31

Don't overlook the winch 32

In the Circuit 33

Airworthiness Directives & Notices 33

CIVL Meeting – Spain, February 2000 34

Letters to the Editors 36

HGFA Operations Manager's Report 36

In years gone by... 38

Who'd be a scorer? 39

Aviation 42

Analysing others 43

Schools in Australia 44

HGFA Events Calendar 46

GFA Classifieds 47

HGFA Classifieds 48

HGFA Addresses IBC

NSW State Titles – Manilla 2000

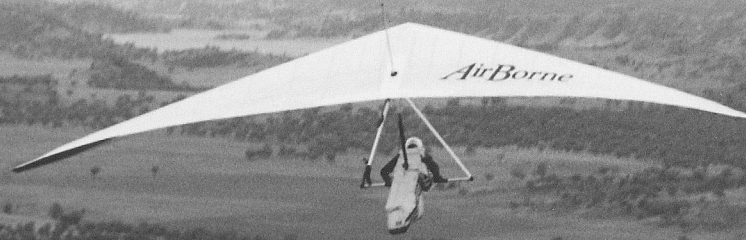
BILL OLIVE, Comp Director

The practice day on Friday looked good, with puffy cumulus clouds and high temperatures. The map boards were nowhere to be found, but luckily most of the maps were in the Imperial Pub's squash court, still in good order. The T-shirts hadn't been delivered. The boards and the T-shirts became a running joke, staying missing until the last two days. At least the T-shirts turned up in time for the presentation. With these minor hiccups the Millennium NSW State Titles commenced, with 48 pilots registered by Saturday morning.

PHOTOS: DAMIEN GATES



Above: The eventual winner of the comp, young Jon Durand Jnr
Background: Ready and waiting at the east launch. If only those cu's would come closer..



Flying out from the east launch

Round 1

A 130km task to Kiandool via the (to become infamous) Boggabri silo turnpoint. Conrad Loten and Len Paton made it. The highway between the Pilliga scrub and Narrabri claimed its share of downed pilots and half the field bombed. Tim Cummings started his trend of being first off the hill but finished eighth at 98km.

Round 2

The task was to Carroona via Carrol Sugarloaf, about 83km. The weather was deteriorating slightly but Rick Duncan, Conrad Loten and Neva Bull made it. The goal paddock was sub optimal, high grass and too small. Neva collected a star picket with her base bar on final, which could have been more ugly than it was. A much better paddock was found by Bernie Zwahlen when he landed 1km short of goal. We decided to use this one in future. Fewer bombed this round than the last, but it was still hard to get away from Borah.

It was also PPP's 40th birthday, so I took him up in a trike to watch the Borah sunset from 3000ft. While he was thus distracted, Vicki Cocking set up a surprise party for him. All his mates were there when we returned from our flight, and it turned into a pretty good show.

Not only was Pete being flown around in a trike and a sailplane, he's also driving his car and can't wait to fly a hang glider again. Watch this space, it won't be long. Mates like Glen Selmes and Paul Kennedy are helping Pete achieve his miracle.

Round 3

The day's task was 104km to Premer via Nea silos (we were overly optimistic). Rick Duncan did best with 65km, and only 14 made it past the bomb-out distance. The scoring system walloped us with 496 for a win and 290 for a bomb-out.

Round 4

Dejectedly we watched the high cloud roll over. At morning briefing a general lethargy prevailed and the task was called for Tamworth picture show. Conrad said quietly, "I'd like to fly". Pro's and cons debated, Len Paton said, "*If it's not dangerous, and it's possible, we should try.*" I ignored the overall vote and called it on, 69km task straight line to Breeza. It turned out better than expected with Dustin Martin, Jon Jnr, Conrad, Bernie Zwahlen and Harry Docking all in goal. Still, only 16 pilots flew more than 5km.

Round 5

Using the south-east launch we flew an 82km task to Bernie's paddock in Carroona via Carroll Sugarloaf. Twelve in goal, with Rick Duncan winning the day. Still 16 bombed out. It is apparent that half the task is to get that first thermal off launch. At this stage of the week the weather looked to be improving.

Round 6

A better day with a 134km task to Wee Waa via the Baan Baa silos. Only one set of silos in Baan Baa, which confused Scott Collyer, so he flew to Boggabri where he knew there were two sets, then flew back to Bann Baa.

Great flight, but only won a navigator's prize. The day was won by Jon Jnr, and 15 made goal. They say the goal paddock looked like a punter bomb-out, there were so many of them, including Phil Stehli who was in the comp. The bombathon had ended too, which was good.

Round 7

130km to Tambar Springs via Boggabri silos. This was a bit harder as it was headwind past the turnpoint. Glen Mcleod, Jon Jnr, Len Paton and Jon Snr in goal. Plenty of good flights today and NO bomb-outs. (No punters past the turnpoint either, even the ever-patient Phil).

Round 8

Last day, straight line by necessity. A great looking day of cloud streets off to the north begged a big task, 162km to Collatai. If it hadn't been the last day we would have made it an open distance task. Dustin Martin, Len Paton, Jon Jnr, Jon Snr, Rick Duncan (on a re-fly in a Sting, his Shark was damaged in a car accident) and Craig Worth made goal (Craig's first hundred miler). Don Gardner made his first 145km flight, in a Sting, to win Intermediate Class, and many other good flights were had on this day.

Wrap up

Plenty of personal bests from this sometimes difficult site. Off the top of my head, and by no means a complete list, Scott Collyer in his first comp; Shirley Lake and Heather Cook flew like champions on most days; Damien (Tex) Gates had his personal best, as did Craig Worth, Craig Dorich and many others. Bruce Wynne missed his 100 miler, but had fun trying. A missed turnpoint cost Bernie his B-Grade swan song by a couple of points, but Jason Reid was a worthy B-Grade winner. I was particularly pleased to see young Jon Jnr win open, a reward for consistency and paying attention to turnpoint detail. Rick Duncan is NSW State Champ again for the umpteenth time and Alastair Bramwell-Davis took out the Floater Class.

On a more sombre note, however, an inordinate number of missed turnpoints was a tale of woe. You can't crib with a GPS. Mollo flew to Boggabri, flew round the wrong set of silos and then made it headwind half the second leg in a floater. He missed by 1,500 metres. Bernie left his GPS turned on, didn't download while in the goal paddock as did everybody else (since Tim was there with a laptop), then drove back to Manilla via a hamburger stop. The GPS had a marvellous track log of the drive home and overwrote the track of the turnpoint. He missed by about 2,000 metres. Two examples of very creditable efforts not ending up in the scores.

And now we come to that part of the evening where the tearful starlet thanks everybody, sooo... Thanks to Tim Cummings for the GPS scoring. Thanks to Airborne and Moyes for their continued support of competitions in Oz. Thanks to Amber Cocking as goalie, she had to drive there every day (at least she had company more often than not). Tom and Vicki Cocking helped organise sponsorship from Ampol, and the Manilla Shire Council kicked in the T-shirts and use of the council hall, which was a fantastic help much appreciated. Hope it's as good or better in 2001 – see you there.



European Trike Safari • Part 1

PETER LÜTZE AND ULLA SAMUELSON

I am 54 years old and live in Gothenburg on the west coast of Sweden where I run a small construction company. I started flying sailplanes at the age of 14, then hang gliding became the biggest interest in my life when it arrived here in Sweden about 20 years ago.

I have flown in Sweden, the Alps, and yes, Australia too. I was team leader of the Swedish team at the World Championship in Forbes 1998. In order to tow our pilots for the competition I bought an AirBorne Edge-X trike, which I then brought home after the competition.

Together with Ulla I've done a couple of trike trips here in Sweden, but our dream was to see the magnificent Alps together from above. Until we met two and half years ago Ulla had never heard of a trike, but she is an adventurer at heart (having made numerous journeys to China, Vietnam, Indonesia and the Caribbean Islands) and finds trike safaris as exciting as I do. We hope our trip will encourage other people to make their flight dreams come true. Flights such as these can make an unforgettable part of anyone's life.



Sunday, 11 July 1999 • The Journey Begins

We are in a hurry to get going.

Ulla and I were hoping to take off before 11:00am but the preparations took more time than we planned and it is late afternoon before we know it.

We pack efficiently, carefully selecting by function, weight and volume. Compact living is going to be our motto for the trip. Sleeping bags, thermal mattresses, a lightweight tent, some personal belongings, change of clothes, a bag full of flight maps and a couple of litres of two stroke oil. A last check at the bathroom scales tells us that we are just within the load limit for our small aircraft.

When we arrive at Fjärås airfield the time is already 5:30pm, but 30 minutes later we are on our way. Below us is a beautiful archipelago in the mild evening sun, and ahead of us is a month of flying vacation. Our first goal is Landskrona. This early in the trip I feel a little unused to the radio talk so we go around the controlled areas at Halmstad and Ängelholm. Two hours later we land at Landskrona and we are lucky.

Despite the late hour someone heard our radio call and our request for fuel. We fill both the main tank and our new extra tanks. All in all this gives us 3.5 hours in the air if we need it.

I file our flight plan over the phone. Our first destination in Denmark will be Hillerød, some 20km south-west from Helsingør. That is where we want to celebrate with Danish *smørrebrød* and Danish *Hofbeer*. We reach the airfield (which has nice coated runway) just before sunset with a castle looking house visible in the distance.



After we found a nice place for our tent we start to walk towards Hillerød. The village is further away than we thought and it is getting dark so we try to hitchhike. But the cars just drive by. At last a small Japanese car stops and the side window slowly comes down, but we see no driver until some pearly white teeth catch some light in the darkness. "Where do you want to go?" It is a very dark man from West Africa that opens his door for us. He tells us that he himself tried to hitchhike a week earlier, but found that no Danish car had dared to stop. "People here are afraid! In West Africa all cars stop if someone walks by the road." He drives us to Hillerød although he was going the other way!

Monday, 12 July • An Expensive Landing

In the morning the landowner from the castle arrives in his estate car with a serious looking face. "Are you aware that this is PPR-Airfield (private property)?" No, we are not. In the rush last evening we had failed to check this. Stupid! We apologised for this mistake. "A man will come to get your details," is the reply I get. Later a man does come, collects our details and a landing fee of 200 Danish Kronor.

Next stop is Ringsted. There we get a very warm welcome and cold drinks from the Nestor of Danish ultralight flying, John Carlsen – a real "burning soul". The next goal southward is Maribo near the German border to fuel up and to file the flight plan for Lübeck. The fuel costs DKK 7.40, almost double the price compared to Sweden. "Just wait until you get to Germany, there they know how to charge for it," says the flight leader.

The leap across the water at Rødby made us a little nervous. We climb to maximum height so that we can glide to shore if the motor stops. But it does not know



that the water below us is cold and deep, so it just keeps humming as safe as always.

The radio talk before landing in Lübeck goes really well. *"Sierra Echo Yankee X-ray Uniform, 1,000 feet at checkpoint November. Request permission to land in Lübeck."* *"X-ray Uniform, proceed for landing at runway 23. Wind at ground level, 5 knots, 270 degrees, QNH 1008..."*

We feel small, but very well taken care of at this big, well organised airport. A place in a hangar is easy to get and we are soon on our way on a bus to Petersen's Pensionat near the railway station. That night we eat a royal dinner at the Schifferkompanie Restaurant in the centre of town, well known since the middle ages.

Tuesday, 13 July • Broken Promises and Rain

We get promises of fairly good weather for our early flight to Porta Westfalica. But it seems that Swedish meteorologists aren't the only ones that can be mistaken. The more south-west we go the worse the weather gets. We have to go around some local rain showers, and we see lightning in the distance, but we manage to stay dry almost all the way.

Porta Westfalica lies at the entrance to the Mittelgebirge area and is embraced in a stubborn black cloud. The rain is intense but we hardly notice it as long as we are in the air. Once on the ground we are almost drowned, but we find shelter for our little machine in the glider hangar. We too find ourselves a nice room at Frau Vogel's, who rents out to travellers.

Wednesday, 14 July • Sightseeing

Metar for today does include some of the following descriptions: OVC, RA, CB, TS, G. Today is a sightseeing day in Minden and one more night at Frau Vogel's place. We are in no hurry.

Thursday, July 15 • Precious Stones and Meat

Today looks promising. The meteorologist says that the front has passed and an area of dry air is spreading out from France. The wind is still strong with more than 15 knots south-south-west, straight headwind. We really notice the slow ground speed as we fight our way past a few remaining rain showers near Mittelgebirge. It gets colder as we climb higher in the mountain area and Ulla is freezing. We stop for a nice warm cup of coffee in Siegerland. A lot of the airfields in Germany are old military ones from the time of the occupation and they are big and well organised. During

May 2000



daytime they have at least a manned information service, and if you ask by radio about the possibility of buying fuel there is already a uniformed and helpful Tankwart waiting when you land. However the flight leader in Maribo was right, the fuel is expensive. DM2.45 to 2.85 per litre is what we have to pay.

Our goal for today is Idar-Oberstein, famous for precious stones. This town was already well known during the medieval ages for their beautiful ground malachites. Idar-Oberstein and its stone craftsmanship blossomed until the early part of the 20th century when the stones became rare and people started to leave the place. Some of the craftsmen left for Brazil where they found a lot of the precious mineral in Minas Gerais, north-east of Rio de Janeiro. Since they had no money to ship the stones home they persuaded a captain of a sailing ship to use the malachite stones as part of the ship's ballast. Back at home in Idar the place blossomed again and the craft is still an important part of the town's economy. The stone museum in Idar-Oberstein is a fantastic place to visit.

Idar-Oberstein is also unique for another reason. Here you can eat like "God in France". When you call the airfield 15 minutes before landing on 122.85MHz, you can order a Sierra Lima Romeo or a Foxtrot, and it will be ready for you when you arrive. The flight leader is the manager of the restaurant and gets right in on it by cooking the ordered meal. Sierra is a loin of pork, Lima is meat from the hip, Romeo is roast beef and Foxtrot is a smooth filet of beef. No piece is less than 350 grams, and with it you get a wonderful black radish salad prepared in cream and newly baked farmstyle bread. Very delicious! How can he get these big pieces of meat so nicely prepared and what is the secret to his marinade? Fly there yourself and find out! The day we were there four helicopters arrived with American tourists, just to eat these delicious meals.



Tune in next month for more of Peter and Ulla's adventures triking around Europe, including dinner at Jörg's place in Bremgarten, a flooded runway in Bad Waldsee and two "fridge cold" men in Reute-Tirol.



WA State Gliding Competition 2000

DENIS MACNEALL Competition Director

Possibly the first sporting event of the new century was held in Narrogin, WA when the Narrogin Gliding Club successfully hosted the annual Western Australian State Gliding Championships from 4 to 15 January.

The competition was preceded by two practice days, which allowed participants the opportunity to familiarise with the local area and/or shake off the cobwebs. It also allowed the hosts an opportunity to test the infrastructure.

The competition was marked by weather conditions varying considerably from those normally experienced in January. Three days were lost due to the unseasonal rains and thunderstorms. There were also some marginal days in which competitors struggled to stay airborne, let alone complete tasks. On one such day the winning speed in 15m Class was 75km/h!

On one day of note, a thunderstorm formed over the airfield at 9:15am and simply sat there all day. Competitors were frustrated to see nice fair weather Cumulus only 10km to the East throughout the day while we were subjected to rain. It was small consolation that January proved to be the wettest one on record with over 10 times the average monthly rainfall!

On the other hand, excellent conditions were experienced for several days and speeds of 120km/h were achieved by Standard Class competitors.

No gliders competed in Open Class and there were insufficient gliders in the 15m Class to meet minimum number requirements. Therefore, in accordance with the rules, a combined class including the 15m and Standard Class aircraft were handicapped and scored in accordance with the 20/40 rule. This gave 15m competitors a significant advantage over the highly wing loaded Jantars that made up the bulk of Standard Class. For example, the Jantar handicap is 1.0 while for the LS3 and Pik 20D it is 1.03.

For those of you who aren't familiar with the 20/40 rule, it states that a glider with a 20m span and maximum wing loading of 40kg/m² has a handicap of 1.0. For each additional metre of span the handicap is decreased by one percent and for each additional kg/m² the handicap is decreased by half a percent, eg a 15m glider with maximum wing loading of 45kg/m² has a handicap of plus five percent for the decrease in span and minus two and a half



**Top to bottom: Gliders on the start grid on Day Five
State champion, Hilmer Geissler
The Abominable Snowman, John Kenny**

percent for the increase in wing loading. Hence a 15/45 has a handicap of 1.025.

Notwithstanding this, the combined class did allow a Standard Class competitor the opportunity to win Open Class.

Social highlights included two impromptu guitar concerts provided by Kevin Saunders ably supported by Anthony Slavin, and the "christening" of our newest club room where the closing dinner and presentation was held.

The success of the competition was made possible by the tireless dedication of many volunteers who assisted to the limit of their capacity. It cannot help but be noted that the attendance at these venues is tending to be the

PHOTOS: RON CANT



**Top to bottom: Barbecue time on the last night
of the competition
Arthur Tooker and Johnette Sasse
Championship club team - Narrogin Gliding Club,
Bill Verboom, Hilmer Geissler and John Kenny**

domain of competing pilots; with very few family and friends making up the numbers. This means that most of the daily work falls on those "scramble" pilots who are having a lay day. If more pilots choose to fly every day, the reducing support base will become a limiting factor for future organisers.

On behalf of the WA Gliding Association, may I convey my sincere and heartfelt thanks to all who contributed in making this event the unqualified success that it was.



Open/15 Metre Class

1	D Woodward	972
2	C Runeckles	960
3	R Carter	926

Sports Class

1	H Geissler	1000
2	J Kenny	955
3	D Mackay	923

Club Class Team

1	Narrogin	937
2	Beverley	873
3	GCWA	808

Standard Class

1	R Carter	959
2	B Verboom	930
3	K Saunders	808

Handicap Class

1	H Geissler	994
2	D Woodward	951
3	R Carter	937

To fly or not to fly — that is the question

HARRY MEDLICOTT

The most difficult decision one has to make when giving meteorological advice to tasksetters at a gliding competition is whether possible predicted storms are of a nature that justifies declaring a non-flying day.

Every pilot has, or should have, an extremely healthy respect for storms. They are the most common cause of plane crashes in eastern Australia. Every year brings its fatalities and one is left wondering how power pilots, with their ability to turn back or fly around storms, manage to get into trouble, but it happens with monotonous regularity even with good meteorological information. I well remember an interstate passenger plane taking off from Sydney airport and crashing into Botany Bay a few minutes later – destroyed by a storm.

Having just once been trapped by a severe coastal storm in a glider, an experience one is not likely to forget, endows one with a healthy respect for their awesome power and a large dose of caution when it comes to sending gliders into a possibly adverse situation. So how does one go about evaluating conditions when storms are predicted?

Fortunately, being well aware of the risks, the aviation meteorologists set a high priority on accurate forecasts involving adverse weather conditions and so our most useful source of information comes through the Avfax service. This information is written in aviation jargon which must be deciphered but the factors we consider are:

- Identify the total area effected.** This is indicated by obtaining the TAFs for a wide area. Remember that the forecast is conservative and that the outskirts of the storm area would probably be only lightly affected.
- The predicted onset and duration of storm activity is important.** Activity commencing at 5:00pm and finishing by 8:00pm is usually not much of a problem as the storms would be scattered and associated with thermal activity rather than a major weather pattern.
- Understand the Avfax shorthand.** A 30% probability is quite low, 40% much higher and storms with rain mean an almost certainty.
- Calculate storm base by measuring dew point at the airfield and using available Avfax information.** If storm base is high, say 9,000ft, then gliders have the range to

avoid and skirt around them, whereas low bases of say 2,000ft to 4,000ft, as often happen near the coast, leave little height to divert. Also my experience is that storms with a high base are often more benign than those close to the ground. This can be explained by the greater depth of convection and energy available with high dew points.

- Check out the predicted tops of cu-nimbs.** 30,000ft tops usually mean more benign conditions whereas 40,000ft tops indicates severe storms with the possibility of hail.
- Storms are associated with various meteorological events.** A cold front moving through is preceded by a trough system. Well in front of the trough there is usually extremely good gliding conditions, but the lifting and bunching effect of the front at the actual trough often generates a storm line whose severity depends on the strength of the front, but more particularly on the available moisture in the affected air mass. The speed at which the system is moving is identifiable and the time of its intrusion into the task area predictable.

There are also semi-stationary troughs, not associated with fronts, which are a common feature of Queensland and northern New South Wales. They normally lie parallel to the coast and are a result of inland solar heating combined with ocean derived moist replacement air. They do not generally produce the severe storms which result from fronts – it all depends on the available moisture. In their mild form they produce excellent gliding conditions. Col Norman's famous 1,000km flight from Jondaryan airfield in a Mosquito was achieved by flying southwards on the eastern side of the trough with a north-east tailwind, then crossing over and flying northward on the other side of the trough with a south-west tailwind.

Pilots like myself who specialise in long distance solo flights study anomalies like these to enable flights which would not otherwise be possible.

Finally, a plea to our competition directors and tasksetters. Do not cancel a competition

day too early as what appears on the evidence to be a hopeless day at 8:30 in the morning can sometimes turn into a flyable one in the afternoon. Also, I have been involved in decisions when it would be difficult and compromise pilots safety to set a standard fixed course task, but it would have been an easy and safe decision to declare a POST task and be reasonably certain gliders would be safely back at the airfield before conditions deteriorated.

POST tasks can have compulsory turn-points to ensure everyone is flying in a similar airmass and then later in the day have the freedom to avoid storms cells whose position is absolutely impossible to predict beforehand. Scoring can be benign so as not to have a radical effect on final results. This option is far less chancy for creating scoring anomalies than sending pilots on a set task with expected doubtful conditions. State comps are one venue where this change would be extremely worthwhile. At these events we often see pilots sharing gliders and it can be their one chance to fly competitions for the year. To unnecessarily lose a day or two from bad weather means some pilots will not get enough flying days to compete. Our aim is to try and fly as many days as we safely can.



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)





Autotug flies again

DAVE SHARPLES



The autotug is in the air again at Kingaroy after a three-year delay in sorting out the legalities of flight permits. It is now operating under the experimental category.

The aircraft, a PA25 Pawnee, is fitted with a water-cooled 3.8 litre Ford V6 engine; the propeller is the standard 235 Pawnee one – a McCauley 8452. This engine spins the propeller at the same RPM as the Lycoming O-540

engine, so performance is identical. The engine runs at twice the propeller speed.

Tests so far have been encouraging. Fuel consumption shows 32 l/hr on Mogas, as against 60 litres with the 235. Up to two extra tows per hour are possible due to faster let downs. Upon glider release, the throttle is full closed and it is on the ground in no time. Decent speed is no more than 80kt IAS.

PA25 Pawnee autotug

There is no need to continuously monitor RPMs, rate of cooling, speed, etc, which is normal procedure in the standard Pawnee, giving the pilot more time for lookout. The thermostat closes at a pre-determined temperature and shuts off the coolant circulation, and with no power the descent is quite rapid, even at slow speeds.

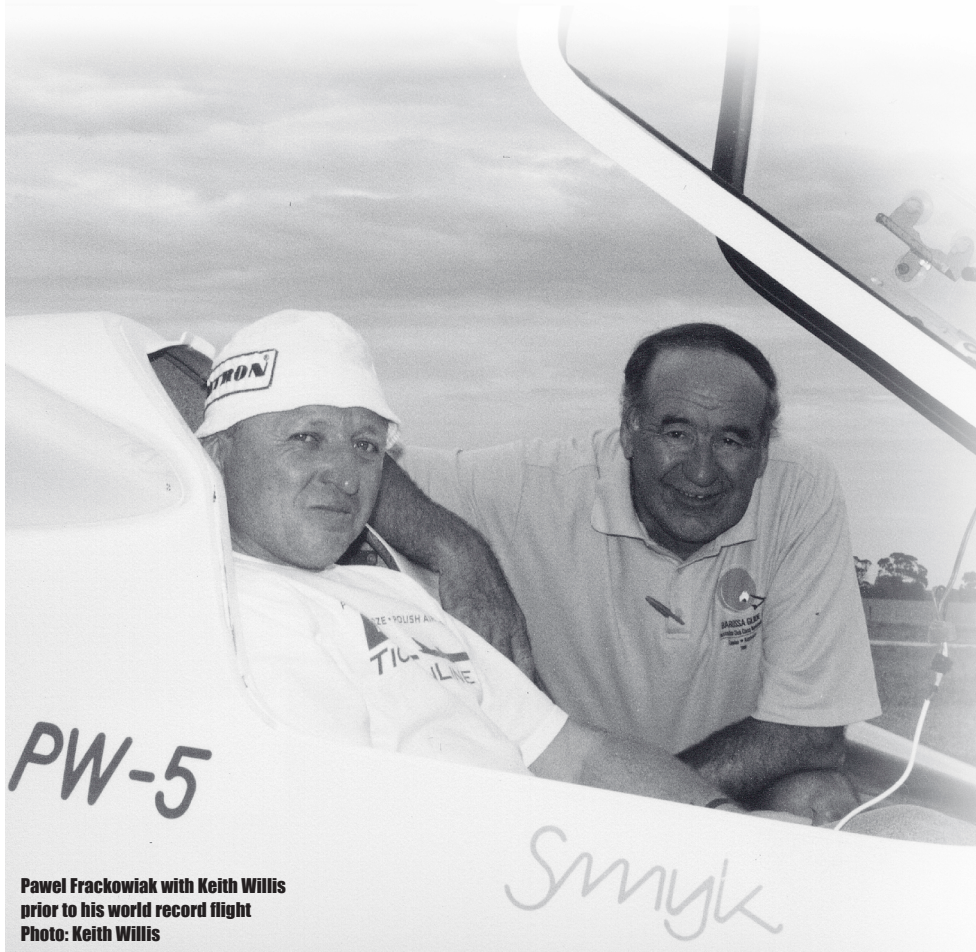
Temperature variation is only 15°C during the whole towing cycle. The ground run is quicker, and therefore shorter, because the V6 develops its power much quicker, being 2A1 ratio which also reduces the incidence of wing drop on the glider during ground run.

To date the engine has done over 250 hours, which includes severe ground and dyno testing before its first flight. Almost 200 glider tows have now been achieved without any defects. If reliability and performance continue in this way, the cost of launching gliders can be greatly reduced in both fuel and engine maintenance costs.

Future tests will include a three-blade ground adjustable propeller, and exhaust systems which should greatly reduce noise levels without loss of performance.

How to get a world record for \$13.86

KEITH WILLIS



Pawel Frackowiak with Keith Willis prior to his world record flight
Photo: Keith Willis

Visiting Polish pilot, Pawel Frackowiak claimed a World gliding record on the last day of a four-week gliding holiday at Bordertown/Keith Gliding Club early this year.

Pawel flew a 100km FAI triangle on 17 February in 55 minutes 47 seconds at an average speed of 110.14km/h from Bordertown to Bunn Springs then on to Blue Hills near Telopea Downs and back to Bordertown. He used only one-and-a-half thermals for the whole task.

Flying the club's PW5, VH-ZAW, Pawel crossed the start line at just over 3,000ft, then glided about four kilometres to the first cumulus where he got a climb of 12kt to over 11,000ft. Halfway around the task he took an eight-knot climb for an extra 4,000ft for final glide, coming home on the last leg at over 160km/h.

Pawel's flight took just 55 minutes 47 seconds which, at 25 cents a minute is \$13.86. His total time was one hour 55 minutes, with the extra 59 minutes 13 seconds being \$14.89. These two figures, plus the cost of a winch launch at \$5, took the total to \$33.75!

During his time at Bordertown/Keith Gliding Club, Pawel also claimed four Polish gliding records.

Verifying with Flight Recorders

TIM SHIRLEY

Over the past 25 years I have verified quite a few gliding competitions, mostly with film in the early days, of course, but in the last few years increasingly with flight recorders. I sincerely hope that the era of cameras and film is over. The effort and expense of processing and verifying film compared to the ease of use of flight recorders make it far better for pilots and organisers alike to move in this direction.

For lower levels of competition the track logs provided by Garmin GPS units have proved quite satisfactory. They are probably not sufficiently secure to be permitted as primary devices in championship level events, but can certainly be used in these events successfully as back-ups. I am sure that other brands of inexpensive GPS units could equally well be used, though it is the Garmins that have the bulk of market share. Low cost Garmins are very comparable in price with cameras these days, and have the advantage of providing the nav function as well.

One of the important things to note about the data recorded in a flight recorder is that it is undifferentiated GPS. This means that it is not precisely accurate compared to a position on the ground. If you take a GPS unit to a particular point on the ground on successive days the readout will vary, and if you work it out in distance terms it can move by up to 150m. This is not a problem in gliding, as long as we realise that it happens and allow for it.

How do we allow for it? Well, the main way is that if we are setting rules for what "rounding a turnpoint" means, then a circle is much better than a point, because as noted above the point keeps moving around and you can be recorded as turning short even when you didn't. The international gliding community seems to have settled on a 500m radius circle, and in my experience of verifying that has been adequate both in terms of getting inside the circle and in providing enough margin to avoid close encounters.

In fixed task competitions we have the thistle figure, which really means that it is okay to go "around the back" of the 500m circle and still score. I very rarely see people do this when I verify though – almost everyone passes through the circle.

For starts much the same thing applies. A circle is much better than a point or even a line. I know this offends some people's sense

of what a "start" is, in that people think in terms of crossing a line to start. The trouble is (and I have seen it several times) that if a pilot approaches the line from the task side, and the GPS error is against them, it is possible to think they are behind the line and not be when the track is verified. Zero points for the day! But, if the start zone is a circle then there is no problem of this kind – you will always be recorded as being inside the circle if you fly to the designated point.

The other great thing about flight recorders is that we don't have to worry about observed finish lines any more. It might be spectacular to watch (and we can still do that of course) but identifying gliders, making radio calls and getting the timing exact when 10 gliders arrive at once was difficult and was often a cause of error. If all pilots have flight recorders and get them in as soon as they land, then there is no need for observed times at all.

To help improve the verification process with flight recorders, last year I spent some months writing a program which I have called Soardata. This is a verification program which allows you to set tasks, set up lists of turnpoints, start points etc, and then will verify almost any flight recorder data you can feed it. So far it will accept any IGC approved data, Borgelt Joeys old and new, and track logs from Garmin GPS. It records the results of the verification including start time and point, finish time, and turnpoints rounded, in a report and output file, which can then be imported into the scoring program without the need to re-key the information. For POST tasks, it will determine the turnpoints that were actually visited so it is not necessary to refer to a task card unless there is a problem.

It was tested at three competitions in the season just past – the NSW State Gliding Championships, the Club Class Nationals and the FAI National Gliding Championships. I am very grateful to a number of people, but most of all Maurie Bradney, for his help in testing. The result of this testing was that lots of improvements were made, and the program is now ready for wider use. If anyone is interested in a copy please contact me via email at tsh@dynamite.com.au or by phone on 02 6254 1262.



21-28 OCTOBER 2000

ALICE SPRINGS GLIDING CLUB



Competition Open to all Classes • Minimum age 35+
• Winch Launching Only

For further information contact:

Honda Masters Games **or**
Freecall
1800 658 951

Graeme Richards
Gliding Co-ordinator
(08) 89 525 339

FOR SOME GREAT SOARING AT THE FRIENDLY GAMES



Northern Territory Government
SPORT & RECREATION

Indonesian Breezes Part 1

JOHN MCKENRY

Having planned for some years a return paragliding visit to a remote island in The Mollucas Group in Indonesia, all my plans were put on hold two weeks into dense tropical rainforest due to the unrest in Ambon. By a chance phone call I discovered a group of pilots from Melbourne were due to visit Bali, so a new plan began to form.

I arrived three days before them and had some of the most consistent flying I have ever had on the island's main coastal site of Timbis. This culminated the day before the guys arrived with a late fly into the evening as the sun set. I then decided to camp on site overnight and got another great fly early the next morning.

The locals said I must have been praying! They might have been right because when the crew from Melbourne arrived things just got better. After organising transport and drivers we headed to the site just as the coastal breeze kicked in. Conditions were perfect for the whole range of pilot ability present. For the first time in eight years of visiting the island

I was able to fly the full length of the ridge from Timbis to the Nikko Hotel (some 5km to the east), then 15km to the west passing the Bali Cliff Hotel on the way to Yan Yan. To get to Yan Yan involves jumping quite a few gaps in the ridge, and to my astonishment there was lift everywhere. It was incredible seeing the sacred Uluwatu Temple and being able to make it back and top land. But the best thing was seeing all the guys from Melbourne, including some relatively new pilots, coming along to experience this magical flying location.

It was then on to Candi Desa, where I was lucky enough to have one of my most memorable flights. It was late into the afternoon when I trekked the 300 meters up to launch with three other pilots. As the wind had been strong when we left the hotel the other guys had elected to leave their gliders behind, coming along just for the exercise.

As we got to launch the wind happened to die down, and I launched as the sun began to set to find "magic lift". Everywhere I went I was either maintaining or going up. After a few passes along the sea cliff ridge I headed for the bomb-out and discovered the lift extended way out from the ridge. The tide was also up and the small beach was full of fishing boats. Plan B! I kept heading down the coast and landed on a beach about 3km before town. Amazingly I had to spiral down and land with big ears, the lift was that good. By the time I packed my glider it was pitch black – the night comes really fast in the tropics.

I arrived back at our hotel a few minutes before the other guys. I felt guilty that they had stumbled down the hill in near darkness while

I had an absolutely magical flight. It turned out that it was the longest flight ever made from the site!

The other guys managed to fly off the hill the next day. Those that didn't want to relaxed by the pool taking in rays and having a massage. After a fly from the active volcano Mount Batur in Kintamani, the crew headed back to Timbis. As they began their journey home, I headed to Malang in East Java to fly in what I thought were the Indonesian Nationals. However, I discovered on arrival that the Nationals had been held in Haruman near Bandung the previous month. Best laid plans and all that!

The results of the Nationals had apparently been fascinating, with two hang glider pilots, recently converted to paragliding, taking out first and second places! The winner was flying an Apco Supra which was seven years old with an unspecified number of hours and at least five previous owners.



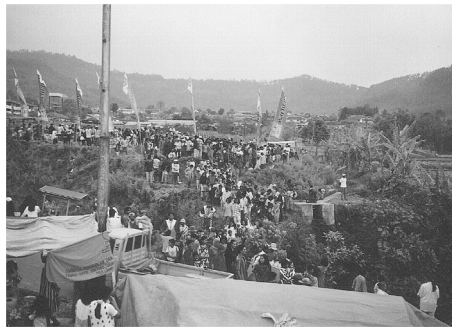
The crew from Melbourne arrives in Bali

PHOTOS: JOHN MCKENRY

Left: Looking north along Bali Cliff

During the comp the Indonesian distance record was set. It now stands at over 40km, and a few pilots made it to the outskirts of the city. Apparently one was almost shot when he landed in the Presidential Palaces Garden. To add even more excitement to the event there was a reserve deployment when a glider struck a kids kite. The kids use fishing line immersed in glue around the basic cross frame. Once dry, the line is very strong, almost razor like. The result was the glider literally splitting in two above the pilot's head. Fortunately the majority of pilots in Indonesia carry reserves.

Anyhow, the competition in Malang which I had turned up to was supposedly a team selection for PON, the Indonesian Olympic Games held every four years. There were only 40 pilots flying in the comp (out of a possible four pilots from each of 27 provinces), but to my knowledge this is the first time paragliding has formed part of a National Sports Competition anywhere in the world. If we ever want to see air sports in the Olympics then Indonesia is blazing the trail. Winning medals at these PON games holds such kudos for the provinces (especially in a new sport such as paragliding) that the teams have their equipment bought for them.



hill and usually prevents any strong thermic activity. Having said that though, within the nine days of the comp and training days, there were three thermic days and two valid tasks. The site record was doubled to 22km and great entertainment was provided to the locals who came out every afternoon to watch pilots trying to increase their scores by spot landing on a large sports field. The atmosphere was like a carnival with ice cream vendors and food of all descriptions available in little stalls. Towards the end of the comp landing there became a bit of a nightmare as people crowded so close to the spot that there was grave danger of pilots landing on the crowd. In the end a soldier

wielding a big stick had to keep the crowd at bay.

I flew as wind dummy as there was no chance of actually taking part in the comp. The launch was like a dustbowl, perhaps not helped by the fact that at least fifteen trees had been removed from launch for the competition. Sadly not enough for one unlucky pilot (the one who had had the kite incident!) – he managed to collide with a pine tree and broke his leg on the first day of the comp!

After a few days I was getting frustrated with the state my wing

was getting into due to the dust on launch. The atmosphere was not so good either, as the day after I arrived the East Timor ballot result was announced. Paragliding is strongly supported by the military in Indonesia. paraglider pilots often get free flights all round the archipelago on Hercules transports to assess sites, and in some cases they teach troops how to fly. Although I had been asked to do a display flight with smoke grenades at the Closing Ceremony, I decided not to. I could not entertain anybody with such news coming out of East Timor, especially as those at the Closing Ceremony would be fairly senior

Left: Crowd leaving the spot landing field
Below: Who says free flight isn't a spectator sport?

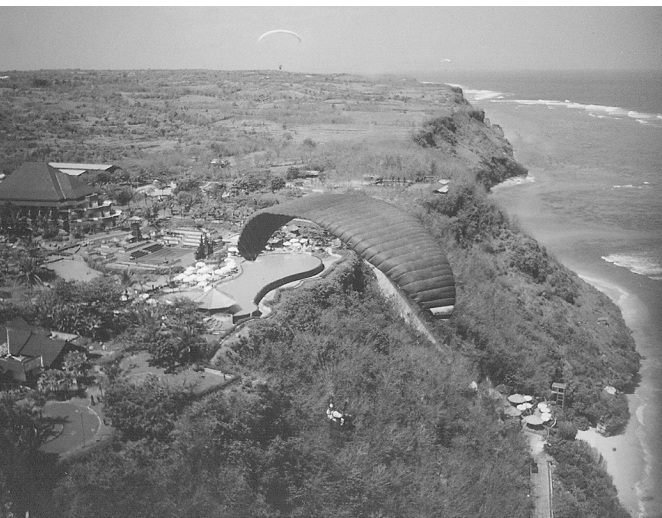
military people. Instead I headed up to



Wonogiri where I was sure conditions would be better.



John's Indonesian adventures continue next month as he visits Wonogiri, Sukerharjo, Mount Merapi and Yogyakarta – getting the fright of his life at one of these places.



Left: Above the Bali Cliff Hotel looking south

The Central Java team, for example, has had four new gliders, harnesses, varios and GPS's provided to the pilots, at a total cost of around \$20,000. Hard to imagine when the country is in such a financial mess.

Malang was one of the favoured Dutch colonial cities. Renown for its cool climate it was a popular place to retire and escape from the heat of Surabaya, the big port city two hours away. At about 2,000m amsl it has mountain ranges within 30km, which rise to almost 3,500m. Potentially a magnificent place to fly, it only has one problem – cloudbase. It rarely rises more than a few hundred meters above the

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's "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

Australian Hang Gliding Championships, Hay 2000

SANDRA HOLTkamp

Dynamic Flight

The Australian Hang Gliding Championships at Hay in January this year attracted a field of 58 pilots. Although not as many as in previous years it was still a high class field with many of the top ten pilots in the world competing.



Above: Roger Burrows searches his map for the recently declared goal on Day Three

Day 1 was quite breezy with a number of pilots opting not to launch. A 168.1km task from Hay to Lake Cargelligo was set with eight pilots making goal. There were a few very, VERY late retrieves which I'm sure both Craig Semple and Stephen Bayley would rather not remember – they returned to Hay at around 5:30am! First overall for the day was Joel Rebbechi (Australia) flying a Moyes Litespeed prototype.

Day 2 was again quite windy. The goalies were sent on their merry way to Ivanhoe (over 200km away) and then the task committee decided to change courses and sent the pilots to Hillston (117.2km). Fortunately the pilots who made goal were flying with a GPS and were able to download their flight time. The goalies returned to Hay quite a few hours later after enjoying the sunset at Ivanhoe. First overall for the day was Davis Straub (USA) flying a rigid wing Atos.

Day 3 saw the wind ease off considerably and a dog-leg task was set with a turnpoint at Booligal and goal at Coolibah (a total distance of 160.8km). Many pilots managed to make the turnpoint but found the crosswind leg to goal a bit too much of a challenge. A great effort by Nathan Grieve, flying 68.4km in his Fun 190! Roger Burrows didn't have the best of times having to spend the night in the boonies at Booligal. Roger returned to Hay around lunch time the following day to hand in his landing co-ordinates. First overall for the day was Attila Bertock (Hungary) flying another Litespeed prototype.

Day 4 and an out and part return was called. The first turnpoint was set for Booligal, the second at Mossiel and goal at Toms Lake (total task distance of 161.8km). There were many pilots making both the first and second turnpoints, however the strong headwind leg to goal was a real killer. The closest pilot to goal was Gerolf Heinrichs (Austria) who landed approximately 18km short flying a Litespeed prototype.

Day 5 and the wind changed to the north-east, which saw pilots heading off in the opposite direction to what they had been flying for the past four days. Goal was set for Tocumwal with a turnpoint at Wanganella (total task distance 186.6km). There were a number of pilots achieving their PB's on this day including Anthony Schmidt (flying just over 110km) and Nathan Grieve (flying 96.4km). First overall for the day was Rohan Holtkamp flying a Moyes Litespeed.

Day 6 and many of the pilots were actually hoping for a day off. Their hopes went out the window however when a task was set to Pretty Pine (110.6km). It proved to be an early day with most pilots returning to HQ well before dark. Twenty pilots made goal, the fastest being Gerolf Heinrichs.

Day 7 found the task committee with their sights set on another big day, hoping that the weather was on their side. Rain fell in Hay mid-afternoon but was pretty localised; the comp paddock didn't get wet and most of the course remained clear. Joel Rebbechi managed to punch through the headwind late in the day to finish 18km from goal and placing first for the day.

One of the 10,000ft cloudbase days during this year's competition
Photos: Nathan Grieve

Day 8 saw early predictions for a north-east wind, but as is often the case it swung around to the south-east later in the day. Many pilots were blown (or chose to fly) off the course line, with one pilot landing 100km north of the Yanga Lake goal! Other pilots who managed to get to goal had trouble coming in for landing as the thermal activity near goal was awesome – averaging 1,000 up in most areas. A couple of pilots were reported as crossing the goal line at approximately 9,000ft. Fastest time for the day was Andre Wolf (Brazil) flying a Litespeed (1 hour 59 minutes for the 118.8km task). There were a couple more PB's this day, with Carol Binder flying 99.3km and Geoff Tozer flying 78.5km.

Day 9 was expected to be another day of great flying, but unfortunately one of the pilots launched into a dust devil which caused his glider to bank and turn him towards the ground. The glider impacted the ground leading edge first with a heavy impact to the pilot's head as well. James Freeman, who had been in his glider ready to fly, saw what was happening and jumped out of his harness into a car and drove over to give assistance. James also accompanied the pilot in the ambulance to Griffith and stayed with him until he was flown to Sydney. Although he will remain in hospital for some time, reports to date indicate that he is making steady progress and is expected to make a good recovery.

Day 10 was the last day of the competition and a task was set to Yanga Lake again. The wind strength and direction were a lot better for the pilots on this day. Twenty-one pilots made goal, with the fastest being Rohan Holtkamp.

The Presentation was held that night, with awards given as follows:

Open

- | | |
|--------------------|--------|
| 1 Joel Rebbechi | Trophy |
| 2 Gerolf Heinrichs | Trophy |
| 3 Rohan Holtkamp | Trophy |

A Grade (Australian Pilots)

- | | |
|-------------------|----------|
| 1 Joel Rebbechi | Gold Cup |
| 2 Rohan Holtkamp | Trophy |
| 3 Grant Heaney | Trophy |
| 4 Alan Beavis | Plaque |
| 5 Mike Jackson | Plaque |
| 6 Jon Durand Jnr | Plaque |
| 7 Steve Moyes | Plaque |
| 8 Phil Schroder | Plaque |
| 9 Len Paton | Plaque |
| 10 Jon Durand Snr | Plaque |

B Grade

- | | |
|--------------------|--------------------------|
| 1 Patrick Lenders | Trophy & Harness Voucher |
| 2 Ian Duncan | Trophy & Radio |
| 3 Tony Giammichele | Trophy & Speed Bar |

C Grade

- | | |
|-----------------|--------------------------|
| 1 Hugh Glenn | Trophy & Vario |
| 2 Glenn O'Grady | Trophy & Harness Voucher |
| 3 Jeff Rickard | Trophy, Bridle & Watch |

Ladies

- | | |
|---------------|----------------|
| 1 Tove Heaney | Silver Platter |
|---------------|----------------|

Floater Class

- | | |
|-----------------|------------------------|
| 1 Trevor Kee | Trophy & Helmet |
| 2 Nathan Grieve | Trophy, Bridle & Watch |

Racer Class

- | | |
|-------------------|-------------------------------------|
| 1 Guy Hubbard | Trophy & \$2000 off Topless Glider! |
| 2 Jan Bennewitz | Trophy & Flight Suit |
| 3 Trevor Sangster | Trophy & Helmet |



There were over \$7,500 worth of trophies and prizes awarded on the night. This was possible due to the sponsorship received mainly from local businesses. Over the period of the competition every pilot in attendance for the duration was rewarded with some kind of prize, whether a day prize or a trophy.



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



The Year 2000 National Gliding

DAVID MEREDITH
Competition Director

PHOTOS: LISA TROTTER

This year's championships were held at a slightly odd time, at the not-so-odd site of Benalla – the home of the Gliding Club of Victoria which hosted the event. I was never quite able to fathom the reason for the two-month postponement of these championships but, from best sources, I understand it was due to a clash with the Barossaglide for Sports Class, which was held in January, Y2K concerns, or some other combination.

The site is very well set up to run a large scale gliding competition. This is due mainly to the legacy of 1987, when the club hosted the World championships. It now enjoys world-class facilities which include a \$1 million clubhouse, excellent runways and hangarage that caters for a large number of gliders. The site is also well situated to gliding terrain having access to the hot, dry, flat country of central and northern Victoria and southern New South Wales, as well as access to the Australian Alps. Mount Buffalo is only 65km to the east and well within reach for anyone going on a Sunday afternoon jaunt.

The only real problems associated with the site are the Goulburn Valley irrigation area located to the west of the club, and the controlled airspace that exists around Albury airport. However we received excellent co-operation from air traffic controllers at Albury during the championships which enabled us to obtain block clearances for some of the competition days which gave us greater flexibility in tasksetting. It seemed that the men in the tower were more motivated and capable of achieving airspace clearance than the bureaucrats situated above them who shuffle paper and avoid making hard decisions. If in doubt, ask Darcy Hogan who tried long and hard to get things to happen.

Weather for the period of the championships was probably the best, in terms of consistency, that we have experienced all year at Benalla. Locals were hard pressed to identify a two-week period where the weather remained consistent for both weeks. As a consequence, 13 days were available for the competition and only two lost due to weather. A third day was lost due to we organisers cancelling it a little bit too early. Sod's Law prevailed, as that particular day proved not only flyable but had some of the best conditions of the period. In all, we had one practice day and nine days of flying.

The weather during the Nationals was quite even and consistent, with maximum temperatures in the low 30s and, usually, some cumulus.



Top: Competitors in this year's National Gliding Championships

Above: Guess who's winning Standard Class – Ingo!

Overnight temperatures were in the mid-teens making sleeping more comfortable. We were also able to get around four to five hours of task all-time each afternoon, with launches normally happening between midday and 2:00pm. The only real problems we experienced, weatherwise, were the remnants of some cyclones up in the northern half of the continent being swept down by a jet stream and casting the shadow of cirrus near our region. We were lucky to have windows in the cirrus on all but one day and, sadly, the last day of competition was lost.

The weather meant that tasksetters had to be very cunning to make use of the best available sky. It was the first competition in a while at Benalla where we sent gliders in all four directions, with tasks over flat country to the west and north, a couple of tasks to the south towards Melbourne, and one east towards the hills. The one task into the hills was appreciated by many, but perhaps not appreciated by some

of the pilots who chose to leave later than others. A number had to outland in the upper King Valley, however, in all cases, they were able to find good fields to land in and were back at Benalla at quite reasonable times.

The longest tasks were around 550km and the average task distance for Open Class was just over 400km. A Standard Class average was 350km. The average speeds achieved were always impressively high, but then again such is the nature of this group of pilots. On all days but one, the winners' speeds were in excess of 100km/h and the fastest speeds of the championships were close to 140km/h.

Numbers were down for the championships compared to other Nationals. This was probably due to the lateness of the event, causing some people to doubt the reliability of the weather and perhaps making it difficult for others to secure holidays. In all, we had 32 entries with eight in 15m Class, nine in Open Class and 15 in Standard Class. Perhaps the people who felt this

Championships

the most were the back-markers in each class, eg Kerrie Claffey. Kerrie lamented that, yet again, she was placed close to last in her class but, seeing the 13 names in front of her, figured that coming 14th in this field was quite an achievement. She also managed to beat the weatherman! Perhaps the people who were missing from the championships were pilots who tended to make up the second half of each class. A further example of this was that the least performing glider in Standard Class was a Discus. There was not an LS 4, Jantar nor Hornet to be found.

So who won?

In Standard Class it seemed we were going back 10 years, where perhaps the greatest interest was on who came second rather than first. Ingo appeared to be returning to his old form, winning by over 500 points. Tom Claffey was second, beating John Buchanan by just 15 points. It was a close tussle between these two during most of the competition, with their positions see-sawing over many days. Unfortunately for them, both could not produce the consistency of the winner.



Ian McPhee (did he turn up on time?) and Harry Medlicott

The 15m Class was also a bit of one-horse race, with Graham Parker winning by over 600 points. Even with one disastrous day, Graham was able to stay well in front. In fact, he won five of the nine days. Runner-up

A flight on to mayhem and madness

COLIN MILLIGAN

*They circle 'round in endless skies, with clouds and birds they share;
could this be proof man really flies – nah, insanity is everywhere!*

*I'm into flying too you know, though I'm not so insane,
I glided, cross the Tasman in 767 plane.*

*And yes I'm into thermals too, a fisherman watches the air;
in case it gets a wee bit cold I put on thermal underwear.*

*Nah this gliding's full of romance, husbands and wives have met;
a perfect example the Trotters, how romantic can you get.*

*Imagine them gliding side by side in perfect sunny skies;
glancing across at each other, through starry love-struck eyes.*

*Now imagine the innuendo, with both of 'em overdue;
wonder where the Trotters are, probly stopped for a quickie or two.*

*A certain pilot landed short, not knowing the trouble she's got;
her very dedicated crew, searching everywhere she, not.*

*Longitude and latitude, that's used by amateur crews;
intuition and instinct mate that's all they'd need to use.*

*Myhree, Samaria sound the same? With intuition they might;
not mentioning any Claffey names, I bet ya' he missed out that night.*

*Pilots are such a forgiving lot, they'd kiss and make up for sure;
consider a pilot's meeting, they're emotional to the core.*

*A meeting was called a motion passed, just a typical scene;
after the bar and a bite to eat the meeting would re-convene.*

*What's the point of passing a motion if you can't rescind it again;
let's motion the motion rescinded and pass a new motion again.*

*The old motion passed rescinded was a pretty good motion at that;
let's motion the new motion rescinded and motion the old motion back.
Strewth, no longitude of latitude will navigate thought that.*

*Ah, mild-mannered Pasi Pulkkinen no sweat upon his brow;
can someone kindly tow him imp, and tow him up right now!*

*He'd like to see a kangaroo, well, the idea is pretty sound;
but Pasi they don't live up there, they live here on the ground!*

*If Butch Buchanan left Benalla for Berrigan, Bairnsdale and back;
does that mean Tracy Tabart tracked to Tatong, Tolmie to Tyak – and back?*

*Some poor souls don't make it back, they just fly off and don't return;
while other sly and cunning types have fortitude to burn;
he knows a friendly farmer or two who'll light a fire for him.*

*Some days you have to hang around 'till all the sunlight's gone;
'cos one bloke seems to just scrape in, better leave your headlights on.*

*One day we're gonna get fed up and leave a note instead;
stay up there 'till morning Snake we've all gone home to bed.*

*Now if perchance you're forced to land there's a question you should ask;
no, it's not because I failed, ah no, it has to be the task.*

*Well if you'd like them easier there's a rule you should attack;
everyone who has to land, get Peter Gray to bring you back.*

*Where the hell are the scrutineers, I don't want to start discord;
the place is full of flamin' cheats, take Barraclough and Ward.*

*And what about that Medlicott, you see the Wizard go;
we don't get back by magic mate, he's got a motor you know.*

*Now there are two sharing pilots here who both get on alright;
though one loves feral animals and one kills mice on sight*

*Just picture this poor hungry mouse, he's got a lot of guts;
ran up the leg of Barraclough to nibble on his nuts.*

*Ah, their little friend had disappeared, doesn't come out for a look;
well after what he's nibbled on he's probably feeling pretty crook.*

*You blokes have flown with livestock, you've experienced a bit;
Pasi wants to ask you if a kangaroo would fit.*

*All those hours of solo flights, they must play havoc with your mind;
thoughts are racing wild and free, you've left reality behind.*

*Evaporating rain's the go to keep you flying high;
it's because the under surface of your wing is staying dry.*

*It causes pressure difference thus it keeps you in the air;
the thoughts of Ingo Renner, strewth, he's spent some time up there.*

*Well all the racing's finished now the easy tasks are done;
wonder if that Peter Gray ever got to finish one.*

*Phaps he'd better shut the bar, 'cos now there's one thing left to do;
reminisce and celebrate, hope Pasi's seen his kangaroo.*

*Farewell the Trotters, Coutts and Wards, Giles and Barraclough and pet;
Gore Blimey, Butch and Brasher, has Claffey found his missus yet?*

*Buskin, Bredwards, Westwood, Parker, Kauffmann, Jansen Griff;
Hoestettler, Zehnder, Heinonenen, Medlicott, Takazi Tikazi Tiz Shinzo, Smiff.*

*Wilson, Georgeson, Renner, Colonel, Tabart, Snake and Gray;
may all your skies be sunny ones, may thermals pave your way.*

*But wait! There's someone on the runway with a slightly sweaty brow;
for God's sake someone tow him up, and tow him up right now!*



A time for relaxation

was David Jansen with Hank Kauffmann in third place.

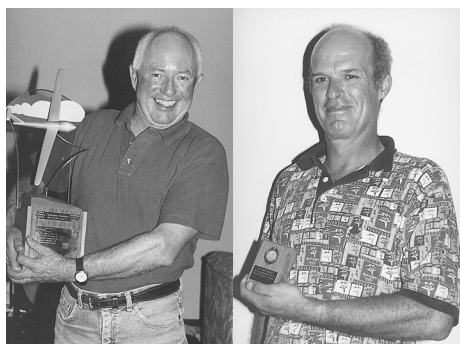
Open Class presented the most interesting of all the classes, with two aircraft ultimately being separated by less than 200 points. The eventual winners were Lars Zehnder and Peter Griffiths in a Nimbus 4DM, with Brad Edwards in second place in a ASH25M. A start-point penalty of 150 points for Brad on day five proved to be telling in the final score.

From these results, one can assume that the winners of all three classes, plus one or two other place-getters will represent Australia in the next World championships in South Africa early next year. Good luck to them all.

Unlike all of the competitors, this Nationals' event was a first for many of the organising committee and the team who ran it. As Competition Director it my first Nationals and

I found it an interesting and fun experience. Critical to the success of the whole event was the sensational team that worked together throughout the whole two weeks. Their names are too numerous to mention, but it's worth while thanking a few. David Wilson, the weatherman, and Peter Gray, the chief tasksetter, were also competitors in Standard Class, and somehow managed to juggle their two jobs quite well. Bob Powell, as Operations Director, was also able to use his many years of experience to help ensure that this was not only an enjoyable championship, but also a safe and incident-free one. In the backroom team, headed by Clare Rudolph, many people worked long hours to ensure success.

In conclusion, I would like to thank all those involved in making this a great event, and one of the best Nationals that many can remember. Everybody's professionalism, enthusiasm, and wonderful spirit of friendship made this an event which, I hope, everyone in gliding can get to experience.



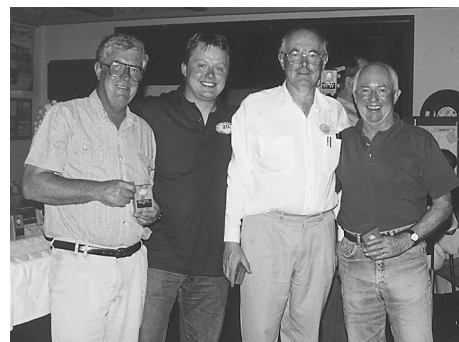
Left: Derek Westwood, winner of Standard Class League Two
Right: Winner of the 'Best International Pilot' award was Christian Hostettler



Left: Ian Barraclough took out the 'Old-Timers' award
Right: Noel Vagg, winner of the 'Best Performance in a Non-Competitive Glider'



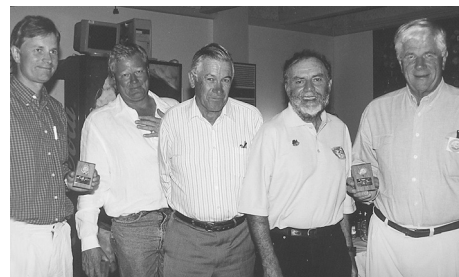
Open, Standard and 15 Metre Class National champions: Peter Griffiths and Lars Zehnder, Ingo Renner and Graham Parker



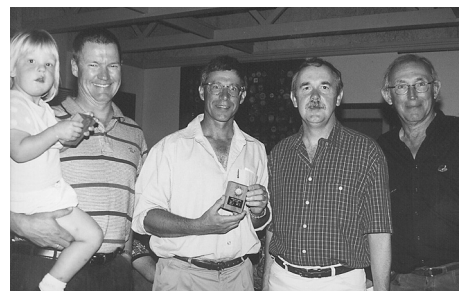
Standard Class League Two winners: Peter Buskins, Pasi Pulkinen, Dave Wilson and Derek Westwood



Operations Director Bob Powell



Open Class winners from League Two Eric Heinonen (Finland), Tracy Tabbart, Harry Medlicott, Jeff Sim and Ian Barraclough



15 Metre Class day winners David Jansen (with daughter Rebecca), Graham Parker, Peter Trotter and Michael Giles

Open Class Results	Total
1 Griffiths/Zehnder	8,457.3
2 Edwards B	8,277.8
3 Brasher G	7,957.4
League 2 Results	Total
1 Tabart T	8,402.8
2 Medlicott H	7,717.5
3 Vagg N	7,536.9
15 Metre Class Results	Total
1 Parker G	8,653.1
2 Jansen D	8,067.5
3 Kauffmann	7,967.3
Standard Class Results	Total
1 Renner I	8,599.6
2 Claffey T	8,099.6
3 Buchanan J	8,096.2
League 2 Results	Total
1 Westwood	8,245.6
2 Pulkinen	8,121.7
3 Buskens P	7,426.4

News from Grogalong

R SUPPARDS

A brief editorial comment in a recent issue of Australian Gliding/Skysailor, succeeded in prodding me into a reply. It was in June 1979 that I first reported from the Grogalong Gliding Club. The long silence is not because the club has ceased to exist, far from it. We flourish beyond all expectations. I have been far too busy engaging in our wonderful sport, to find time to write about it.

Our members have read with some astonishment that other gliding clubs are finding difficulty attracting new members. Obviously, these clubs lack the kind of forward looking, enterprising spirit that has inspired us over the years. For our present success we owe a great deal to that brilliant group of Committee Men about whom I reported so long ago. They laid down the foundations on which we have built. That argument about the club wine cellar and the extension to the bar was settled then and we have never looked back.

The reason for our expansion has been the introduction of new technology and advanced thinking. For example, although this is a matter of ancient history now, we were, surely the first club to introduce the Pilot Initiated Speed Task. This was a great success from the first weekend when it was invented. The rules and scoring system were simple. Everyone simply tried to achieve the highest possible altitude in the shortest possible time. Every Monday morning (when capable of it) the scorer produced the list and the pilot who had achieved the greatest high during the preceding weekend was awarded a trophy, appropriately, another bottle from the cellar. The local newspaper, Grogalong Times, regularly published the results and it was not long before more and more local people wanted to join in. The club bar made considerable profit out of the resulting increase in activity.

Interesting and productive though it was, however, we have advanced far beyond that stage. We do not fly PIST any more.

The search for speed, nevertheless, remains important. A good deal of advanced study has been done in this area and the club has employed experts, even university graduates, who have taught members how to be more successful in this aspect of things. Our older members can still dimly recall a time when the club workshop reeked of dope (apparently in those days based on acetone and cellulose), not to mention glue which the younger members could hardly avoid sniffing. The shop is now redolent of quite different, more advanced substances. The equipment used stands comparison

with the best in the world and our quality is of the purest. The old, clumsy and dangerous bits of woodwork which, at one time, obstructed this area, often causing injury to members who stumbled into them or fell over them, have long ago been consigned to the rubbish tip. Gliders are never broken at Grogalong now, so there is no need to mend them.

The old two-seater glider that dear old Arnold, the late club founder, built and actually flew, now hangs in a place of honour in the roof of the hangar. It had to go up there to make room for the much more sophisticated machines, a great many of them, that entirely fill the available space below. New members occasionally catch sight of it hanging above them in the gloom, and wonder what it can be. Some even find it frightening, associating it, perhaps, with the waking nightmares that they suffer from time to time.

When he first came to Grogalong, young Grant made himself such a nuisance that he was almost expelled from the club. Some of our older members never forgave him for his arrogance in taking the winch wire and actually using it to launch Arnold's glider. No longer so young, Grant learned the error of his ways after a year or two and devoted himself thereafter to developing our excellent training programme. Using the very latest 'high tech' electronics, taking as his pattern the best GPS instruments and flight simulators, Grant equipped all the club machines with joysticks.

Even the youngest of our members now can learn, with perfect safety, to perform flying tasks which, in the old days, would have required many hours of actual circuits and landings. There is no waiting for a turn. There are enough machines in the hangar for everyone and dual instruction has proved quite superfluous. The students cannot hurt themselves whatever they do.

The more experienced members, having moved on beyond the simulators, find there is still plenty for them in the hangar, which some of them laughingly refer to as the arcade. Almost every fraction of floor space is occupied by some exciting and absorbing device which, providing they put enough into them, will reward them occasionally in the most astonishing way. Nobody is ever injured in a glider at Grogalong but, from time to time, there is a good deal of crashing noise in the hangar.

The airfield itself has also undergone development. Between the landing strips, the club has taken a great deal of trouble to maintain a green cover, with plastic irrigation pipes

running everywhere and controlled from a central pump house. Grass grows exceptionally well on the aerodrome and is lovingly cared for by a group of members who are, as it happens, members of the local constabulary. The greenery is cut and dried in a systematic fashion so that no part of the field is ever denuded of cover. The resulting valuable hay is bundled up and sent away to wherever there is a demand for it.

The landing strips themselves are kept in good condition. It would be a poor gliding club that had no runways! There are occasional emergency calls by the flying doctor aircraft, as must be expected in a centre the size of Grogalong. A few of the older people, overcome, perhaps, by unaccustomed affluence, suffer heart attacks or delusions. Among the younger citizens there are a few inexplicable emergencies but at least there are no injuries caused by gliding accidents.

But most aerial movements are at night. We have runway lights which, on request, can be switched on or off instantly and, to save electricity, briefly. To avoid noise pollution the aircraft which drop in are in the motorised sailplane class and very, very quiet. They float in with motors off and take off almost as quietly. They are so quiet, indeed stealthy, that only a very few of the most senior members of the Grogalong Gliding Club know of their regular comings and goings.

One of our greatest regrets is that, still, we do not have many female members. Indeed, the impression exists that some of the town's most lively young women are afraid of flying. They should be more ready to follow the example of Isadora Wing. Part of the reason for their reluctance to join the club, no doubt, is that we lack suitable accommodation for them. The Committee Men are, at present, looking into the possibility of investing in a new, well equipped residential block for girls, each to have a private and soundproofed room with all the proper facilities, whatever their special interests and abilities require. When this is done, it seems, the Grogalong Gliding Club will truly have entered the millennium.

Grogalong, not merely the gliding club but the whole town, has thus entered a new realm of unprecedented success and wealth. The gliding club has played a major role, indeed, it has been and remains central to the development of the town. It is impossible now to separate the activities of the club from those of the community as a whole. Everyone who is anyone, the Mayor, the tradespeople (there is a lot of trading), orchardists and farmers (crops of many types flourish), engineers (for the irrigation), the traffic police (there is a lot of trafficking), down to the youngest child, belongs to the gliding club. We are all family now.



The Good Fight

RICHARD LOCKHART

To fight the good fight! A phrase referring to the onerous combat for one's morally justified and righteous cause, often used in a religious context implying that God is on your side (your side only) and will be pissing upon your enemy any minute.



The new HGFA Board (clockwise from left): John Reynoldson, Jeremy Torr, Phil Pritchard, Bill Moyes, Brian Webb, Mark Plenderleith, Michael Zupanc, Rohan Holtkamp and Rohan Grant
Photo: Richard Lockhart

Who are we and what is our good fight? We are the lovers of free flight, of course. Those gifted human beings whom float upon the heavenly currents reaching dizzy heights of satisfaction, achievement and joyous glee. Human beings with body and mind so soaked with the spirit of flight that we find ourselves lifted from this mundane earth into the realm of gods and angels (especially on weekends). Hence our good fight is to protect this glorious pastime – to encourage its development in fact, making our sport as vibrant and healthy as possible.

Is this fight morally justified? You bet! We know this in the deepest, whitest parts of our enlightened souls. We know this because of the invigorating, enrapturing thermal forces we ride. We know this because of the clouds called into existence before us, marking our way amongst the heavens. We know this because of the wild eagles saluting us on our journeys. These things tell us God is definitely on our side! Sitting on our kingpost no less, shouting "Go man, go! Ride that baby!"

Who then takes up our good fight? The HGFA Board, without doubt, is the backbone of all our combat operations, and is also the frontline to many. They are our warriors against the stranglehold of financial pressures; against the liability of litigation; against the slow death of declining membership; against potentially lethal legislation. With a few weapons at their command (strong organisational and procedural structure, sound financial base, some dedicated volunteers, and a diverse yet unified voice) they champion our cause. With our fate in their hands, the continued performance of the HGFA Board makes all the difference. On the one hand I could be flying safely with well researched and developed equipment, next to other pilots with a high level of training and

skill, at a site owned and operated by the HGFA or one of its affiliated clubs. On the other hand I could be lying in the wreck of my uncertified glider and a mangled prize stud horse after a mid-air collision with a "pilot" of dubious quality, while the angry farmer is already on the phone to his lawyer, while I wish that I had some sort of third party insurance, and wishing, in fact, that I had taken up surfing instead (although I hear their national magazine has too many windsurfing articles).

Who then makes up the HGFA Board? That's easy. A select group of highly motivated and capable people who have been carefully chosen by a discerning membership who know how important it is for our views and needs to be represented ably at the highest levels...

It is here, however, that my view of the world comes tumbling down. I was astounded and disgusted to discover that only 14% of the membership bothered to return a vote for the recently held board elections!

Note only that, the Strategic Planning Workshop Questionnaire, a chance for everyone to have a direct input into the vision and direction the HGFA is to take over the next five years, had an even more dismal return rate. Being received by every single HGFA member as an insert in AG/Skysailor, only 16 were returned, a staggering 0.5%.

You would think that with all the recent HGFA bashing that has been going on – unbounded criticism (both informed and non-informed) of all manner of things such as amalgamation, Grand Prix TV Series, TM and the combined magazine – that the membership would have been paying closer attention to the board elections. With so many differing viewpoints represented in our choice of candidates (from conservative elements pledging to continue the recent great work of the HGFA, right through to open critics who seemed intent on

changing everything) voting for those that represented our views should have been an easy task.

After getting over the initial shock of the 14% returned vote, I began to wonder what particular element of the HGFA had put pen to paper to tick the boxes? Conservative or radical? Who had chosen the people who would now champion my sport over the coming years? Who had been elected to fight the good fight?

There seemed to be one good way of answering these questions. With pen in hand and camera around neck, I donned my Sub-Editor's disguise and journeyed to Sydney to attend the first meeting of the newly elected board and the following Strategic Planning Workshop.

Board Meeting, Friday 17 March

I arrived at the scheduled start of 9:30am to find that a place had indeed been set for me around the table. So far so good. I clicked off a couple of photos to make my intentions clear, then sat down and opened my ears.

As two-thirds of the Board were newly elected, introductions for all those present was the first order of business, followed by an explanation from Rohan Grant (past Board President) of the duties and legalities of being a Board member.

Phil Pritchard then suggested a circuit of the table to allow each Board member to give the others an idea of a few things they consider important in their role. A mumble of agreement was heard from all present.

(At this stage I would like point out that although my touch-typing skills are fully functional and certified, my shorthand writing skills are still in the research and development phase. Hence the below paraphrasing should be complemented by readers returning to the election statements contained in the January issue.)

Rohan Holtkamp (re-elected to Board):

"To see the HGFA increase in membership, and to make decisions in line with the desires of that membership."

Michael Zupanc (re-elected to Board):

"To consider all disciplines when making decisions."

Bill Moyes (newly elected to Board):

"To increase participation in our sports and make sure money isn't wasted. Halting the declining membership rate will help make sure the sport is still around for my grand kids to be World Champions!"

Brian Webb (newly elected to Board):

"Two major issues are site development and declining membership."

Mark Plenderleith (newly elected to Board) is a biochemist who knows that *"if you're not part of the solution, you're part of the precipitate."* He said he is keeping his mind open at this stage, allowing his ideas on what is important to develop over the weekend.

John Reynoldson (newly elected to Board) considers himself *"a representative of microlight pilots and other minority groups within the HGFA."*

Jeremy Torr (newly elected to Board) thinks *"the organisation is wandering and does not have good enough communication with either current members or future ones."*

Phil Pritchard (newly elected to Board) can see *"current communication problems and other holes in the system (eg membership retention and training) that need to be addressed."*

Rohan Grant (re-elected to Board) said he was playing the Chairperson role today, and would save his comments on the organisation for the workshop over the next two days.

So there you have the nine members of your new HGFA Board. There were also three other people in the room. Ian Jarman and Craig Worth (who hold the organisation's two full-time positions of Executive Director and Operations Manager) were there to give the Board their job-based input. Rob Woodward was present to offer thoughts and experience gained from many years of Board service.

The rest of the morning was devoted to talk of membership trends, fees, the magazine, promotions, instructors, and amalgamation "residue" (to continue with Mark Plenderleith's biochemistry theme). Although no hard and fast decisions would be made on any topics until after the Strategic Planning Workshop, there was certainly a lot to talk about. Before breaking for lunch John Reynoldson noted that the HGFA could well be faced with a task of "insurmountable opportunity".

The afternoon session was devoted to a number of enlightening reports. Firstly, a representative from our insurance broker, Chamberlain Knights, reported on the insurance policy obtained for our organisation for the coming year. The good news, he said, is
May 2000

that our current insurance company (SLE) is prepared to continue with our policy. Apparently there are many who won't touch us with a ten foot pole! He said he is also extremely happy about the price of this year's insurance: although our premium has gone up compared to last year, it is still less than in 1995. This good value price represents the tail end of a "soft price trend" of recent years, but is not expected to continue. Future insurance costs (and indeed their overall willingness to continue with our policy) will also be very influenced by the number and severity of claims made (so fly safely!).

Next was a Performance Review of Ian and Craig, prepared and presented by ex-Board member, Peta Roberts. The review was facilitated by a questionnaire (developed from the "Assessment of the Chief Executive: A Tool for Governing Boards and Chief Executives of Nonprofit Organisations" by Jane Pierson and Joshua Mintz) which was filled out by the 98/99 Board over the past few months. Both Ian and Craig scored very highly in all nine areas of job performance, and to quote from the Recommendations section of Peta's presentation:

"Both Craig and Ian are highly regarded by the 98/99 Board. The HGFA is lucky to have two high calibre and knowledgeable staff who demonstrate such dedication and affinity with their job, despite the sometimes adverse perceptions by some members. It is recommended that both Ian and Craig's employment contracts be renewed."

It was also interesting to note the recommendations made for the board to better able support Ian and Craig in their duties:

- *Providing better turnaround on matters where a decision/direction is needed (eg 2-5 days).*
- *Better communicating with members to ensure that policy continues to reflect the wishes of the membership.*
- *Better use of email as a medium for the Board to explore issues and reach decisions between Board meetings.*
- *Regular supportive phone calls to check on current issues and problems.*
- *For Board members to better inform their local communities of Board decisions and policies.*

After Peta's presentation, discussion revolved around the stress inherent in Ian and Craig's jobs as targets for often misinformed and critical verbal attacks from some members. The 'head rolling' nature of their positions moved the meeting to note that perhaps this is why Craig's head looks a bit like a bowling ball.

The rest of the afternoon was devoted to other reports such as Zupy's CIVL Report (in this issue) and Craig's Operation Manager's Report.

There ended the first meeting of the 2000/2001 HGFA Board. I have to say that my initial fears (after reading the election results) of a board unable to work together proved to be

unfounded. In fact, the diverse opinions represented by the various board members may well prove to be a strength, helping to nut out what the membership "really wants". It seems that our good fight may well be in the hands of very capable and competent warriors, no thanks at all to the apathetic 86% of the membership.

Strategic Planning Workshop, Saturday/Sunday 18/19 March 2000

I'm pleased to say that the 10:00am start saw at least a few extra faces joining the Board members and employees. They were Steve Hocking (NSW.HGPA Secretary), Keith Lush (outgoing Board member), Paul Mollison (AirBorne Windsports), and Wayne Fitzgerald and Mike Medlock from the Sydney area. Henk Meertens from the GFA also made an appearance during the weekend.

The workshop was provided free of charge to the HGFA as a service from the Australian Sports Commission. Michael Haynes, from the Sports Management Division of this commission, was our facilitator. *"A failure to plan is planning to fail"* he said, setting the scene for the weekend.

In order to get to know our organisation and the problems it faces, Michael Haynes started the morning by asking about the history of our sport. *"He's sitting right over there,"* said Ian Jarman pointing at Bill Moyes. Bill is a true living legend in the sport of hang gliding, and began to give a fascinating recount of important early dates: first Rogallo wing, first A-frame, first boat tow flight, first soaring flight, first walk of a cliff... The list on the whiteboard began to grow. But Bill wasn't the only person with experience in the room; many of those present had been in the sport for well over 20 years. Each had their own perspective on the sport's history and the whiteboard became increasingly crowded: first National organisation, incorporation, first legal suit, first World championships... I don't know exactly what Michael was intending to achieve, but enthusiasm for the conversation was growing steadily, like a rolling boulder gathering momentum. Michael had asked a whole room full of old-timers about their favourite subject, and they weren't going to stop until he had heard it all. Perhaps Michael didn't really realise what a mistake he had made until Jeremy Torr and John Reynoldson dutifully reminded everyone that paragliders and microlights were part of our organisation too... first soaring parachute, development of the speedbar, first motor... the whiteboard became black by weight of majority.

Eventually the point was reached, as Michael led us into considering the strengths and weaknesses of the HGFA. In the opinion of those present, some strengths included good organisational structure, sound finances, well respected by government organisations, world class



sites and manufactures, steadily improving safety record, diversity of disciplines, and dedicated volunteers. Weaknesses were thought to be site insecurity, declining membership rate, poor spectator value of competitions, poor policy communication to the membership. This last point was well summed up by a comment in one of the sixteen Workshop Questionnaires recently returned from the membership: "We think you're doing a great job, we're just not sure what it is."

Step by step we were led to a proposed new Mission Statement for the organisation:

The HGFA exists to promote and develop free flight.

It seemed a long path to such a small sentence, but it is from here that everything else is built, including the HGFA's proposed new Statement of Vision:

A unified and sustainable organisation enabling safe flying for an increasing number of participants.

Many hours were then spent discussing strategies for achieving our various goals.

Workshops such as these can be lengthy and tiring affairs. Perhaps we knew we were nearing the end of our tether when Brian Webb stood writing something on the whiteboard and someone said, "You'd be good in one of those game shows, Brian – you've got a good arse."

Conclusion

At the completion of the Strategic Planning Workshop on Sunday afternoon the Board reconvened to put some strategies into action. Full minutes from this meeting can be found (as always) in L/D. In addition to this, Mark Plenderleith will be writing a "Board News" section in each issue of AG/Skysailor, further highlighting the ongoing decision making process and the Board's progress each month.

In my opinion the new Board seems very committed to strengthening the lines of communication with the membership. However, communication is a two-way process – it is the Board's responsibility to inform you, but it is also your responsibility to keep yourselves informed. It is no use providing Board meeting minutes or a "Board News" if you don't bother reading the words in front of you. It is no use providing email discussion forums if you don't take part. It is no use providing information web-sites if you don't log on every now and again.

Provide the Board with your feedback (contact details for each member are listed at the back of this magazine). Questions, comments, criticism and compliments – keep them on their toes!



MARK PLENDERLEITH, HGFA Board Secretary

Our illustrious sub-editor has provided you with an excellent overview of the first meeting of the new HGFA Board and the Strategic Planning Workshop that took place in Sydney 17 to 19 March. As was highlighted in that summary, one of the recurring themes of the workshop was the need for the administration to improve communication with the membership. The way in which this communication will be enhanced is currently being developed and will form an important part of the organisation's overall strategic plan for the next few years. Key elements in this strategy will undoubtedly involve a review of Skysailor, the development of more inclusive forms of electronic communication and initiatives designed to enable effective representation in regional Australia. These strategies will be finalised at the Board's next meeting towards the middle of the year. In the meantime, however, it was felt that a regular monthly column should be published in Skysailor in which the major activities of the Board are summarised. As secretary of the Board I have agreed to write this column, although it may be supplemented from time to time by contributions from other Board members.

Most of the March meeting of the Board was dedicated to strategic planning and consequently there was limited time available for consideration of specific issues. One of the most pressing items on the agenda was the election of office-bearers. Following a short and amicable vote the following individuals were duly elected:

President:	Brian Webb
Vice-President:	Rohan Grant
Treasurer:	John Reynoldson
Secretary:	Mark Plenderleith

In line with the normal operating procedures of the organisation these office-bearers will constitute the Finance & Planning Committee. In addition, the following individuals were elected to represent the Board on various other committees/interest groups:

Australian Sports Aviation Confederation representative: Rohan Grant
CIVL Delegate and Competitions Committee representative: Mike Zupanc
Safety & Operations Committee representative: Rohan Holtkamp

The new Board extended a vote of thanks to past-President Rohan Grant and all outgoing Board members for their valuable contribution to the administration of the organisation in the past two years.

Other major issues that were actioned at the end of the weekend included:

- The removal of fees for Skysailor classifieds.
- The formation of an ad hoc sub-committee to review Skysailor.
- The formation of an ad hoc sub-committee to examine the contracts, conditions of employment and remuneration of executive employees.
- Submission of a letter to the CIVL from the HGFA Board expressing their concerns about the perceived lack of value for money that HGFA members receive from FAI affiliation fees and dissatisfaction with the safety standards implemented at recent Category 1 paragliding events.

The outcomes of these actions will be revisited in this column in coming months.

Those of you who are interested in the details of these meetings will be able to find the minutes in L/D or in the documents section of the HGFA website <www.ozemail.com.au/~zupy/index.html> as soon as they are finalised.

I am also very pleased to announce that a new email distribution list has been established to enable discussion amongst HGFA members about ALL issues pertaining to weightshift microlights, hang gliding and paragliding in Australia. This forum is **not** designed to be a means of disseminating official information on HGFA matters. Instead it is hoped that it will allow members to discuss any aspect (eg meteorology, safety, events, etc.) of the diverse disciplines which are administered by the HGFA. In order to subscribe to this mailing list all you need do is send an email message to the address <hgfadiscussion-request@unep.northnet.com.au> with the word "subscribe" in the body of the message. If your subscription request is approved you will receive a welcome message and can then submit messages to the list by addressing them to <hgfadiscussion@unep.northnet.com.au> (note the different addresses used for subscribing to the list and posting messages to the list). Thanks to Felix Burkhard for administering this discussion list and hosting it on his server.

Finally, if there are any issues pertaining to the administration of the HGFA that you would like to discuss with the Board please do not hesitate to contact them directly. Contact details for all Board members are provided in this magazine. We are the elected representative of the membership and can only do this effectively if we know what the issues are!



AirManShip

Hang Gliding Association of WA launches Safety Attitudes Initiative

KEITH LUSH

Every hang glider pilot has his or her unique way to focus their attention on the task at hand when it comes to setting up for a fly. It doesn't matter if you are flying a trike, a paraglider or hang glider. You have your set routine and generally stick to it.

Over the 20 years that I have spent in the IT industry I have attended a lot of training courses and the ones that made a lasting impression on me were those that created a mnemonic to focus on a particular thought pattern or process. It's quite simple really. I'll just bet that the majority of people who read or hear the words 'it's the real thing' would picture a drink of Coke and maybe even visualise the fun scenes that the Coke ads always portray.

Some years ago the tragic death of a flying colleague got me to wondering if there was anything we could do to help focus our flying attitudes with some sort of buzz phrase. It's always a big ask to try and collectively change the attitudes of a group of people, especially in a sport like ours that attracts such a diverse bunch of thrill seekers like we are. Over the 12 months following my friend's funeral the thought kept haunting me. If someone of his experience and skill level could have put himself in a situation that he couldn't get out of, then what was it about that situation that made it go so wrong? In the absence of any physical evidence as to the cause of the accident, it had to be pilot attitude at the time.

I started talking to my gliding friends and asked what sort of routine they go through when they first park their bum in the driver's seat. They have a mnemonic: CHAOTIC. Each letter represents a tick-off point on a mental check list, and at the end you are focussed on one thing – flying safely.

So I started trying to think of one that we all could use. I ran the idea past some flying mates and the germ of an idea started to develop into something with real potential. Eventually I rang Craig Worth and he gave us the perfect solution. You've probably all seen it by now as he wrote about it in the March AG/Skysailor: AirManShip. That was it. It gave us the mnemonic we were looking for and the thought process we wanted to trigger every time we set up our gliders.

So how do we create a mental association? This is where the diversity of hang glider pilots and other interests came to the fore. We wanted to find a distinctive shape or logo that would be uniquely recognised as our AirManShip logo, and Sam Blight came to the rescue. In no time at all we had our 'badge', our memory trigger.

Next was the method of getting that memory trigger under our noses as soon as we start setting up to fly. My idea was to print the logo on the side of a satchel that we could put our instruments in, but the boys from Sky Sports came up with an even better idea. What about a helmet bag? Everyone wears a helmet, so why not give them a bag to keep it in with the AirManShip logo prominent on one side?

So we had our strategy and our product. Now we needed to deliver it.

Our aim is to cover every pilot in WA with a condensed but focussed version of Craig's AirManShip story via a sort of mini seminar or training session. We will visit all the clubs in the metro area on their meeting night and deliver the story. Those pilots that we can't stand in front of and deliver the course to will be mailed a package. At the end of the course, each pilot will be given the bright red AirManShip helmet bag with the AirManShip logo on one side and a summary of the message on the other.

The message is:

- A** Wind direction and strength okay
- I** Weather forecast known
- R** Bomb-out available
- M** Mentally focussed
- A** Fly within competency level
- N** Be patient
- S** Glider maintenance okay
- H** Set-up routine un-interrupted
- I** Pre-flight routine completed
- P** Hang check immediately before launch

We hope that every single pilot in WA will have one of these helmet bags, and whenever they get ready to go flying and grab their helmet they will be instantly reminded of the AirManShip message.

It is designed to slow us down and focus our thinking. If it saves just one person from getting into trouble it will be well worth the effort.

The final chapter in the AirManShip initiative will, we hope, unfold on a national scale. We have taken the strategy to HGFA so that the AirManShip focus will be integrated into the basic training of all new pilots and the helmet bag will be delivered with every new member's package.

In the meantime, if you see a bright red helmet bag with our logo on it then ask the pilot where he got it. Better still, get your club committee to contact me at HGAWA, PO Box 82, South Perth WA 6951 and get them to help us spread the AirManShip message around Australia. Our aim is to see every full member of HGFA with a bright red AirManShip bag.



DYNAMIC FLIGHT
Hang Gliding School & Flight Park

Little over an hour from Melbourne
Australia's Largest Full Service School
Utilising Only the Latest Equipment
Virtual Reality Hang Gliding Simulator

Introductory Courses
Weekend Only Full Licence Courses
Live In Full Licence Courses
Paraglider Conversion Courses
Tandem Introductory Flights

Ground Tow Endorsements
Aero Tow Endorsements
Tandem Endorsements
Intermediate/Advanced Theory & Exams
Cross Country Tours
Weekend Wingtrips
Parachute Repacks

We sell the following quality products

Moyes Gliders
Airborne Gliders
Dynamic Flight Harnesses
Moyes Harnesses
Brauniger, Flytec, Renschler Instruments
Icom Radios
Garmin GPSs
Tow Releases, Ropes, Dollies, Gauges
Tow Hardware: Rings, Clips and Weaklinks
Danny Scott Flight Suits
Dynamic Flight Custom XC Bags
Hand & Map Fairings
Drinking Systems
Books, Videos, Clothing

We carry a range of quality second hand equipment. Drop us a line for the latest list of what's available.

Yes we do
Hire Gliders and Equipment
Trade In Gliders

Pre-GST Special

Beat the GST. Treat yourself to a custom fitted Stealth 2 Harness in your choice of colours for the never to be repeated price of \$1100 You save \$250.

"Without any doubt the best harness I've ever owned.....comfortable and aerodynamic.....Thanks!" - Paul (Vic)



Ph/FAX 03 53492845
website: www.ffa.com.au/dynamicflight
email: dynamic@netconnect.com.au
Rohan: 0409 678734 Paul: 0418 348948
Jim: 0417 366766 James: 0419 129234

DISCOVER THE FREEDOM!



GCV Safari 1999/2000

ROGER THRELFALL

Robert Louis Stevenson wrote:

To travel hopefully is a better thing than to arrive, and the true success is to labour.

The truth of this saying was proved by the safari last summer. Most cross-country gliding is done over a closed task – a triangle, cats' cradle or an out and return. A new delight is discovered in our sport when one first uses the glider to go somewhere else, as one does every day on safari. To set off hopefully from one field and arrive at another, especially one at which one has not arrived before, delivers its own excitements. This year, on occasion, much "labouring" was involved – both when trying to stay aloft on the first day and when "scratching" over not very friendly country later.

A word about the organisation. Five gliders and two trailers left Benalla. One trailer was adaptable to any 15m glider whilst the other, a Nimbus trailer, could take a 15m machine at a pinch. The two cars were manned by Sandra Nadort and Brendan English in fine style and all pilots appreciated their contribution. From

Horsham onwards we would also have Peter Kelly's Auster, AJE, so retrieval from outlandings was not expected to cause many problems.

Departure from Benalla for Horsham, 344km, on 27 December 1999 was delayed by cold south winds so we only got away on

29 December. Even so, "got away" is not as good as it sounds. Of the five gliders from Benalla, only one arrived at Horsham – Mike Kornhauser in WUE. This was a great effort on his part and was nearly matched by Ron Grant in his Nimbus who landed out just short of Horsham. The other three all came to earth in difficult conditions in the Goulburn Valley, only some 70 to 80km out of Benalla.

Lack of communication caused some difficulty in contacting Laurie McKinlay, WUS, on the ground this day. At one point, Laurie reached civilisation at Murchison just in time to see his trailer disappearing out of town. In the event, he and Roger took FQV to Horsham whilst Sandra and Brendan picked up Stu Smith, GOU. We all bunked down in the Horsham club accommodation for this and the next two nights.

Thursday, 30 December saw a continuation of the strong and very cold southerly winds and

high cirrus. It was declared a non-flying day. Laurie and Roger did a fast 600km out and return to Murchison, by road, to retrieve WUS; and were back at Horsham by 2:00pm. We did not know at the time that these would be the last outlandings of the whole holiday.

Friday, 31 December was another cold and windy day but at least the cirrus had gone. Although the Horsham Janus flew late in the day and reported good lift to 5,000ft all this did was to raise hopes of getting away on the next day. Most spent the afternoon preparing for a New Year's Eve barbecue, which was duly held in the hangar and much enjoyed by all.

Saturday, 1 January 2000 dawned clear and bright and with less wind. Cumulus was seen early and spirits were high; but by briefing, dark cloud was seen coming in fast from the south and more from the south-east with a very clear convergence line between them. There followed a long and sometimes pessimistic wait on the launch line. By 1:30pm, however, the locals' confident forecast of "she'll be right by 2:00pm" came good. Off we went with signs of a good sky to the north; destination, originally, Mildura, 269km away, but amended in flight first to Loxton then finally to Waikerie, 408km. All arrived there safely and enjoyed dinner together at the Waikerie Hotel. This day we were joined by the Horsham self-launching Janus, which remained with us until we

Left: Roger Threlfall – an enjoyable safari

returned to Horsham nine days later. At last we were encountering what we expected – up to eight-and-a-half knots of lift to 8,000ft. Our intrepid crews, now joined by Mike Hogan for a few days, arrived in good time for dinner – a very good effort.

Sunday, 2 January. We flew Waikerie, Burra, Arkapeena – a distance of 335km.

Arkapeena, in the northern Flinders Ranges, South Australia, 1,500ft asl, is a strip on a property adjacent to Rawnsley Park, where we stayed for four nights.

We woke to a beautiful clear morning and were given at the Waikerie briefing, the prospect of a good day ahead. We launched around 12:30 into six knots of lift. Average heights this day were about 6,000ft with some to 10,500ft late in the afternoon. Even so, this was not a fast run. Lack of cloud to the north forced some to detour west early on and some, FQV particularly, found long runs of heavy sink at times. The Auster staged through Orroroo and Hawker airstrips so was always “close handy” if required; but he wasn’t! WUS had a dream run and arrived over Wilpena Pound well ahead of the others. The crews too did very well, arriving soon after the gliders had landed. They had motored by a longer route to avoid the rough roads we had discovered a year earlier.

The arrival party on the strip, armed with gin and tonic or beer, gave us all a chance to soak up the wonderful views of this red and desolate landscape. The field is flanked by ancient hills – the Wilpena Pound Range on one side, the Druid Range on the other and the Bunbinyunna Range away to the south-west. Those who had been there before were just as moved by it as those who were seeing it for the first time. After checking in to Rawnsley Park station we ate at the Wilpena Hotel, some 22km away – narrowly missing kangaroos on the road, both coming and going.

Rawnsley Park is a property that offers very comfortable airconditioned cabins, where we stayed, and a caravan and camping park with swimming pool. Prices compare well with those of country motels, when one considers the remote area in which it is situated.

Monday, 3 January was mainly a day off, but crews were all given flights over the area in the Auster and the Janus. Heights of 9,000ft above the field, 10,500ft asl, were reached, despite the reappearance of thick bands of cirrus as the day wore on. A foraging party went to Hawker by road in the morning to buy supplies for the barbecue that evening. The afternoon was spent lazing around and talking. Some consideration was given to routing via Broken Hill from here if the weather should prove favourable. In the event, it did not.

Tuesday, 4 January. Mike Hogan left us this morning to return by car to Mildura where he works. We intended to fly locally over the ranges to the north and only launched after lunch. Arkapeena strip has quite a slope on it and this was an uphill launch because of easterly winds. The Auster performed manfully. So did the glider pilots, as the tug was apt to disappear on the ground run for several seconds into clouds of dust, raised by its slipstream. Conditions were not good however – rough and scratchy thermals to 4,000ft agl only. The gliders were all tied down again by 3:30pm. Once more thick cirrus developed as the day wore on. The crews spent the day touring the district by road and bushwalking. The whole party of 10 decamped to the Hawker pub for dinner that evening.

Wednesday, 5 January. Again, easterly winds and cirrus, so an early decision was made not to fly. The crews remained at Rawnsley while five of the party decided to explore the area by road in Stu’s very comfortable Holden wagon – the Pound, the Gorges, Blinman township and Leigh Creek – altogether some 400km. A flat tyre caused some consternation, as a second in those remote areas would have been very difficult.

Mike, Laurie and Roger went for a bushwalk up Rawnsley Bluff, 3,000ft, and were rewarded by fantastic views from the top after a stiff scramble up the rocky approaches.

All were back by 6:00pm; and, after the ritual gin and tonic, dined at the Wilpena Hotel again – the favourite dish being Buffalo bangers and mash.

Thursday, 6 January. After a lethargic morning packing – no one believed it was “going” – we launched from about 1:40 to 2:30pm with increasing signs of thermal activity. The target was Orroroo – only 120km away to the south; but a good staging post. We felt we had to get away from the area and were concerned about the south-easterly winds and cirrus (again.) This was an enjoyable flight averaging, four to five knots to 7,500ft asl over country of 1,500ft with hills to 2,000ft plus and few fields for most of the way.

Our leader, ‘B’wana’ Grant, smartly booked all the rooms in the Orroroo Hotel for the night over the heads of some other travellers and we split for dinner – some at the hotel and some at the local roadhouse. The Orroroo Hotel is a great example of an old-world country pub and the town itself takes one back in time with its unspoilt atmosphere. It was founded 124 years ago.

Friday, 7 January. Early this day there was cirrus and a cold southerly wind – again. Would it never stop? But by 10:30am the cloud had burnt off and the wind had dropped. We took a quick trip to see the sights of Orroroo – the monster gum tree which is 10.89m in girth and

very impressive – and the old iron railway bridge, which is not so. Then, out to the field and off to Waikerie. One glider, FQV, distinguished itself by landing back after 10 minutes for a relight, but this was a good day and the objective was changed, in flight, to Loxton, 330km, still in South Australia. There was some excitement over rough terrain from Burra to Morgan, with a few low points near The Gums. This is a station with an airstrip. FQV couldn’t be sure of the strip, even from 800ft above it; but six knots to 6,000ft soon relieved his concerns. Meanwhile the Janus, using its “iron thermal” for the only time (except for self-launching) cruised comfortably overhead above the convective layer at 8,000ft.

We were on the ground at Loxton, crews and all, at Loxton by 5:30pm. All pilots were much impressed by the ability of the crews to keep up with us, despite changes of objective on this and most other days. Of course, radio contact between gliders and cars (and between cars) helps enormously and facilitates the crews’ participation in the day’s events.

Loxton airstrip, 12km from town, seems to be little used. The safari “caravan” of a tug and six gliders came, spent the night there and departed with no one the wiser. ▶



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














Mike Kornhauser, the only pilot who arrived at Horsham on day one

We all stayed at the Loxton Community Hotel – in the old pub rooms which are really “cheap and cheerful” – and had a good evening meal in the bar. Loxton has a very well laid out central area. The broad main street is divided by a wide strip of grass and trees and leads down to the banks of the Murray River. There was still much talk this night of Broken Hill, or Menindee, as the next stop but a decision would have to depend on the weather. Either spot, some 90km apart, would entail flying over country that none of us had seen before.

Saturday, 8 January. With a good forecast before us, briefing in the hotel was concerned with choosing a good objective with safe alternatives if the task proved unsafe. It was decided to set off for Menindee with Poongarie, 100km short, as an alternative; and Mildura, if neither of those were possible.

We were off in good time into a clear sky – no cumulus after the first half-hour – with strong lift as far as the South Australia/Victoria border. The course went north-east to Wentworth, in New South Wales, then north up the Darling River, which joins the Murray at Wentworth. There are many properties close to both sides of the river; some with airstrips and some with wheat fields, so outlandings were reasonably safe. Actually, the only really low point was experienced by WUS who had good fields available but did not need them. Lift was variable – good thermals to 10,000ft with eight-and-a-half knots at times – and quite long runs between with much weaker lift. At Poongarie, which consists of some 20 houses (when estimated from the air), a racecourse, an airstrip and, no doubt, a pub – and still 100km from Menindee, it was decided to turn back to Mildura. Although Menindee was obviously attainable under the conditions, there was a build-up of ominous looking cloud to the north-west and a continuing headwind. The



Laurie McKinlay arrived at Murchison just in time to see his trailer leaving town
Photos: Roger Threfall

prospect of being stuck in either Menindee or Poongarie for a day or two did not appeal.

Meanwhile the crews had been held at Mildura. Peter Kelly flew in the Janus this day with Laurie Bunnick, whilst Peter Wiesenfeldt flew the Auster. All the gliders reached Mildura in a sky from which one had to fight to descend. There was strong lift everywhere and the run back from Poongarie had been achieved at great speeds. Total distance this day was 330km.

Most of us booked into the Kar-Rama Motel for two nights and ate at the Mildura Working Men's Club – only just getting there at closing time, but Mike persuaded them that it was worth staying open for seven diners. The Horsham contingent was able to stay with Mike Hogan.

Sunday, 9 January. The decision to turn back at Poongarie the previous day was proved right by a sky covered in the thick high cloud this morning. A rest day was declared, but the Sunraysia Gliding Club generously agreed to operate its winch so that the crews could get some flying in their IS 28B2, and so that Roger could get a check-flight on the winch.

This was a very hot day – the first this summer according to locals. During the afternoon, as the cloud broke up, much cumulus at great heights was seen. This boded well for the morrow. The day was spent swimming, reading, talking and sleeping, though Roger and Laurie visited the Australian Inland Botanical Gardens on the road to Wentworth. Dinner at a Chinese restaurant was notable for the fact that they actually charged for drinking water.

Monday, 10 January. This was the best day yet. The target was Horsham, 270km, but conditions made this too short a task. Many flew on from Horsham towards the coast, until the sea-breeze turned them back just short of Hamilton. Good views of the Grampians were enjoyed and distances up to 490km flown.

The Hatta Lakes, south of Mildura, which on an earlier safari had proved tricky to cross, were hardly noticed at 11,000ft with nine-knot lift available. After a barbecue supper on the Horsham airfield all turned in for the night in the Wimmera club's bunkhouse.

Tuesday, 11 January. Today we would fly home to Benalla, 344km – or would we?

This was the day we heard that all aircraft, which had been affected by the Mobil fuel contamination problem, were grounded. This meant that the Horsham tug could not launch us; but we had the Auster, hadn't we? Well, maybe.

It seemed the faithful Auster, that had served us so well on this and two earlier safaris, had lost oil pressure on the way down to Horsham the previous day. The prospect of driving to Benalla for trailers and then back to Horsham did not appeal. Thanks to the local LAME's advice, and Peter Kelly and Laurie Bunnick's work on the tug, all was well by late morning and off we went.

The Auster accompanied us, as the GCV had no tugs that were not grounded. Peter put in several days' hard work at Benalla with AJE so that some flying was possible.

After saying goodbye to our Horsham friends we set off for Benalla. This was the first year that any Horsham people had joined the safari and, judging by their reactions, it will not be the last.

Our flight was uneventful. This was another very good day with heights up to 11,000ft achieved. All five gliders, the Auster, and the crews were at Benalla by 5:30pm whereupon there followed a massive unpacking of the two trailers and cars. These had carried ground-handling gear, spares, clothes, fuel, tents and bedding (never used), and personal belongings for seven people over the last two weeks.

The pilots owe a great debt of gratitude to those who made the trip possible. Firstly to Ron Grant, whose enthusiasm and organising ability ensure all runs smoothly and that everyone has a ball; then to Peter Kelly, whose participation with his Auster gives us so much flexibility; and to our crews – Sandra and Brendan, and Mike Hogan some of the time, who were always there, always helpful and who showed, by their enthusiasm, that they enjoyed it too.

A last word – these safaris are not competitions; they are not races, nor are they designed to see how far we can go. They are more ‘holidays with gliders’ than gliding holidays. Those who go have as much fun on the ground as they do in the air. To fly over unknown country adds a touch of spice, which those who don't venture far from their home fields will never experience.

There should be more of them!





FAI Badges and Certificates – 21 March 2000

A Certificate

SIGNORILE Michael 10395 Beverley

B Certificate

BIDDLE Neil Arthur 10356 Forbes
COLE Michael John 10244 Central Coast

A & B Certificate

GRUNDY Gary James 10392 Central Coast
NIELSEN John Arne 10397 Narrogin

B & C Certificate

PHILLIPS Robert David 10316 Lake Keepit
GOUDIE Mark Cavanagh 10351 Mangalore

A, B & C Certificate

FENN Matthew 10390 Adelaide Uni
HOWLETT David Richard 10391 Caboolture
YEATMAN Colin Grantley 10393 Balaklava
PAYNE David Anthony 10396 Gympie
HICHENS David John 10398 Adelaide Uni

Silver C

COOK Richard Thomas 4308 Kingaroy
CUNNINGHAM Ryan Troy 4309 Gympie
EVERETT Vincent Edward 4310 Caboolture
LONGBOTTOM Barrie 4311 Keith/
Joseph Angus Bordertown
ENGLISH Brendon Mark 4312 GCV
WETHERSPOON Paul 4313 RANGA

Gold C

O'NEILL John Francis 1525 Sth Gippsland
LONGBOTTOM Barrie 1526 Keith/
Joseph Angus Bordertown
JOHNSON Grant 1527 Wagga Wagga/
Lawrence Gregory Lockhart

Diamond Goal

RANER Kevin Geelong
WEEKS Allan John Mangalore
LONGBOTTOM Barrie
Joseph Angus Keith/Bordertown

Diamond Goal continued

JOHNSON Grant
Lawrence Gregory Wagga Wagga/Lockhart
750 Kilometres
LLYOD Kenneth Henry 91 Cotswold (UK)

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

Scoring gliding competitions

TIM SHIRLEY

Many readers will know that I have been involved in scoring and verifying gliding competitions, particularly at Nationals, for much of the last 25 years, and when I have not been the actual scorer it has usually been programs I have written that were used by others.

During the 1990s I spent several years as Chair of the National Competition Committee, which is responsible for the rules of FAI and Club Class Nationals. Although I have never flown in an FAI Nationals (I have flown in Club Class Nationals) I can claim to have a fair idea of how gliding competitions work.

One thing I have never done, though, is design a scoring system (or at least, one that was adopted). When I started doing the scoring in the mid-1970s the formula used was the then World Competitions system. For various reasons this formula was thought to be less than fair, particularly when one or two got home and the rest outlanded, so a new formula was devised by Ted Pascoe in 1979 and that formula, with minor modifications, has been in use to this day. It is now used quite widely at state competitions as well. I call it the "Sue Martin Memorial Scoring Formula", and I'll tell you why over a beer or two some time.

The program that is now used for scoring, which I wrote, is mainly concerned with recording pilots, gliders and times, and the production of reports. It can be easily modified to accept any scoring formula (in fact, a new formula for the Grand Prix Class was introduced with no fuss at all just before the Gawler event. Its impor-

tant to understand that the formula is a very small part of the program and is easily changed.

I understand that there are some views being expressed that a new scoring formula is needed. I have no particular desire to keep the present one, in fact I have several times in the past 20 years pointed out the anomalies that it creates. But it has stood, I suspect largely because no one has objected strongly enough to it to warrant doing the work to replace it.

The advantages of the current formula are:

- It automatically adjusts the penalty for outlandings and the points for finishers depending on the number who outland.
- It has a steeper "points to speed" curve near the top of the class to more widely separate the leading pilots.
- It gives considerable encouragement to lower performing pilots by boosting their points in relation to their performance (important if you want them back next year).

The disadvantages are:

- Outlanding points are based on the points of the slowest finisher. If the outlanding penalty is low there are times when an outlanding near task distance can be significantly better in points terms than a slow finish.
- It's a very complex formula whose full effects are not well understood, and the results it produces can be surprising.
- It has been tinkered with in minor ways, usually as a result of pilots' meeting decisions, and they usually haven't helped to make it simpler.

I'm a great believer in simplicity in scoring systems in any sport. Placing systems or simple formulae seem much better to me because everyone knows where they stand. In the past placing systems have been seen as a problem in gliding because we often flew the task in gaggles so there was a feeling that arriving home in close to the identical time wasn't worth a whole place. But these days we fly from different start points, we are flying area and POST tasks, and so that issue is not so significant. It is certainly true that as long as we base points on relative performance we will have arguments about how to translate one into the other. Placing systems work in almost every sport: football of all kinds, sailing, motor racing – why not gliding? One point for everyone you beat, and some bonus points for the top three or four. The Grand Prix Class at Gawler proved that it works.

What's wrong with the World Competition formula I hear you say? Well funnily enough it has most of the same problems ours has, and the other thing is that it keeps changing. So you would have a different formula every year, which was decided for us by people outside Australia. I can just see that being popular at pilots meetings.

But the choice of formula is nothing to do with me in the end. It is for the pilots, the NCC and the Sports Committee – I'll put any formula they want into the program.

Oh, and one other thing I have discovered over the years. No matter what formula you use for scoring, the same people win. I have come to the surprising conclusion that it is probably because they fly faster.



SkyHigh Millennium Cup



HAKIM MENTES

On Friday night a few keen pilots were already at Mansfield trying to find each other in town. Saturday saw me getting up early in the morning to set up a task and identify turnpoints. Despite the rain I had to set up the task just in case the conditions improved later on. As most of the participants were novices or low hour pilots I was not expecting them to carry GPS or camera. So, to ensure every competitor made the turnpoints, I put out big pieces of vivid coloured fabrics in various configurations. The task was to fly over the turnpoints and identify the colour and shape of the symbol on the ground!

By the time I finished setting the task it was already briefing time and pilots were waiting for me at the landing paddock. Heavy rain early in the morning hadn't seemed to have extinguished enthusiasm, so we climbed the hill, knowing that it was not flyable, and went through a short briefing to explain the task. While we were there the wind trailing the rain got stronger, making it too risky to fly. Still hopeful, however, we decided to have another briefing after lunch. Reluctantly we left the hill and found other activities to keep ourselves busy until then. Some went walking, others went swimming.

Later in the afternoon the wind dropped and we were on our way to the hill again. Now conditions looked almost perfect: the ground was dry and wind strength could not be any better, though the direction was a bit doggy. The Paps is almost a perfect site; various take-offs facing all directions with plenty of landing options. Ironically the wind seemed to be coming from the only direction we could not fly, south-west. We tried the southerly launch, but it was too cross coming from the west. We moved to the westerly launch, but it was too cross coming from the south. There was no option but to leave.

During the dinner BBQ we watched the sunset. It was magnificent; such vivid colours, such a beautiful sky.

Sunday morning looked brilliant with a blue sky and light southerly wind – just perfect. We also had damp ground with more than 30°C forecast; we were sure it was going to be a boomer. Greg pulled out his paramotor and enjoyed the first flight of the day (possibly causing locals to wonder what kind of person would mow the lawn that early on a Sunday morning). By 10:30am we were all on top of the hill, with 17 pilots registered for the day and a few free fliers. The task was to make as many turnpoints as possible (four of them in all) in any order

Lots of waiting around
Photos: Hakim Mentès

and cross the finish line which was set at the caravan park where we were staying. Then the waiting started. While we were waiting Jeremy turned up with a few students to complete the picture. Jiri took off first as a wind dummy, but his flight did not last long.

We were patiently standing on top of the hill, waiting for the almost promised huge cu's to develop. By noon there were still light thermic cycles but no sign of cu's. A few more attempts were made but with no success. Then the wind started changing direction and we moved to the westerly launch, but it was no good there either. Alistair was the first pilot who managed to get above launch, but it did not last long. Some preferred to use the westerly launch, while others used the southerly one. At the end of the day only one competitor, Greg Payet, managed getting up to a decent height and flew straight to the goal without doing any turnpoints. That was a good tactic as he got hefty points just for crossing the finish line. Jeremy and myself were the last pilots to fly from the hill.

The weekend was over with one valid day, a lot of waiting and some flying. The club's tree rescue kit was in high demand and well utilised during the course of the weekend. One pilot ended up in a tree at take-off after clipping some bushes. Another pilot put his glider in the top of a tree when he stuffed up his take-off. In both cases there were no injuries, but we had to chop down a big chunk of trees to retrieve the canopies.

Pilots who bombed out scored the standard ($250+100 = 350$) bomb-out points. There were two pilots who did not fly but still got some points for their dedication. Owen turned up at the site on Sunday, but could not fly because others needed a lift to get back to the hill. He sacrificed his flying to help others so we gave him bomb-out score. Barrie Shaw was another pilot who put in a lot of effort to get to the comp, but he did not fly as there was risk of him missing his overseas flight. He was tired and in need of sleep, but instead of going home to have a rest before the flight he came to the comp.

Round II The Paps



A tree retrieve in progress
Background: A flight at last



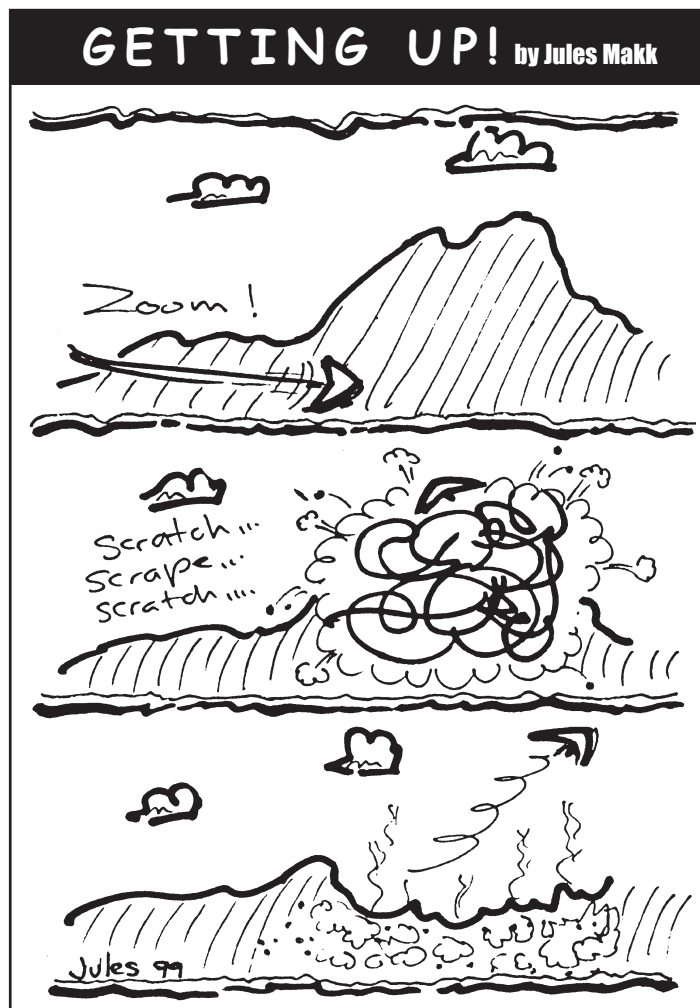
Bomb-outs were the order of the day

Thanks to all participants, helpers, drivers, landowners, caravan park owners, etc. Thanks to Alpine Paragliding for their generous donation of a XC course, Edel Australia for various donations and Melbourne Paragliding Centre for providing wind dummies (students).

Round 2 Results

	Sat	Sun	Bonus	Total
Greg Payet	—	800	15	815
Clinton Arnall	—	350	20	370
Alister Johnson	—	350	10	360
Owen Jourdain	—	250	100	350
Rick Keating	—	350		350
Ross Lupton	—	350		350
Steve Meagher	—	350		350
Fabrice Millet	—	350		350
Mick Renshaw	—	350		350
Barbara Scott	—	350		350
Jeff Sim	—	350		350
Jeremy Torr	—	350		350
Zoltan Toth	—	350		350
Rick Vanderburgh	—	350		350
Darryl Veitch	—	350		350
Barrie Shaw	—	250	75	325
Peter Welsh	—	250		250

Hence at the end of the first two rounds, Alister Johnson is leading Open Class on 1,258 points, followed by Jeremy Torr (1,201 points) and Owen Jourdain (1,200 points). Novice Class is being led by Zoltan Toth (1,199 points), followed by Steve Meagher (1,194 points) and Barrie Shaw (1,175 points).





Race 2000

RACE 2000 Beta 2 (formerly known as RACE 4.0) can now be downloaded from www.fai.org/hang_gliding/race – This version should be stable enough to use for real world competitions. Please report any bugs or problems to <race@amssoftware.de>.

To import competitions from RACE 3.x be sure to get the latest RACE 3.30 patch.

From the Race Team, Achim Müller,
Martin Brunn, Andreas Krapf, Igor Garipov

Murray Safari 2000

The dates for Murray Safari 2000 are Saturday 27 May to Saturday 3 June. This year is the 4th annual Murray River Safari. We are planning on a new flight plan, taking us in a different direction to previous years. Come and see some new country you've never flown over before (including around southern NSW). Transport and accommodation will be similar to previous years. For application forms or more details contact Tony Dennis on 0418 574 068. It will be another 1,000 nautical miles of fun!

7th Women's World Hang Gliding Championship – Greece

On behalf of the Hellenic Aeronautical & Airports Federation we hereby extend our official invitation to the 7th Women's World Hang Gliding Championship to be held in Hellas (Greece) 16-24 June 2000.

We hope to see a large contingent of ladies from all around the world. Please contact me for further details.
Lillian LeBlanc
<alao-olympos2000@ath.forthnet.gr>

The first World Paragliding Accuracy Championships 2000

The BHPA Accuracy Panel (on behalf of the British Hang Gliding and Paragliding Association) have great pleasure in inviting all nations to submit a team to compete in the first ever World Paragliding Accuracy Championships. These championships will be held at Middle Wallop Airfield, near Andover, Hampshire, England from 12 to 19 August 2000. Please note that this is a change of venue and dates to that previously advertised, as we have been lucky enough to be able to secure Middle Wallop as the venue.

After the extremely successful pre-World event held in August 1999, which was attended by some 110 pilots from five countries, it was determined that Middle Wallop (the largest grass airfield in Europe) was the ideal venue for the World Championships.

Details regarding the World Championships can be found on the World Championships website at: www.worldparaglidingaccuracy.freemove.co.uk

All enquiries should be sent to: Derek Godfrey (Chairman BHPA Accuracy Panel), Heathview, 18 Ferndale Road, Horsell, Woking, Surrey GU21 4AJ, UK. Ph: +44 171 212 3324 (w), +44 1483 830464 (h), email <derek@godfrey3.freemove.co.uk>

We very much look forward to hosting you at these championships.

BHPA Accuracy Panel

On behalf of the British Hang Gliding & Paragliding Association

Hang Gliding Pre-Worlds – Algodonales 2000

The address of the official web page for the HG Pre Worlds is: www.algodonales.org/hgwag2001

Here you will find all relevant information concerning the HG Pre Worlds including dates, site, tourist information, documents, entries, etc.

Juaki

CIVL Plenary Meeting, February 2000

The full Minutes of the February 2000 CIVL meeting have now been published on the FAI website at: www.fai.org/hang_gliding/meetings/

The document can be downloaded either as a Word 97 or RTF file.

Alternatively see Michael Zupanc's (HGFA delegate) article this issue for an overview.

Sub Ed

World Speed Gliding Championship – Greece

On behalf of the Hellenic Aeronautical and Airsports Federation we hereby extend our official invitation to the 1st World Speed Gliding Championship to be held in Hellas (Greece) between the 28 July and 5 August at Mt Olympus.

Information can be found in Word format on the FAI/CIVL website and at www.elao.gr

Lillian LeBlanc

Club News

Dynasoarers Hang Gliding Club

Firstly, thanks to those who organised the AGM and to the Escort family for use of their spacious backyard and barbie. A heap of awards were once again presented (to be published at a later date). A heap of brilliant club T-shirts were snapped up, thanks to Tony Hughes (I believe the club made a small profit for once!). They get better every year so many thanks also to Warwick Spratt for his involvement with their production.

New office bearers were elected (read conned): President, Rob van der Klooster; Secretary, Geoff Coombs; Vice President, Mark Willie; Treasurer, Greg Holt; and Club Web Site, Darren Brown. Thanks to Peter Hannah, John Norton, Rod Trevor and others for their past efforts.

A small grant was received for the modification of the earth ramp at Spion. Thanks to all concerned who were involved in the working

bees that were held to improve the take-off area. The next club meeting will be at the Torquay Hotel in April (don't forget it's the first Friday of the month); followed by the Waurin Ponds Hotel in May, Wool Exchange Hotel in June, Torquay Chinese Restaurant in July and The Lord of the Isles in August. As you can see, if the food is crap at any of these venues you only have to put up with it for one meeting. We invite all pilots and their partners to come along.

With the more than usual amount of easterly winds of late the locals (and others) have been heading down to Bell's to attempt the coast run. In extremely rough conditions Ted Remeika once again made it to Apollo Bay. He has done the run so many times, even though it has eluded others who have been flying for 20 years, that maybe as a real challenge he should attempt it blindfolded. Warren McDonald landed 15km short of Apollo Bay and Geoff Coombs landed 10km short, commenting that it was the roughest air he had flown in and at times wasn't sure whether the wind was blowing onshore or offshore! Yikes! All complained of feeling air sick! You have to ask yourself, Why? Maybe it's the lure of having their names etched on the new "Victorian Coastal Hang Gliding Challenge – Jan Juc to Apollo Bay" trophy soon to proudly reside in a glass cabinet at the Aireys Inlet bar. Or maybe they're just mad. Even the jelly pilots are getting in on the scene with Mike Duffield flying from Jan Juc to Anglesea recently; not the first time it's been done but a personal best at this site.

A few club members have been choosing to fly beyond their lovely local sites with Tony Hughes, Peter Hannah and Mark Willey visiting Stanwell Park for some great flying. We hope you behaved yourselves. John Norton and Mike Duffield also leapt off Mt Buffalo for the first time. Mike chose to launch in stable conditions in the morning for a sleddie to the airstrip. Being the only pilot there at the time it took a while to convince his wife that it was a safer launch than the sand dunes "because there's less to hit".

We must also welcome Coombsy back to the club, after spending some time in New Zealand, even though we hate him for flying whenever it's on and for being a sky pig at Birchip when he flew great distances for three days including a 270km plus flight to Mortlake! He's also picked himself up a woman who is also a hang glider pilot, so we welcome Tracy to our club and wish them many happy hours of flying together. Geoff, is it true that you took Tracy on a short flight to join the "mile high club", but in your eagerness to get up (in the air!) failed to execute an effective launch? Probably just a nasty rumour.

Fly free – because you can!

Product News

New Pro-Design Releases

Pro-Design's DHV 1 glider, the "Effect", was measured by the DHV at 51km/h, making it the fastest DHV 1 glider currently available. The superb handling and sink rate also make this glider a dream to thermal and fly cross-country.

Soon to be released in Australia: "Mad Max" 2000 competition wing. Craig Collins won the New Zealand Nationals aboard Mad Max. Pro-Design is looking for suitable pilots to join the competition team for 2000.

New tandem "Carrier" DHV 1-2 is ideal for commercial or sport tandems, with beautiful launch and landing manners.

The new harness "Jam Pro" has full back protection certified by the DHV, as well as a side reserve right where you can see and use it. Anti-forget leg loops, multiple lumbar adjustments, great comfort and weight-shift. All sizes to suit. Don't be sold a one size fits all – they don't!

For a test fly call Australian Paragliding Centre, new importer of Pro-Design paragliders, reserves, harnesses, kites and accessories. Ph/fax: 02 6226 8400, email <austparacentre@ozemail.com.au>.

Cam Eye II

The new CamEye II provides remote control and status for any video camera with a LANC connector. Ideal to control wing and helmet mounted video cameras. Three coloured lights indicate Record, Stand-by, Shutdown, and one button allows Record/Pause and On/Off. For more details see www.totalcontrol.com.au/skydive/page11.htm

Only \$95 (money back guarantee). Ideal accessory for our range of lightweight carbon fibre helmets. Available from Total Control on 03 9329 0959.

FAI News

World Records

FAI has ratified the following Class O (Hang Gliders) record:

Sub-class O-3 (Paragliders) – Multiplace Claim number 6341:

Type of record: Straight distance

Course/location: Quixada (Brazil)

Performance: 213.7km

Pilot: André Fleury (Brazil)

Crew: Mailcar F. de Oliveira

Paraglider: Apco Futura 42 Tandem

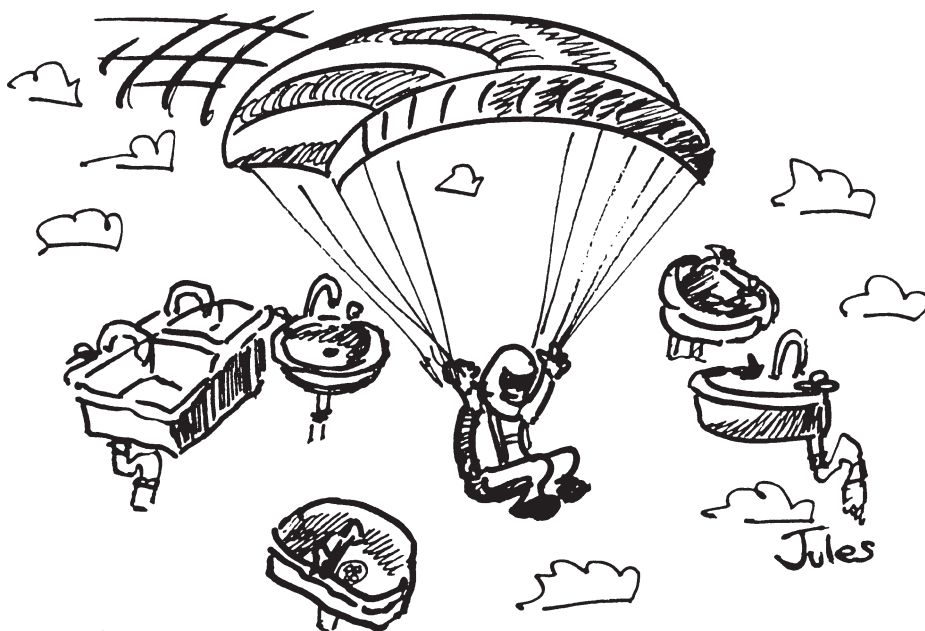
Date: 2.12.1999

Previous record: 200.0km (23.12.95, Richard Westgate, UK)

Sub-Ed note: This is the tandem record set in Brazil shortly before Godfrey's record flight.

We expect to receive FAI ratification of Godfrey's record very soon.

CARTOON by Jules Makk



then... there was sink all around.

CIVL Press Releases: World Pilot Ranking Scheme

The World Pilot Ranking Scheme (WPRS) has been running for three years and undergone some minor modifications. However, with the increasing importance of WPRS which

- from 1 Jan 2000 ranking during the previous three years will be necessary to qualify for Category 1 events, and
- from 1 Jan 2001 team size in paragliding Category 1 competitions will be determined by WPRS rankings (see following press releases for more details).

In addition, with the increasing experience of operating this ranking system and with constructive feedback from delegates, pilots, competition organisers, etc from around the world, the time has come to make some further improvements.

At the recent CIVL Plenary meeting a working group was set up to discuss, test and present recommendations to the CIVL Bureau (who have been granted authority by the Plenary to authorise any modifications). This working group consists of Sarah Fenwick (who administers WPRS) as Chair, with Mike Zupanc (HG), Jim Bowyer (HG), Martin Brunn (PG) and Fred Escriba (PG). Anyone with constructive suggestions for improvement to the WPRS should email these to Sarah Fenwick <cloud10@zetnet.co.uk>.

Pilot Qualifications

Following concern over safety and the wide range of pilot experience levels in Category 1 championships over the last few years, CIVL delegates voted in 1999 to change the qualification criteria for Category 1 championships. Category 1 cham-

pionships to be in held in 2000 are the first for which pilots will be required to meet these new qualification criteria. All those with an interest in Category 1 championships, whether as a pilot, team manager, team selector, National association, etc, should familiarise themselves with the qualification requirements which can be found on the FAI website. Any questions should be sent to Sarah Fenwick <cloud10@zetnet.co.uk>.

Paragliding Team Size

In recent years the number of teams (and subsequently pilots) at Paragliding Category 1 championships has increased considerably (from 125 pilots in 1993 to 230 in 1999). In some cases the large number of pilots coupled with the wide range of pilot skills has compromised safety. At the recent CIVL Plenary meeting lengthy discussions were held in order to provide a solution to the problem. Firstly, to address the problem of overcrowding, it was voted that there should be a maximum number of 150 pilots at a Paragliding Category 1 championship. This led to the issue of how to allocate those places, given that all FAI member countries have the right to send a team to a Category 1 championships. After much discussion the solution approved by CIVL delegates is that the World Pilot Ranking Scheme (WPRS) will be used to rank nations, and a nation's team size will depend on their WPRS ranking. This will come into effect from 1 January 2001. All those with an interest in team size at Paragliding Category 1 championships should familiarise themselves with the information on the FAI website. Any questions should be sent to Sarah Fenwick <cloud10@zetnet.co.uk>.



750 kilometres from Gawler

ROLF A BUELTER

It was Saturday, 15 January at the Gawler aerodrome – the site of the 2000 National Club Class Championship and Barossaglide. The competition was to start on Monday with an official practice day. A handful of pilots had trickled in during the week and enjoyed good flying.

It was also the last day of the South Australian State Championships and tales of strong thermals and great heights had been told every day of the week on radio. Mike Durrant and myself had arrived the previous Sunday night and flown a couple of 500km in POST (Pilot Option Speed Task) mode. Noel Roediger of the Adelaide Soaring Club had already told me the previous Sunday night that 750km would be on during the week, probably Tuesday. Since then he had come in every night to ask me if I had achieved such a flight.

The problem was that, for our Bacchus Marsh trained weather senses, the mornings had never looked like it at all. Every day saw four to eight-eighths high cloud cover and our

sentiment had been that this could not be the day. I really did not understand the weather pattern very well, other than the heat, which rose to the mid-30s or higher every day.

By Saturday we had worked up our courage and were resolved to try anyway, regardless of what the day looked like. Both of us had worked on our water dumps during the week and had finally gotten it right. Other than that, preparations for the flight were somewhat cavalier. The wings were full of water; I had never before flown the PIK at its maximum take-off weight. All our weather wisdom had come from the 7:00pm news. The best map we had was out of a 4WD book, but it was definitely better than a WAC chart. It had all Ag strips and a beautiful longitude/latitude grid. Furthermore it had way more topographical detail.

One hour before launch my sentiment was still: "no use in declaring, this just can't be good enough for me to fly 750km." But then again, we had our maps. The turnpoint Parachilna for an out and return was programmed into the GPS-Nav and four alternative landing strips in the Flinders Ranges had also been identified and entered into the database. Might as well declare the task and get going.

Mike and myself were going to try and stay together. The plan was to fly to Carrieton, the northern most turnpoint for the competition, almost exactly on track to Parachilna, and continue on, only if the going was good.

I launched first at 12:10pm and immediately had a good climb to 8,000ft. Mike, having launched after me, needed a few more minutes

to catch up, thus giving me a chance to return to the aerodrome, my declared startpoint. We met up at Roseworthy, climbed together to over 10,000ft and went on our way. A long glide followed, much too long for my taste; down to 4,000ft indicated over country that is 1,000 to 1,500ft above msl. We hitched five-and-a-half solid knots to 9,000ft, and less than 10 minutes later eight knots to 12,000ft. From there we bounced between 8,000 and 12,000ft to reach Carrieton at 14:59pm. I had started the task at 12:35pm, less than two-and-a-half hours for the first 250km. The best climb, so far, had been nine knots average for a 4,000ft height gain. We did not even discuss the continuation of the flight; we just pressed on. Dreams are made of this stuff and I could not believe what was happening. Hours of flying fast without a care and not one thought spent on the possibility of landing out!

Oops, I must have dreamed too much! Where was Mike? His bearing and distance to run to Parachilna showed he had pulled ahead of me. Well Rolf, pull up your socks and follow. A short radio conversation, half an hour later, made me realise that I had caught up, but was five or so kilometres east of Mike's LS4.

It was a long way from home and I felt lonely. There is always safety in numbers, and I would have been much happier in company before entering the Flinders Ranges proper. I also recalled a snippet from a conversation with Paul Matthews a day or so earlier: "*Past Wilpena Pound, no, don't go there, that's big boys' country.*" I did not feel like a big boy now that



I could see Wilpena Pound and the awesome landscape of the Flinders.

At that point I discovered that the mobile phone and my wallet were back in the troop-carrier. I decided to fly across in an attempt to locate Mike. Five minutes later I regretted my decision. Almost 3,000ft lost, down to 6,000ft indicated, with rough tiger country in part less than 3,000 feet below me. I had not seen a glimpse of the LS4 and had made no headway at all – that's not how you do 750km. A bit of searching was needed before I found a seven knot climb back to 11,000ft. I just had to get home, otherwise I would be stranded and at the mercy of the locals who, from all accounts, are very friendly.

Never mind being alone, it was now less than 100km to the turnpoint. I couldn't see it, but the road leading to it was below me. A couple of good, but short, climbs did probably nothing to improve the average speed but were great to settle the nerves.

Below was Mernamora, one of the landable strips if the flight went to pieces. Parachilna was now well within gliding range and had a strip as well. And, lo-and-behold, there was Mike. Together we glided down to 4,500ft indicated, but it didn't feel so bad as we were heading for a nice willy-willy. It carried us to just under 10,000ft so we both marked it for a return after going around Parachilna at 4:15pm. Never in my life had I been so far away from home in a glider, and it felt great.

Mike missed the core of the marked thermal so continued back to Mernamora. I got lucky and hit it, to climb back to 12,000ft. The Heyzen Range, running north-south some 10km east of the track, looked quite inviting and I realised it should work with the sun shining onto it and a mild breeze blowing against it. My faith was rewarded with seven knots from 6,000 to 12,000ft. It was then 4:45pm and another 330km to go. While I was enjoying the last climb, Mike was grovelling at Mernamora but had recovered and was now about 20 minutes behind my progress. The immediate sky ahead looked quite good and I made good headway, now taking care not to get too low as the sun got lower and lower. Arriving back abeam Carrieton the sky gradually turned to eight-eighths, with what looked like imbedded cumulus. I started wondering – but there was life under the grey soup. The thermals still averaged up to five knots, and I had some nice runs with hardly any altitude lost. This went on for another hour or so. When at 6:15 I topped out my last climb at 12,000ft there were 145km to go.

The sky ahead was grey and dead with no sign of the imbedded cumuli anymore. The black box said I had 1,000ft to spare at a ring setting of zero – not a fat margin but worth a

try. The cockpit temperature dropped to 10°C and it felt cold after a day in the sun. If there wasn't the worry to get home, and the cold, it could have been very pleasant. The air was smooth and I watched the landscape slide past, slowly, at 60kt IAS. An hour or so later there was only 50km to go, and the light tailwind component helped me to increase the margin to almost 2,000ft.

At this stage, Mike realised that he would have little chance to reach Gawler so had diverted to Balaclava. The presentation dinner of the South Australian State competition had more appeal to him than an outlanding. Then again, he had already flown 750km and his motivation was not as strong as mine. Gawler base enquired via radio on our progress so I gave my position and informed them of Mike's intention to stay the night in Balaclava.

Just when I started to believe completion of the flight was to be within reach, the GPS-Nav indicated a disturbing trend. For an hour now there had been a five knot tailwind to enjoy. Yet now I had entered what Terry Cubley preferred to call "maritime replacement air", better known to most as the dreadful sea-breeze. Within 10 minutes the gentle wind from the north-west had turned to, what felt to me, a howling southerly on the nose of the PIK. It was only 15kt yet turned my 2,000ft margin slowly but surely into a negative number. It took a while before I could accept my fate. There are a couple of quite large paddocks in front of the Roseworthy silos, so I opened the dump valve and made a radio call to Gawler base to announce my intention to land.

At 7:20pm, after a flight of seven hours and 10 minutes the PIK touched down, less than 10km from home. Little more than half-an-hour later Nela arrived with the trailer. Ten minutes later Malte arrived too and we packed the glider into the trailer. The declared task was 774km and the actual distance of 765km still enabled me to claim the 750km Badge. As it turned out, this was the last day of a full week of exceptional weather. At no time during the ensuing competition did we encounter anything like it. I consider myself privileged for the chance to fly in such conditions.

Below some statistics of the flight, thanks to Chris Woolley's flight evaluation program, 'Fast':

Time on task:	6 hours 43 minutes
First leg	3 hours 37 minutes
Return leg	3 hours 06 minutes
Time spent thermalling	1 hour 48 minutes (26.7%)
Number of climbs	27-15 left hand, 12 right hand
Best climb rate	9.9kt, height gain 3,100ft
Total height gain	63,860ft
Average climb rate	5.9kt
Average speed	114km/h
Average cruise speed	90kt
Average glide ratio	36



Foreign languages

EMILIS PRELGAUSKAS

English statement: "I want to go gliding."

Translation to what the customer means:

"I want you to supply me with an airfield at a location convenient to me, developed with facilities to my liking, launch and sailplane to my approval, cheerful club members who can service me because they don't want to fly themselves, to give me flying when it suits me, complete with a discount and taking full responsibility for anything I might do."

Translation of what the commercial centre hears:

"I wish to pay you the true value of servicing my flying including all costs associated with the operation, maintenance, staffing and development costed on a commercial accrual basis."

Translation of what the amateur club hears:

"I wish to join in with fellow like-minded people interested in sport aviation to socialise in activities at the gliding club, in amongst which will be a little flying."

Translation of what the private owner syndicate hears:

"I am a fully qualified glider pilot with my own sailplane and a family dedicated to my crewing needs who wishes to take up an equal financial share in the resources shared in common."

The entry and departure of people in gliding is, in part, a reflection of unsuccessful matches between these diverse interpretations of that simple phrase.





Don't overlook the winch

IAN HARRIS

Several years ago Harry Medlicott, from Lake Keepit Gliding Club, inspired me to carry out further design investigations into winches.

Many man-hours have now been given into modifications to an old truck-mounted winch at Lake Keepit, which performed well but had a power problem. Designs of feeder gear, drums and heads have been done, manufactured and field-tested. The Lake Keepit winch has been modified by Harry, and others, to have it evaluated using rope.

After all this groundwork and evaluations of overseas products and information, I am sure we are now in a position to put all this practical information, along with modern technology and know-how, together to produce a prototype to standardise this piece of equipment for Australian conditions.

The problems with a lot of winch operations are that:

1. *They are poorly produced by well-meaning volunteers who try to save a few dollars. This can lead to frustration, being costly in the long run, and, often, accident-prone;*
2. *There are no real safety standards regarding communications;*
3. *No information on minimum power requirements, gear ratios, drum design are given – just spin it and hope it holds on to 'whatever' axle;*
4. *There are virtually no creature comforts;*
5. *They usually comprise of very large pieces of gear and are difficult to maintain and store.*

The winch we are using at Gulgong is the basis of my trials, with heads, guards over the drum to prevent run-offs and easily used. These trials have been done over a period of two years, using 3.2mm hi-tensile wire, two kilometres long. This bulk of wire will show up any real problems. To date we have not experienced a cable-break. It has been subjected to all sorts of induced trials ie underload releases; leaving it late to employ the chute; poor winch drivers or ones with little experience.

Our average height is 2,000ft. Sometimes we go to a maximum of 3,000ft, however we are under-powered with a Ford 302 V8. This engine only produces about 250lb/ft torque. A 351 Ford V8, with a bit of work, produces 320lb/ft,

and a Chevrolet 454 produces 400lb/ft plus – this is what we are after, not RPM.

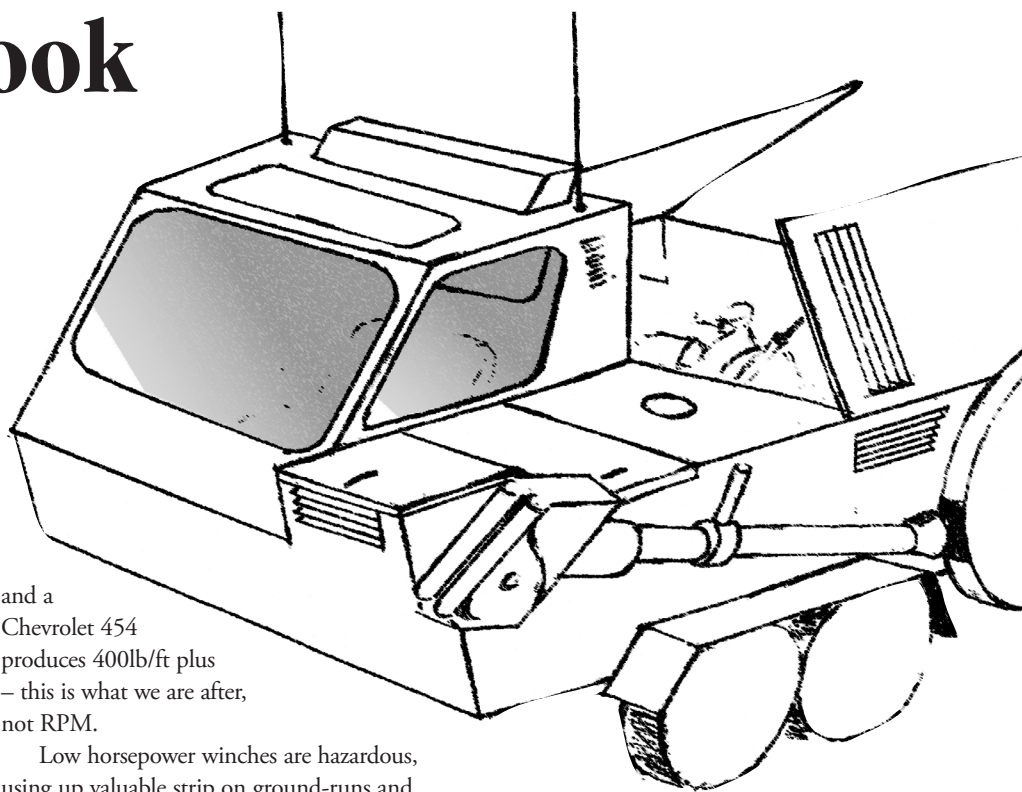
Low horsepower winches are hazardous, using up valuable strip on ground-runs and initial climbs. After that eventually takes place, the pilot has to juggle angles or full climbs to obtain a safe speed resulting in low winch heights and nowhere to go, with safety, in the event of a break – least of all a thermal!

Using good power plants will launch any glider ever produced safely, and after 50,000 launches it may need a touch-up. Central Coast has achieved this number from a second-hand 351 which had travelled many kilometres on the road.

The prototype I intend to build will be powered by a 351 V8. I am re-building the motor with a C4 automatic gearbox in drive, then belt-driven onto the drum, 4-1 reduced. The belt is estimated to last 10,000 hours. It has wonderful shock loads, simple and off-the-shelf replacement, time is about half-an-hour, and it is single multi-grooved. There is also less horsepower than a geared transmission and it is very smooth. All this gear fits into an engine bay 1.7m long by 1.8m wide by 0.8m deep, with two lid-type doors on gas struts. You will virtually be able to walk around the engine and drive unit. This will be soundproofed. Oversize radiators with electric fans will be used to cool the motor. No engine fan or water pump will be on the engine. This will be electric, thus saving again on horsepower. Shut the lids and it's all gone. A steel baffle will be on a wall behind the driver.

Drum braking with twin disks on the drum shaft. One will only be used when retrieving is taking place and will only operate when the engine is turned off. This is carried out electrically to prevent over-runs on the drum.

The cabin is only 1.4m high by 1.2m wide by 1.5m long and is equipped with CB and



V H F radios, good instrumentation and a tachometer with an hour meter. This will be coupled to light indicators, which will indicate servicing requirements. The most comfortable seat will also be installed, with a 12-volt esky, also cabin fans and boom mikes etc. The driver will be protected by 6mm thick Lexan acrylic sheeting in front and on the drum side. The other sides are mesh with a shade blind.

The winch is 2.4m wide by 1.85m high by 3m long, plus the drawbar and mounted on a dual axle with cruiser wheels. The estimated weight is 1,500kg. A 12-volt hydraulic unit will be used to operate rams on the front, pushing onto a standard drawbar prop. A jockey wheel is fitted for handling only. The trailer unit eliminates another problem – a truck, and keeps the package small. A cable-cutter has been developed and will be installed. It is hydraulically operated by the driver in the cabin. All this has been designed for rope, but will still handle wire. Poly-rope, 10mm, gives 2,800kg loads and costs 60 cents a metre. In my opinion this will change our outlook on winching.

From the first time I saw it I couldn't believe how user-friendly it is. It totally removes the cost of band-aids and bandages. You can release under load if no one is looking and you don't have to fear a response from those who bled while fixing your tangle when you returned. It can drop over cats, dogs, powerlines, livestock, clubhouses etc and still come out rosy. Try that with wire! If you wish, just let it fall onto the strip – anyone can tie a reef know to keep the operation going. A proper splice can be done later on. There are no more kinks and

tangles and you will find that most foul language will disappear. It virtually eliminates the frustration, and dangers, of wire and cable.

A life on the rope I will soon have.

Central Coast Gliding Club has done, on last count, 500 launches with no sign of wear. This will, once again, depend on good winch design, strip conditions and handling.

After working with Harry and Wendy Medlicott with 'their winch', it can handle a lot. It wound onto a drum like cotton, and increased their launch heights by at least 10 percent. You will not feel a bump – first-time winch people find this wonderful.

The drum design requires a slightly larger area and stronger sections. The use of Bicalloy steel gives this, with no added weight. The rope has a much higher compression load than wire or cable. It self-lays well on narrow drums. I do feel that the side rollers, with a large diameter, need to be lightweight with free running bearings.

I also believe we have to look seriously into producing a product with standards, professionally designed and built, and something that looks good. I hate to think how joyfliers feel when they view gear that has tried to send them aloft and a crew covered in plaster. Coupled with good input, experience and using modern equipment I know we can produce a product that will be cheaper, simpler and operated better than our overseas mates. We have been known to better them on many occasions.

The other real reason for this development is to reduce our costs so it is affordable to people who wish to learn to fly. The cost of six or more winch launches a weekend is very different to two aerotows. With reliable gear like we have, winching is fun, rewarding and gives great dollar returns. A 10 minute turnaround is easy. Keep that going and see the difference.

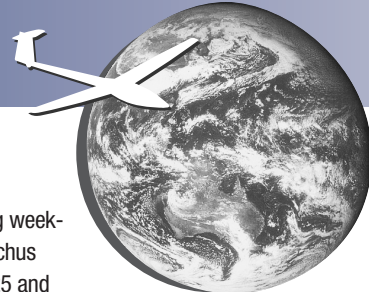
We conduct joyflights at Gulgong on specific weekend a couple of times a year. Promotion is done and bookings are taken. We charge \$50 for a 10 to 15 minute maximum flight, give participants a sausage sandwich etc, and have had nothing but good feedback. Just the experience of the launch is enough to satisfy the most hardened customer. Seventy flights a weekend takes care of a few bills! All this, with no noise, dust or complaining neighbours.

Hopefully the prototype can be used on other sites with winch experiences for further evaluations, fault finding etc. Unless we do something soon our sport is in trouble.

Don't overlook the winch! If you have any suggestions, please phone me on 02 6374 2444.



In the Circuit



Albury Corowa Gliding Club

Great flying was enjoyed at Corowa on 19 February with the weather forecast promising a good day; and so it was, the best so far this year. Mark took the Libelle on a declared 750km task whilst Ross declared Temora airfield, Tocumwal airfield and back to Corowa for a declared 505km. Even the IS28 went with Mike and Ray Barnsley for nearly 200km for the third club two-seater entry in the decentralised competition. Thermals were going to 12,000ft but, needless to say, all pilots who flew that day already had their gold height.

In other news, sadly, David Bentley has retired from our club. He has been a pillar of support since 1976 but David's gliding goes back even further, to the London Gliding Club.

Mark Keeble

Bacchus Marsh

An amazing week-end at Bacchus Marsh on 25 and 26 March with no less than 10 two-seaters plus two motor two-seaters operating. Also in the line-up were three Janus, two Puchaz, a K-13, Twin Astir, Zepherus, G109B, DG-500m, short wing Kookaburra and a K-4. The latter two taking part in fund-raising to help send the Golden Eagle to the International Vintage Rally in the USA. Takers for this fund raising came from a local model soaring club who donated over \$600 to the cause. Think about this, where else in Australia, or indeed the world, would 12 two-seaters be on the line.

Overall, in excess of 130 aerotow launches took place over the two days with most flights enjoying late season conditions with seven-knot thermals aplenty.

The bulk of the towing was carried out by two Pawnees and a Super Cub.

An outstanding weekend, all within a one-hour drive from Melbourne.

Ian Patching 

Airworthiness Advice Notice

GFA AN 47 – Issue 6

Types affected: Jantar and Jantar Standard, all variants

Subject: Miscellaneous airworthiness information

Airworthiness Directives

GFA AD 77 – Issue 3

Types affected: Blanik L13 all variants

Subject: Periodic maintenance requirements.

GFA AD 528 – Issue 1

Types affected: LS3, LS3a, LS3-17

Subject: Jamming of airbrakes in extended position

GFA AD 529 – Issue 1

Types affected: LS4, LS4a, LS4b

Subject: Jamming of airbrakes in extended position

GFA AD 530 – Issue 1

Types affected: LS6, LS6a, LS6b, LS6c, LS18w, LS6c16

Subject: Jamming of airbrakes in extended position

GFA AD 531 – Issue 1

Types affected: LS7, LS8WL

Subject: Jamming of airbrakes in extended position

GFA AD 532 – Issue 1

Types affected: LS8, LS8a, LS8-18

Subject: Jamming of airbrakes in extended position

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

CIVL Meeting

Spain, February 2000

MICHAEL ZUPANC
HGFA CIVL delegate

A CIVL meeting was recently held, and some significant changes to competition structure have been passed.

Hang Glider Safety Standards

This has been something of a hot potato over the last few months, but a basic set of standards have been implemented.

Minimum diameter of steel portion of bottom structural cables is 1.9mm. If material other than steel is used, minimum breaking strength of side cables must be 340kg*. Front to rear lower cables must be plastic coated to avoid cutting the pilot during crash landings (get out the Teflon spray).

Side, front and rear cables must not be attached to the A-frame further away from the basebar/upright connection point than 10% of the free compression length (bolt-to-bolt length) of the uprights.

Uprights have to have a minimum width of the cross section of 22mm (mainly a cost based consideration).

If a speedbar is made of composite materials, it must have an internal steel rigging cable with a minimum diameter of 1.9mm. A minimum tension load of 340kg* is required.

The pilot suspension should have a minimum breaking strength of 1,800kg* which includes both the harness suspension straps and the glider attachment loop and carabiner. The attachment loop must have a backup which bypasses any mechanical devices and either the main or backup must be non-metallic.

A rescue parachute reached by both the pilot's hands is mandatory. (Even if you need to be a contortionist to do it.)

**Note that these loads are only a nominal figure. They will not be tested at a comp! (Unless really drastic things happen.)*

The pitch stability standards will be experimentally tested at some selected competitions to see if it is a viable and practical idea to pursue. No penalties will be imposed on any glider that "fails" these experimental tests.

Class 2 definitions have changed slightly, to eliminate fairings and to try to maintain the "foot launchability" of the gliders

Paragliding Safety Standards

The paragliding working group agreed that there are significant safety problems with the major paragliding competitions.

The Serial Class concept has been in use in PWC competitions to try to alleviate safety problems.

The results of the PWC experience have been somewhat inconsistent, besides which, it does not address the fundamental problems of overcrowding in the air and the fact that a lot of relatively inexperienced pilots are competing in high pressure, high stakes competitions.

Although CIVL supports the principle of Serial Class, they decided not to introduce Serial Class as a separate title at Category 1 events. This was mainly because it did not address the fundamental safety issues, and also, there were concerns that awarding two World champions in different classes would lessen the prestige of the classes.

So with this in mind, the paragliding working group took a somewhat different approach to the Bureau proposal and introduced a maximum number of competitors at paragliding competitions (150), and furthermore, the more competent nations would be entitled to have more pilots in their teams.

There is now a limit of 150 pilots in any paragliding competition, and subsequently the entry fees for some of the large competitions this season will be increased to allow the organisers to balance their budgets.

Method for Determining Paragliding Team Size

Team size is to be determined by a nations ranking at four calendar months before the first day of the championships. Size will be determined by the number of pilots a nation has ranked in the top 50 WPRS, then the next 50 and so on, and the nationality of the top 10 females.

For Any Gender	Base	Extra	Team Size	Total
Top 1-5 nations	2	3	5	25
6-10 nation	2	2	4	20
11-15 nation	2	1	3	15
16 nation	2	0	2	50
Females				
1-10 nations	1	1	2	20
11+	1	0	1	30

Countries will nominate (by a set date) if they are sending their full entitlement of pilots. If there are vacancies in the competition (less than 150 competitors), then countries with less than the maximum team size will be given the opportunity to send more pilots.

The method for determining the daily team scoring size is yet to be finalised, but the end result will be along the lines of an averaging system which will have the effect of giving the smaller countries a better chance of a team medal than they had before, while their individual medal chances would not change.

What affect this has on the size of the Australian team depends on our ability to host sanctioned comps, and what form the WPRS ends

up in, but it should expect to mean one less Australian team pilot.

There is a push for identity based competition validity factors. If this eventuates, we could be at a disadvantage as the European nations will be able to get the high ranking pilots to their comps easier than we could. (And hence get high scoring comps, and hence get high points for the pilots in attendance, and hence get more pilots towards the top of the ranking, and hence get more high ranking pilots in the area, and hence get more high ranking pilots to their comps, and hence get more high scoring comps, etc, etc.)

Hang gliding competitions will not have these limits on competitor numbers, but the competition organisers must have measures in place so that groups of 100 pilots or more would not be expected to be together in the air. Running separate groups with a normalised cut (and all its problems) will generally be used in large competitions.

Minimum Pilot Qualifications for all Category 1 Events

Until 31/12/2000 pilots will be admitted to Category 1 Championships only if they have previously placed in the top 2/3 at a Category 1 or Category 2 event, by the last day of the month preceding the event.

From 1/1/2001 the requirement will be to have competed in a Category 1 event or have placed in the top 2/3 of pilots in a Category 2 event.

Note that a top two-thirds result in any Cat 2 comp will qualify the pilot, as the intention is not to test whether the pilot is skilled at the particular discipline, but to see that the pilot has a level of competition maturity to enable safe competition at a high level of competitive pressure. That means that a pilot who satisfies the criterion flying class 1 gliders would automatically qualify for Class 2 entry.

The onus is on the pilot to make sure (s)he has qualified.

Three parties should check this:

1. The pilot, to avoid unnecessary travel, expenses and disappointment in the event his/her entry is rejected due to not meeting the qualification criteria.
2. The NAC or National Association/Federation before selecting their team in order to avoid unnecessary travel, expenses and disappointment in the event a pilot's entry is rejected due to them not meeting the qualification criteria.
3. The competition organiser.

Recommended procedures:

1. Check the current WPRS available on the CIVL website. All pilots who appear on this will have finished in the top two-thirds of a Category 1 or 2 event in the previous 18 months.

Competition Calendar

- If pilots do not appear in the current WPRS list – an alphabetical list of pilots who have been qualified over the last three years will be available (in the near future) on the CIVL website.

- Competition organisers should

- Have a signed declaration on the entry form that the pilot meets the qualification criteria of finishing in the top two-third of a Category 2 event in the previous three years.
- Have available at registration the current list of qualified pilots downloaded from the CIVL website.

If a pilot does not meet the qualification criteria then his/her entry cannot be accepted.

Exceptions:

For 2000 top 2/3 results from the following competitions will also qualify:

- Paragliding Worlds 1999
- Hang Gliding Pre-Europeans 1999
- Women's hang gliding, for which previous cross-country requirements will continue to be accepted.
- Paragliding Accuracy will be excluded from these requirements for the coming year.

For all other exceptions applications must be made by the pilots NAC, with supporting evidence of the pilot's international competition history. This should be received by CIVL (currently Sarah Fenwick) at least one month before the championship.

Paragliding Pre-Worlds

The paragliding pre-World competition is to be a PWC event.

This effectively excludes a lot of Australians from entering, as the entry criteria will be the PWC selection standards.

This stance has been taken on the grounds that the "test" competition is for the organiser (primarily)!

In a gesture to any pilots who would like to gain experience at the site the official practice days will be extended, and will cover a period of four days prior to the event, where all PWC

Class	Competition		Opening Ceremony	Training Days	Closing Ceremony
Hang Gliding 2000					
1	Female Worlds – Greece	16-24 June 2000	18 June	16/17 June	25 June
1 & 2	Test WAG – Spain	24 June - 6 July 2000	26 June	24/25 June	6 July
1 & 2	European Championships – Austria	8-23 July 2000	9 July	8/9 July	23 July
1	Speed Gliding Worlds – Greece	28 July - 5 August 2000			
Paragliding 2000					
3	Test WAG (PWC) – Spain	18-24 June 2000			
3	European Championships – Germany	27 July - 13 August			
3	Accuracy World Championships – UK	12-18 August 2000			19 August
2001 – All Classes					
1, 2 & 3	WAG – Spain	14 June - 1 July 2001			
1	Test competition Female Worlds – USA	Early July 2001			
2	Test competition Class 2 Worlds – USA	Early July 2001			
1 & 2	Test competition Europeans – Slovenia	5-14 July 2001			
2002 – All Classes					
1 & 2	Europeans – Slovenia	20 June - 6 July 2002			
1	Female Worlds – USA	11-21 July 2002			
2	Class 2 Worlds – USA	11-21 July 2002			
2	European Championships – Slovenia or Italy		TBC	TBC	TBC

services will be provided (except scoring) for a fee of 120 Euros.

This practice period will be open to any pilot who wishes to use the service.

The second bulletin of the World Air Games will have further details on this competition and all the other WAG events.

WPRS

The World Pilot Ranking System was criticised in some ways, and so now a new working group has been set up to examine the system and sort out changes. The ranking system will then be used by PWC for their seeding as well.

Women's World Meet and Class 2 World Meet

The next Women's World Meet and the Class 2 World Meet will be held together in Chelan, in 2002. The last Women's Pre-Worlds was cancelled due to a complete lack of interest, and the upcoming Women's World Meet has not had a great deal of interest so far. There will be an announcement by the organisers at some stage as to whether this event will proceed!

We need to get team selection for Speed Gliding

and Paragliding Accuracy sorted out so that teams can be chosen if there is interest from our pilots in attending these events.

CIVL Positions

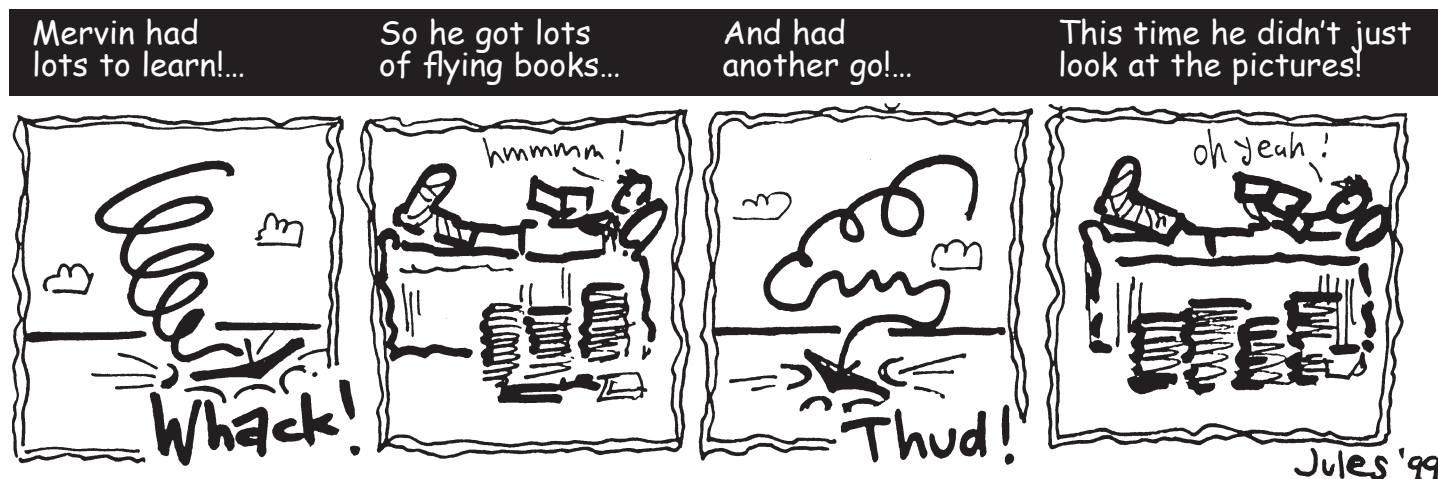
My role in CIVL these days is:

- Vice President of CIVL (one of four).
- Chairman of GAP/RACE working group,
- Chairman of section seven working group and Chairman of GPS flight verification working group.
- Member of WPRS working group and member of Hang Gliding safety standards working group.

(My god, does this guy sleep? Sub Ed)

A drastically changed Section 7 will be ready shortly. New annexes have been added covering Hang Gliding safety standards, Class 2 definitions, Paragliding accuracy competition, Speed Gliding, a code of conduct at competitions, GPS rules and assistance to pilots in danger guidelines.

The minutes from the CIVL meeting should be available on the web by now, so further detail on subjects covered above and other matters are available.



Letters to the Editors

Yeah! Well Done!

▶ Just unwrapped the latest Skysailor and had to write to somebody to say "well done" on the Lee Hinson article (haven't read the rest yet). I let out an audible "YEAH!" about six times before I left the intro.

To the dude himself, if you ever get to talk to him again, tell him at least one more of us 'abs' can't wipe the smile of our faces (not to take anything away from any other physically or otherwise challenged pilots, he's just the first I've seen) after his efforts.

Cheers, Nathan Poole

About Letters...

▶ Reply to Suzy Gneist's reply (February Skysailor): It's a shame that you chose to take offence to my question as to why other colour magazines can have deadlines 80 percent shorter than Skysailor's. You also didn't answer the question. I try hard not to be just a whinger but to also offer constructive suggestions. I would think that a lot of HGFA members would be interested in just how other mags can be so quick in their production. I would think that they probably combine new technology with drastic changes to the editing and production process. I don't doubt your professionalism, and I think that Skysailor looks better now than it has ever looked in the past. It is the content and timing rather than the looks of the magazine which can be lacking in quality. You write off APN as just a newsletter, but many people feel that it is a better magazine than Skysailor. Obviously looks aren't everything. I realise that working on what you dismiss as a "newsletter" wouldn't look as good on the work experience resume as would what you call a "quality" magazine such as Skysailor. However the goal of Skysailor should be to provide information, inspiration, and a forum for ideas.

If you are prepared to research the answer to the original question, I have appended contact details of three free colour magazines with relatively small distributions and lead times of a week or less. As Jarzo is so fond of saying, we live in a world of accelerating change and we need to be able to change with it.

If we must be stuck with a five week lead time then I would like to offer the following observation and suggestion:

When someone writes a letter to Skysailor that could be of interest to Ian or the Board, etc, the sub-editor (Richard) forwards it on so that they may answer the question or reply in the same issue. This is only right. Now if the writer of the original letter wishes to continue the discussion he/she must now

Did You Know?

...that up until 13 January 1986 hang gliding operations were limited to only 300ft agl?

On that date the restriction (ANO 95.8 issue 2, released 1 January 1979) was changed to allow operations up to 5,000ft amsl OCTA (ANO 95.8 issue 3). Clearance to 10,000ft amsl (CAO 95.8 issue 3, amendment no. 87) wasn't officially confirmed until 19 November 1997.

wait two months before his/her continuation can be published. Not only does this make a discussion very disjointed and drawn out but it weights debates towards those in power and away from the members, ie the HGFA representatives can reply immediately and always get the last say, and the members must wait two months to reply. My suggestion is that Richard also forward on HGFA replies so that the originator can continue the discussion in the same or following issue. The result would be that entire debates could be published in just one or two issues. It would make for more interesting reading, would be more constructive, and encourage feedback and debate. The result would be a more informed membership and a top echelon that is more in touch with the "grass roots" membership.

Graham Sutherland

*Dear Graham,
Newsletters like APN are a valid, although different, communication medium and I produce them too. I don't think Skysailor is the appropriate medium to educate you on the production of magazines and the profession of graphic designers. Maybe you should visit a publishing house where the magazines you talk about are produced all under one roof with a large staff (editorial, design and printing) to produce a commercially viable product that pays for all these workers (I do know how things are done there - I've contracted for several large publishers in Sydney).*

I would also be pleased to show you around my office or have you assist on one issue (I will be moving to the Sunshine Coast soon - I hear that's where you live) so you can get a feel for what is involved in the production and how long every step takes. Maybe then you can make an educated comment about the production of a magazine like Skysailor and the physical possibility to shorten deadlines and increase workloads (and salaries) for the staff involved.

Suzy Gneist

PS: Join <hgfadiscussion@unep.northnet.com.au> as a medium for debates.



HGFA Opera

Firstly I must welcome the six new HGFA Management Board members. I am sure their enthusiasm and plethora of fresh ideas will serve the Federation well in coming years. I also greatly thank the outgoing Board members for their assistance in past years; their support has been appreciated. Special thanks must go to Rob Woodward; he has been on the Board as long as I can remember (and I started flying in 1977); thanks for all the years of work Woody.

New Safety & Operations Discussion List

At their recent meeting the HGFA Safety & Operations Committee decided to set up an email discussion list for all HGFA members and instructors. The list will be used to discuss new concepts, proposals, and general training and safety matters. The first major topic is a proposal to restructure the HGFA Pilot Certificate (rating) system. This proposal will introduce an extra level of restricted certificate and require new pilots to undertake instruction in both inland and coastal environments. Also proposed is a 'type endorsement' for various categories of aircraft (ie high performance hang glider or paraglider, high speed microlight, etc). Interested members are encouraged to join the list by placing the word 'subscribe' in the body of an email addressed to: <hgfaopsandsafety-request@unep.northnet.com.au>.

Thanks to Felix Burkhard for setting up and administering the List for us - he certainly is a great HGFA resource!

Australian Masters Games

The Newcastle Hang Gliding Club and other HGFA members have begun planning for the Aussie Masters Games to be held in the Hunter Valley region in September 2001. This is a great opportunity for our sports to gain some media exposure and demonstrate that we are capable of matching other sports when it comes to public interest and competition. It is planned to use the coastal sites in Newcastle as well as the XC sites for the hang gliding and paragliding events.

Microlighting will

be based further up the valley, though we will be investigating ways of ensuring their media exposure as well. Any input from members by way of ideas and assistance is most welcome.

Hang Gliding Luff Lines

I have recently received several reports of pilots increasing the length luff lines. There is a belief that this will provide better performance at higher speeds and make ground handling easier. This practise is very foolhardy and could make the glider dangerous to the point of becoming 'divergent' in pitch. When hang gliders are certified, each model is required to demonstrate that it is pitch positive. When this test is carried out on a test rig, the luff lines are usually left

Operations Manager's Report

as long as possible and shortened to a point where the glider complies with the 'pitch' requirement. There is no margin left for lengthening the luff lines and still having a pitch positive glider. The practise of lengthening luff lines therefore places the pilot at risk should the glider fail to recover in a pitch-over situation. The chances of a tumble occurring in such a situation are greatly increased.

AirManShip

Following on from my recent Safety Seminars focussing on 'human factors' in decision making, as discussed in my March Report, the HGFA is launching an AirManShip campaign. The project originated in West Australia when Keith Lush and other HGAWA members sought to promote the term AirManShip by way of providing helmet bags to WA members emblazoned with the AirManShip logo. You will hear much more of this in coming months. The aim of the project is to promote cautious and safe decision-making in all facets of our operations.

Towing Incident

The following towing incident from Steve Ray highlights the need to locate the tow gauge securely.

"Accident on tow... pilot injury none, damage to glider nil, damage to tow vehicle – torn inner roof, twisted trim on external rear window, damage to driver – minor concussion, 7 stitches in forehead above right eye.

It must be a fairly familiar scene to most pilots: getting out to the paddock, with the day looking like a ripper and everyone rushing around setting up gliders, tow vehicles, tow ropes and weak links. It's all very exciting of course but in the rush to get up in the air, lies the inevitable possibility that something hasn't been thought through properly. This time, it almost cost the eye not of a pilot, but of one of those dedicated and invaluable people, a driver.

There were about 10 pilots on the day, ranging from novice through to advanced with most of the weight in the advanced category. This vehicle had not been used to tow yet and so the tow gauge had not been attached.

Previously on this car the set up had involved passing strong rope through the eyelet of the 'rand' of the gauge and then around the upright of the t-bar of the vehicle used to carry the weight of the hang gliders during transportation. To stop the gauge creeping up the upright, as gliders started to climb on tow, the rope was tied off underneath the actual tow bar. This worked well and there were never any problems.

For some reason, different rope was used and a more efficient tie off method adopted. Anyway, probably 4 different pilots looked at the system and thought it OK. Clearly no-one thought about the consequences of the rope breaking, just that if it broke then a rope break was the outcome. If we'd thought about what the actual outcome would be, then a far more rigorous system would have been used.

I was on tow, and a mate from work Paul in the driver's seat two previous tows passing without problems, one being a tandem flight. The launch was uneventful and I passed through one thermal at about 700 feet which I probably should have taken. About a minute after passing through the thermal and almost at the end of the paddock I had what I thought was a rope break, but in fact was substantially more. I signalled to the driver what had happened, but heard nothing until a rather urgent: "First aid to the driver... now!" After a pause someone asked for clarification and got a more urgent call from Paul.

I was too busy working out what to do with 600 metres of rope (and as it turned out, most of the tow equipment) to focus on anything but getting down. The weight on the rope turned out to be enough for me to release by "pulling the pin" as normal, although this was more difficult with the rope now behind me. I do remember cars hurtling up to the end of the paddock like ants to where the tow vehicle was stationary.

Back on the ground the 'rescue vehicle' arrived to find Paul covered in blood. Fortunately, virtually everyone had done some kind of first aid course making the process of strapping up Paul's head a pretty straightforward process. We took him to the hospital and watched them pull the skin together on a large gaping wound over his eye... great stuff to watch.

So what had happened... rope attaching gauge to car broke, resulting in the entire weight of the glider and pilot pulling on the rest of the system sitting at eye level on the dash. Like a serpent coming to life the entire system lashed around in the car, injuring the driver, destroying the roof and somehow exiting through the gap between the window and the door.

What should we have done in hindsight? Well, as one wise pilot mentioned, never tie rope to metal. Metal to metal is the only sure way of stopping a break of the kind that occurred on this day. What had happened is that the particular rope used had simply been sheared through by the burring on edge of the hole on towbar... after several tows and a couple of tandem ones into the bargain, we shouldn't have been surprised.

Our driver could quite easily have lost an eye or much worse.

Accident Reports

No 1

Pilot: Restricted hang glider pilot
Experience: 4 hours
Hrs prev. 90 days: Nil
Glider: Restricted/intermediate hang glider
Aircraft damage: Total write-off
Weather: 20kt wind; light turbulence
Location: Inland mountain site
Pilot injury: Broken leg, kneecap, jaw, teeth; serious lacerations and abrasions.

Description:

Pilot launched and made first pass along ridge; turned with inadequate airspeed and was unable to level off the glider; continued to turn until facing the ridge; panicked and 'pushed out'. A full stall ensued; glider and pilot impacted tailwind into the hill resulting in serious injuries (intensive care for a week).

Comments:

The pilot stated that he was aware that inadequate airspeed was the cause I suggest the fact that he had only four hours experience and had not flown during the previous three months is also very relevant. It is recommended that a pilot with low airtime seek instruction if not having flown for an extended period. This accident would most certainly have been prevented had an instructor been watching and in radio contact with the pilot. The pilot stated that without his full-face helmet this would most likely have been a fatal accident.

No 2

Pilot: Advanced paraglider pilot
Experience: 140 hours
Hrs prev. 90 days: Nil
Glider: DHV 1/2 paraglider
Aircraft damage: Torn harness only
Weather: 10kt wind; light turbulence
Location: Inland mountain site
Pilot injury: Minor vertebrae fracture.

Description:

Pilot 'scratching' close to the hill side, hit a small patch of sink, lifted legs to clear rocks on the mountain side, hit them with his backside and rolled across other rocks before coming to a stop.

Comments: Several aspects of this accident warrant comment.

The harness was eight years old and though injury was a minor fracture, with a modern harness it may have been totally prevented. In hindsight, had the pilot dropped his legs and ran over the rocks the injury may also have been prevented.

The pilot had not flown during the previous three months; in such circumstances it is necessary to ensure increased margins of safety (which obviously include increased clearances from objects and other pilots).

**Fly safely,
 Craig Worth**



Taken from Australian Gliding

Editorial – February 1952

With the first Australian National Soaring Competitions over, clubs and pilots are asking: "Who won?" Frankly, the answer is simple: Nobody knows; and nobody is ever likely to be able to work it out.

As competitions, the meetings held in each state were completely indecisive, which we think is a good thing. The spirit of competition was there, without any bickering or heart burning over the obvious inequalities of opportunity.

Launching methods, soaring conditions, retrieving facilities, and aircraft varied so greatly it was impossible to reach a common denominator.

Some pilots made several competition flights; others flew on only one day. It would be unfair to compare the total points, equally unfair to average them out 'per flight'.

There is no answer to it, but in every club there are new Gold or Silver Cs, pilots have made cross-country flights for the first time, and even entire clubs have carried out their first cross-country flying.

The competitions gave them the incentive to do this; they gave much publicity to the gliding movement; valuable experience to club members, and a lot of fun to everyone concerned.

On this score, the competitions have been an unqualified success. Australian clubs have flown a record number of miles, and logged a record number of hours. That's the acid test.

Our prediction is that the value of the experience gained will show up in next year's competitions.

Record distances flown in Australian competitions. Australian glider pilots flew a record number of 2,493 cross-country miles in the first Australian National Gliding Competitions, held at individual state centres between 22 December and 8 January.

Competition centres were at Waikerie, South Australia; Benalla and Berwick, Victoria; Narromine, New South Wales; and Caversham, Western Australia.

The best flight of the competition was the record-breaking 259 miles from Narromine to Jerilderie on Christmas Day by Keith Colyer, of the Sydney Soaring Club in an Olympia. The flight took eight hours.

Mervyn Waghorn broke the Australian out and return record on 29 December with a flight of 126 miles, Narromine to Parkes and return, in a time of five hours 45 minutes, also flying an Olympia. He also made the best climb to 17,200ft on the same flight. On 4 January, Mervyn had another long flight, this time from Narromine to Booroowa – a distance of 155 miles. The flight lasted four hours 20 minutes.

On 2 January, D. Darbyshire, a member of the Gliding Club of Victoria, flew 105 miles from Benalla to Tootool in the time of four hours five minutes. The same day, Ray Ash of the Hinkler Soaring Club flew from Dubbo to Gulah – a distance of 63 miles, in the time of three hours.

October 1952

Two-way radios used in gliders. Experiments with radios in sailplanes at several clubs have taken place. The sets used operated on 3505kHz. One example weighted eight pounds.

Records broken in the USA. Dick Johnson, flying an RJ5, won the US Nationals and broke the World Triangle Speed record at 54.75mph, while Bill Coverdale took the world out and return record, 268 miles.

November 1952

New Australian two-seater. Under construction in Australia at present are no less than 10 two-seater sailplanes, including some wholly designed and stressed locally. They include the Zephyrus, the Kangaroo and the Pelican 2.

Bill Murrell, a member of the NSW Gliding Club, at Box Hill in 1930

A good start to the season. The soaring season got away to a good start, with the first two cross-country flights. In Queensland, Neil Hart made a 15 mile goal flight in the Toowoomba Soaring Club's H17 sailplane, while Sydney Mervyn Waghorn flew Sydney Soaring Club's Olympia on a 40 mile out and return flight.

November 1955

Cross-country. A cross-country flight of about 80 miles was made by Sam Cant, of the Victorian Motorless Flight Group, when he and a passenger were caught in a freak storm during a gliding display at Ballarat, Victoria. When the aerodrome became blotted out by rain he decided to run before the storm.

Expansion in New South Wales. The annual report of the NSW Gliding Association revealed an increase in membership from 124 to 189 in the past year. The association now consists of 12 clubs.

Skylark in Melbourne. The first Slingsby Skylark to be imported into Australia arrived in Melbourne early in October. It is owned by a syndicate of members of the Victorian Motorless Flight Group.

December 1957

High flights. Pilots at Mount Isa continue to enjoy superb soaring. Maurie Bradney made a solo flight in the Kangaroo in which he went around a 33 mile triangle, climbed to 13,700ft above the ground and was airborne for over six hours. Several other pilots have gone around the 33-mile triangle in the Kangaroo with CFI Neil Hart, with climbs to 8,000 to 9,000ft. Flights up to two hours are too numerous to bother reporting.

Bushfire thermal. At Nowra, CFI Lieutenant David Eagles soared to 7,000ft solo in the Slingsby T31 in lift from a bushfire. The heat on the ground led him to fly stripped to the waist but he found things were uncomfortable at high altitude in the open cockpit of the sailplane.

Camden, November 1978

A farmer stated that a stud Aberdeen Angus cow dropped dead from a heart attack after a glider had whistled above its head near Camden. The claim was made by a prominent goat breeder, who was opposed to a proposal by the Central Coast Soaring Club to build a landing strip on the Somersby plateau.

The breeder said that he was worried about the possibility of landing gliders unnerving his goats – and himself. *"You don't see or hear these things until they're almost on top of you. They should be compelled to install manually operated sirens as standard gear to warn of possible crashes."*





Maurie Bradney – “just let me think for a minute!”

MAURIE BRADNEY

It seemed a simple request to fulfil when Gary Brasher asked me if I would be verifier/scorer for the 38th FAI National Gliding Championships at Benalla. February/March is not a popular time for coaching. Everyone has spent their flying budget or is saving for just one more good day from the summer.

I had verified at the previous FAI Nationals, and once I got the system in hand it was a fairly easy exercise. It required a few hours of leisurely preparation during the day and one and a half hours of intensive computer work once the dataloggers started coming in. Ann Woolf did the scoring for those Nationals. This required a couple of hours work, starting from the first radio starts working up to some intensive work following the verification. Mostly due to the time of the event, I thought the entry would be less than 36 so I felt that, with the right help, I would cope adequately.

The verification for the 37th Nationals had been carried out using Tim Shirley's adaptation of the English Flight Check program. Once the set-up for the competition was done it was fast and simple to use. However, it was not adaptable to POST or the new planned PAST tasks.

During the year I had been Tim's beta tester for his new verifying program SoarData that would be able to handle all those task types. This was used at the Club Class competition which had all POST tasks and showed that it still needed a little more development, mostly to make it faster to use. The scoring program itself was well developed and with a little practice I found it was simple to use.

As I am not a morning person, I determined that I would not get caught up as Ann did at Narromine, working from 7:00am to midnight. It was not the scoring or verifying that was the problem, but all the peripherals

– preparation of the met information sheet and task sheet in the morning and looking after screen displays and Internet information in the evening. My agreement was dependant on someone else looking after those tasks.

At Benalla, I was very pleased to find that I had a 350MHz computer on which to do the work. This proved to be very fast when using the verify program and was a big bonus over my laptop, which is now approaching vintage. There were two laptops provided for the datalogger downloads. Also two helpers, Boel Williamson and Claire Rudolph to assist with this. They both needed a little training and had it in hand after a few days.

I had asked that the download, verifying, scoring and display computers be networked. Unfortunately this wasn't done, which meant that data would be shifted around by floppy disks. Not a big problem, but it slowed things down and proved to be the source of many small delays.

From the 31 entries there were 25 Cambridge, three Joey, and one each Pesches, Volkslogger and EW dataloggers. There were two Zanders, a Volkslogger, an EW and a number of Cambridge and Garmin used for backups.

Unfortunately, the weather did not allow any flying on the unofficial practice day and only half of the pilots flew on the official practice day. This period is crucial for getting the computer system set up for competitions. The dataloggers, aircraft and pilots must be linked, in order to get results attached to the right pilot/glider in reasonable time.

With the lack of flying and hence dataloggers, this meant that much of the set-up work had to be done on the first competition day, making it a very heavy workload day.

The seven-character datalogger flight file name is significant. That oddball set of numbers and letters which comes up has meaning.

The first three are the date with letters when the numbers get past nine. The next one is a code for the datalogger type and then a three-character serial number. The last one is optional for the user to change.

Not all dataloggers have the serial number that it puts in the data file on the outside of the logger. On the dataloggers that did not give the appropriate format I changed to the correct one, and used the last number for the competition day. Just as well we did not go past nine days.

The two programs to facilitate the scoring require some exchange of data. First SoarData is used to create the tasks for each class. This is then exported to GfaScore. Then, when the performances are entered, the program knows the distances.

That is the next step, entering the start times and points which are radioed in. At this stage a print-out can be made and used to check whether the pilots used a valid start point or not. I usually got Boel or Claire to do this. Of course, this needed to be checked again later on when verifying as occasionally a pilot would radio in a point other than the one he really did use.

On day one, while I was at this stage, the computer began to crash rather frequently. After a while I figured that it was something more than my bumble fingers, so as soon as some computer nerds hove into sight I collared them for assistance. They soon realised the problem was that the CPU (the real guts) was overheating. This was cured by removing the outer case and setting a desk fan to blow across the CPU. In addition, the room airconditioner was set to run cooler. I needed to work in an ice-box or the computer would die.

Once I got some finish times, these were entered and some preliminary scores printed out. We did not have any arrangement to get the finish times from the field to the scorer in stages so that I could get started as soon as the first finisher was in. To get me started, the finish line (John Tribe, who was also the start line), usually found someone to bring a sheet to me after about half were home. This day it went to someone else, who did not realise its significance and I was left waiting.

Once the dataloggers started coming in, Boel and Claire downloaded the Cambridges. We found that about four or five files fitted on a floppy, so as soon as they had one full, or nearly so, they brought it around and I could start to verify. As we had only half the gliders flying in practice this was slow, as I had to spend time in set-up to match up the logger file with the pilot and glider. I used my computer to download the Joeys and Pesches. The verified start and finish times then went to the score program to correct it from the raw radio times. ▶



Who'd be a scorer?

Tying the gliders down out on the field had many conveniences, avoiding quite a lot of towing back and forth. However, it meant that the dataloggers usually did not come in until after the gliders were bedded down for the night. What I needed was a courier with a motorbike to collect them and get them in a half-hour earlier.

I did not have a current Volkslogger program as it had run into a Y2K problem and had to be replaced. I had to call on Eric, the only one using the Volkslogger to download for me. It was more than halfway through the competition before the Volkslogger site had a new version available and I got it working on the main computer. The Gliding Club of Victoria used EWs and the sole one of these was downloaded on a GCV computer which had been set up for it. For some reason, this always seemed to give trouble and needed several tries to get the file.

The display screens were mostly well behind things as, by the time that I had new versions of results, there was no one around who knew about their set-up to put the data in. Another of the reasons I wanted to use a network and send the display out as fast as scores were updated.

Midnight came and I had about half the flights verified, with a few difficult ones put aside for when I was fresh and thinking more clearly. They were not ready by briefing, but they were all done before the gliders started on the day two task. However, now all the glider/datalogger links were there so it would be then be much faster.

After looking at the first couple of flights on day two I realised that something had gone wrong – they were coming in parallel to the finish line. Apparently the task had been changed out on the line and no one had advised me they were using a different finish line to that set at briefing. Some re-setting of this and all was falling into place again.

I found a few bugs in the verifying and Tim Shirley was quick to supply a fix where necessary, or to point out that I had done something in the wrong sequence or wrong place. The score program was well-behaved and it only needed me to refrain from finger trouble.

On the morning of day three I felt that I had caught up with the backlog which had resulted from the lack of a full flying practice day. Just as I was getting ready to put in the radio starts the computer died and refused to re-start. Of course everyone was out on the field. When I did get some help, it told me what I already knew. The computer was dead. Probably the overheating on the first day damaged something important.

I had intended to set up so that my computer did the scoring and the fast one did the verifying.

However, being impressed by the speed, I had the fast computer doing both. So this was a drastic situation. Debbie Williams, GCV's professional computer member, promised to arrive after work and see what could be done. The gliders were coming home and I hadn't even put in a start time! Even worse, I did not have any substitute to work with, as I had not set up my computer with the current settings for the event!

I confessed my embarrassing situation to the early finishers, and the ladies looked after the dataloggers. That area could keep going, although it was not without problems. For some reason we never did discover, the laptop that Claire was using would crash or lock up. It did this when the owner operated it too, so almost all the Cambridges were handled by Boel. We did find another computer to take the Joeys, so that helped clear mine a little.

A problem with the Joey is that it only talks to a computer in DOS mode, so the computer must be started in DOS. When the Joeys are finished it is more convenient to re-start in Windows and use that from then on. Similarly for the Volkslogger, and the Cambridge download usually works better that way, rather than a DOS window from Windows. Once understood, this is not a problem, but it just adds a few minutes onto the whole process.

Debbie found that she could start the computer in DOS and established that we really had not lost any data – just time. Gary Brasher, who is big on computer games, just happened to have his computer on the back seat of his car so came to the rescue by loaning it. Gary's computer could handle more than two hard disks, so Debbie transferred the HD from the original to Gary's. I also had a Zip drive, which I had intended to use as a record of the competition. As a precaution, Debbie copied the relevant data to the Zip. So there I was at 9 o'clock on the third night, setting things up again with a whole day's flights to enter and verify!

I soon found that the scoring program would not run on Gary's computer as it needed MS Access and, while it was there, something had been missed in the set-up. That was not serious, as I could use my computer for GfaScore as I had originally intended and Gary's for SoarData, which went much better with the extra power. While SoarData used some parts of Access it was, in effect, stand-alone as the necessary bits were loaded with it.

Before I could start getting day three into the computer I had to get the existing data into the appropriate places on both computers. Only

then could data entry, verifying and scoring be done. A big catch-up job to get to the point of scoring as pilots presented the data. I concentrated on doing this and did not pay much attention to updating scores on the screens.

We lost a day due to weather after day five, which helped me to be on schedule. Things that I had put aside, such as the League Two scores and some careful reading of the rules to establish penalties for the few pilots who had infringements, were then the new priority.

The rules had some anomalies. In the scoring section it stated that outlanding distances were calculated from the outlanding position. In another section it stated that the distance was calculated from the nearest point the glider got to the next turn or finish line. Plainly, both could not be right. The scoring program used what was put in its section. Some discussion established that the other was intended and Tim changed the program to suit. This was a left-over from the camera days. While some had cameras as backups, no one needed to use them.

On two occasions we had to revert to a Garmin log to overcome a datalogger (or pilot) failure. This worked surprisingly well. I had a little difficulty in obtaining the file of one and had to use a program that Peter Griffiths had but, once obtained, it verified just like a normal datalogger file.

In verify I had two gliders shown out as landing out when they plainly hadn't. It turned out that both had dataloggers which recorded at 20-second intervals. Tim had the answer. It seemed that they must have been making 20-second turns with no wind drift. Thus, they had three consecutive data points in the same place – the program then thought the glider must have stopped! By changing the consecutive verify points to five at the same place the puzzle was solved.

A few gliders started their engine and were credited with an outlanding at that place. However these gliders didn't have engines to start. Another puzzle. I asked Ingo if his glider was noisy. His reply was that it was not very well sealed this year. Most dataloggers have microphones to detect engine noise, so perhaps some of these were set a little too sensitively?

Day seven had six of the 15 Standard Class land out; some a long way off track as they made large diversions to get around rain areas. I had trouble verifying these and had to call Tim again for help. It was a bug rather than my finger trouble and he fixed that quickly.

The same day had Christian Hoestettler (15m Class) make an excellent effort to get home very late in the day, with a final thermal from a stubble fire after very major deviations around rain areas. Unfortunately, verify showed that he

missed the rear thistle of the second turnpoint by about 850m even though, at one stage, he was 10km past the turn! This scored him a land-out near the second turn. Because he was an hour-and-a-half slower than the previous finisher (only two of seven that day), the point score for getting home with a valid turn would have been only 55 points more. This sparked some (continuing) debate on the scoring formula.

The Australian Defence Industry, which makes explosives, has set up a factory six-and-a-half kilometres north of the airfield and has made a prohibited zone, two nautical miles in diameter to 2,000ft. They say an aircraft radio might set something off. This is right on track for gliders coming in from the north, which they did for all but one day. Pilots mostly remembered and flew around it, but a few forgot and got pinged with a penalty. Almost certainly there is an enormous safety factor in this zone size and I think it would be in GCV's interests to lobby to have this zone reduced a little in height and diameter.

Brian Amey had stopped by for a few days and gave me a hand on data entry. One useful thing about using separate computers for scoring and verifying is that two people can work at once. Getting in the finish times and verifying the early loggers is the only time this is needed, and it does speed up production of a final score.

The exchange of data between the two programs is a little more awkward. However, by now, Gary had helped me to overcome the Access problem in his computer and I was using the Zip drive to keep both computers synchronised with both programs. So, in effect, I had a triple back-up. I would recommend this for future major events. Of course with networking, the Zip would be unnecessary, or a backup only.

Brian and I both found that although the score program worked well, it could do with some minor revisions to make it more ergonomic.

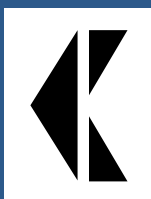
Tim had made the transfer of data from the verifying program to the score program possible as an automatic function. However, with the earlier hiccup, I had not been using this feature. Although I had things in hand by the last few days, I kept using the manual transfer, as I had become familiar with it. This was, of course, a possible source of error that I managed to make on a few occasions. Fortunately, sharp pilots were quick to complain if they thought I had done something wrong. There were a few occasions when they were the wrong ones but it was useful to check, and instructive to them as well.

Despite the problems, I felt I did a useful job and enjoyed it in the later stages. Sympathy to Gerry Hogan, whose computer it was that died; apologies to the pilots who would have liked their results more quickly; and thanks to all those who helped.



COMMUNICATIONS

BREAKDOWN IN



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



Aviation

RUDI SALTER

We have reached the year 2000 without the various predicted misfortunes, such as unsupportable overpopulation, computer breakdowns, oil resources running out, the world coming to an end and other assorted horrors.

These past 100 years could, with justice, be called the century of technology, having produced more knowledge and technical progress than all preceding centuries combined.

Practical aviation is a child of the 20th century, born at its beginning and reaching maturity near its end. The year 1904 saw the first sustained flight by the Wright brothers, while fairly regular space flight belongs to the end of it. My own life ran parallel with much of this time, so that I was privileged to see a lot of aviation's development, including that of gliding.

The late 19th century saw the first, mostly unsuccessful attempts at heavier-than-air flying. Lilienthal and other pioneers realised you had to develop a controllable glider before you could think of powered flight. Once the problems of control were solved, the addition of power would only leave a technical challenge of designing a suitable power plant.

As always, there were knockers and prophets of doom. Even a reputable scientist like Lord Kelvin (he of the absolute temperature scale) said: *"I have not the smallest molecule of faith in aerial navigation other than ballooning,"* as late as 1896. He should have known better. The first attempts had already been made, while just a few years later the Wright brothers demonstrated controlled flight, and Blériot crossed the Channel soon after, ending his journey with a most unskillful landing.

The first World War, like all conflicts, proved a spur to technical development. In just a few years, aeroplanes changed from rickety contraptions to sophisticated machines, with speeds exceeding 100mph. Aviation had emerged from its infancy.

The years between the wars were to be aviation's heroic age. Both the Atlantic and the Pacific were crossed, the first round the globe flight was achieved, and the Schneider trophy

contests pushed speeds up three and fourfold. Technical development exploded. What is partly forgotten today is the fact that pioneering went on in all branches of aviation, including gliding. I was only a small tot at the time, but I still remember the huge airship LZ 127 flying over the city of Vienna, where I was born and went to primary school. This German ship was a startling sight, with its length of two football fields, flying at 1,000ft and covering a considerable portion of the sky.

Early attempts at rocketry also belong to this period. Solid fuel was used then, a rather dangerous way of powering vehicles. Germany built a rocket-powered car, which eventually killed its driver. There was also an experiment with a self-launching glider, again using solid fuel rockets. The pilot's trousers caught fire, which discouraged further trials. However, our sport of gliding came of age too during the

inter war years. Ridge lift and thermals were discovered, with German pilots leading the way, having suffered a prohibition on powered flights for some years following the war. The extraordinary feats accomplished are well-known and too numerous to mention here, but one or two unusual ones should be remembered: The double crossing of the Channel by Robert Kronfeld, and the traverse of the American continent in a glider, towed behind an airship.

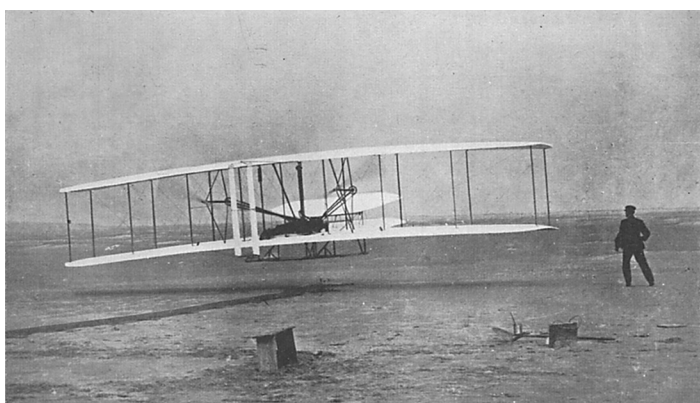
Rotary wings made their appearance, giving early makers a lot of trouble, due to the advancing blade moving at a greater relative speed through the air than the retreating blade, thus developing more lift and rolling the aircraft. Not until Sikorsky solved this problem by allowing blades to flap, was the helicopter

usable, but this really belongs to the post-war period. Finally, rocket flight was tackled in three countries: America, Germany and Russia.

The second World War once more brought huge technical development, pushing speeds to the limit of what propeller driven aircraft were capable of, and moving operating ceilings higher and higher. By the end of the war, the first jets were flying and Germany operated rocket-propelled missiles. Airships had been abandoned as too risky, following numerous accidents, but gliders were widely used as troop carrying transports in airborne assaults. Both sides employed them, until the large casualties suffered by the fragile craft discouraged their use. Before that, the Germans had built a glider so large, that it could not be launched by any combination of tugs, so they turned it into a six-engined plane. Even so it proved a failure.

Work on the jet engine had of course been in progress well before the war. As usual, bureaucrats could not see past their noses. For instance, in 1934 the British Undersecretary of State for Air, delivered himself of this gem: "Scientific investigation into the possibilities of jet propulsion has given no indication that this method can be a serious competitor to the airscrew-engine combination."

The post-war years saw air travel reach maturity. Jetliners span oceans in a few hours as a matter of course and transport millions of travellers every year. Sporting aviation shared in the technical achievements. Light aircraft became easier to handle, gliding made great strides, using first metal and then plastics in construction, as well as improving efficiency out of sight. New forms of flying were developed, such as hang gliding and paragliding, while ballooning was revived as a sport.



17 December 1903: Orville Wright performs the first powered flight at Kitty Hawk



Blériot's Model XI (Channel Flight Model)

Photos courtesy of Suzy Gneist



The beginning of passenger flight: Boeing 247D

The second half of the century saw mankind entering space, realising an age-old dream. I can recall reading early science fiction avidly as a boy in the 30's, when most people laughed at such fancies. As usual, the scoffers were wrong. But there was another subject on which they had to eat their words, that of manpowered flight. There were "scientific" proofs that a human could never develop enough power to sustain flight, as power/weight ratios ruled this out. Nevertheless, MacCready (of the MacCready ring) built a machine which, powered by a pedalling human, crossed the Channel just as Blériot had done years earlier.

Now, in the new century, how will aviation develop and, in particular, our own sport? Blown wings, 100:1 L/D, solar powered sustainer motors? Who can tell?

Space travel is now accepted and people are at least thinking about reaching Mars this century, having seen the moon visited several times already. With the accelerating rate of technical progress, I firmly believe that there will be more than just visits. If mankind can move in one short century from no flying at all to space travel, it will do more than just visiting, it will make use of other worlds.

There has been little comment on the fact that gliding techniques were widely used in the space programs. The early re-entry procedures involved gliding approaches until parachutes were used in the final stages, while the shuttles make pure gliding approaches when returning to terra firma.

So what sort of craft will be required in 2050, when the settlers on Mars want to go gliding?

As glider pilots know (or should know), lift developed by an aerofoil is a function of the square of the speed and the density of the atmosphere, and speed achieved by a glider in turn depends on the gravitational constant. Both it and the density of the atmosphere are a lot less on Mars than on Earth. It will pose a nice problem for designers, more so as the pilot will probably need supplementary oxygen and maybe pressurisation as well.

Crazy speculation of a demented glider pilot, not worth thinking about? Take care that you do not have to eat humble pie. NASA is already into designing a powered aircraft for use on Mars. ✂

May 2000

Analysing others

EMILIS PRELGAUSKAS

In the on-going discussion about how sport aviation interacts with the public, it is useful, occasionally, to look at our compatriot/competitor (?) sports.

Near the Monarto South home of the Adelaide Hills Soaring Group in South Australia is the site for Adelaide Model Aerosport. This model flying site is in use weekends and some weekdays, and includes casual club member, commercial dual control training, and two public day events each year.

The public events attract about 4,000 spectators, complete with entry fee, programs for sale, etc. The attractions are the jet models.

Through this the model club has, in five years, built the site to include facilities, clubroom, grassed and bitumen runways, and are now building cross strips, a concrete control line circle, and so on.

The interaction with the public is clarified by the public day program. This 12-page leaflet contains an effective equivalent of four-and-a-half pages of advertising. The local model club has only one ad spot. Local general businesses, whose proprietors have an interest in the club, take six ad spots. Ad spots are also taken out by four regional suppliers (fuel, etc).

So far, pretty much what a gliding club could achieve in a public pro-gram. A total of 11 ad spots finance the program.

Where the model club differs from what we can achieve is in the pitch to the public. While serious modellers spend \$15,000 on their jets; the program makes it clear that the public can get involved for a few hundred dollars, either for dual control training, or a base level kit to build.

The intent is clear, lots of people will invest a little in model sport (membership or training or a base kit), probably to have a half-built kit hanging on the shed wall at home. But these people will, in their own minds and that of their peers, associate themselves with the 80 club members who renew membership, and the smaller number who operate full-on jet models regularly.

For this public, the program contains 16 ad spots from model component suppliers around Australia. This is a substantial broad 'within industry' support network, pitched at the general public and helping finance the club.

Gliding will find it difficult to develop a direct parallel. It is, however, useful to consider links between such a sport with high public access, and ourselves.

Each year the SA Gliding Association parks its mobile display trailer at the event and gives out about four boxes of information leaflets.

This compatriot sport reminds us how important it is for clubs to be able to offer, in some small way, a low cost point of access to the sport, including a certificate at the end of a TIF.

Parachuting offers a video record of their introductory tandem ride.

Modelling has the edge, in that the member doesn't get his or her feet off the ground, and can, for a few dollars, own an actual piece of hardware in the sport. ✂

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

Schools in Australia

South Australia

ADELAIDE AIRSPORTS

Professional flight training since 1985

- Hang Gliding
- Sky Floating
- Microlights

Yes... You can learn to fly!

All flight training and endorsements available from beginner to instructor level and beyond.

Larry Jones

Ph: (08) 8556 3030, Fax: (08) 8557 4113,

Mobile: 0408 815 094,

Email: skyfloat@camtech.net.au

Web: www.adelaide.net.au/~skyfloat

ACT/NSW



Tarago Flight Park

2 1/2 hours from Sydney

- Introductory Courses
- Full License Courses
- Refresher Courses
- Ground Towing
- Aerotowing Courses
- Courses
- Cross-Country Tours
- 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 0419 681 212

Canberra Hang Gliding and Paragliding Centre,
chpggc@goulburn.net.au

Email address: chpggc@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

ACT/NSW continued



Fly Canberra!

Only 3 hours from Sydney. We fly all year round and are open 7 days a week.

Learn to fly in a friendly, caring environment with the very best tuition and equipment.

- License Courses
- Tandem Flights
- Towing & XC Tours
- Pilot Development Clinics
- Sales & Service
- Importer of Pro-Design Paragliders
- Paramotor sales and tuition
- Paraglider Kites

"Weekend Escapes"

Open invitation to all Pilots, Hang & Para.

"Come flying with Pete and Belinda" last weekend of every month and put some fun back into your flying. Corryong, Tumut, Bethungra the Flatlands and more.

How Much? = FREE!

Contact: Peter Bowyer at APC on

(02) 6226 8400

austparacentre@ozemail.com.au

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 Paragliding

- *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** – Autumn and Spring only: a week of etc, etc for only \$990
(including GST and accommodation)
- **Your CFI is Godfrey Wenness:** World Record Holder, Australian Team Member, HGFA Safety and Operations Committee Member for Paragliding and more flight hours than any other pilot in the country!
- 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.

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



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.

ULFM, Sunbury Airfield, Sunbury 3429
(03) 9744-1305, (03) 9431-2131
www.melbourneultralights.com

Victoria continued



ALPINE PARAGLIDING
Alpine Paragliding has introduced over 2000 customers to paragliding since it began operations in 1988. The school is located in Bright, which is nestled in the foothills of the Australian Alps. It is an ideal location for Paragliding with conditions and flying sites suitable for beginners through to experts. Bright is also a popular destination for overseas pilots and hosted a Paragliding World Cup event in 1998.

Courses offered:

- 1 and 2 day Introductory courses
- HGFA approved licence courses
- Tow clinics
- Thermal and XC clinics
- SIV clinics
- Tandem Flights

We also offer a full range of Paragliding equipment and services.

Visit our web site for more details.

4 Ireland Street, Bright VIC 3741
Ph: 03 5755 1753 Fax: 03 5750 1153
email: alpnpa@netc.net.au
web: http://alpineparagliding.netc.net.au/

WINGSPTS Flight Academy

- Paragliding courses
- Paramotor courses
- Tandem flights
- Cross-country courses
- Hang gliding courses
- Inland and coastal
- Towing 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

Little over an hour from Melbourne
Australia's Largest School
Virtual Reality Hang Gliding Simulator
Introductory & Full Licence Courses
Tandem Introductory Flights
Ground & Aero Tow Endorsements
Cross Country Tours
Equipment Sales, Hire & Trade In



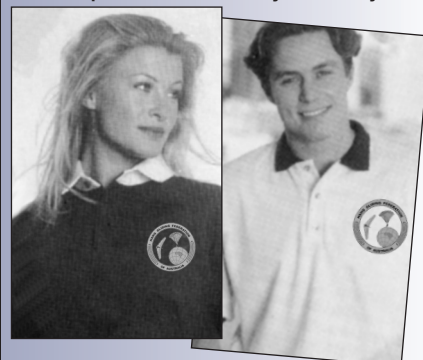
Ph/FAX: 03 53492845
email: dynamic@netconnect.com.au
Rohan: 0409 678734 Paul: 0418 348948
Jlm: 0417 366766 James: 0419 129234

DISCOVER THE FREEDOM!

HGFA merchandise

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

All prices valid to 1 July 2000 only.



- ◆ **\$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, blue, black, navy or green



- ◆ **\$1.50 Car Sticker** (colour HGFA logo) – no postage required
- ◆ **\$30 HGFA Hang Gliding Training Video** (23 minutes)
- ◆ **\$30 – 1998 Hang Gliding Grand Prix Series Video** (110 minutes)
- ◆ **\$5 HGFA Pilot Training Workbooks**
- ◆ **\$35 Better Coaching** – Advanced Coaching Manuals
- ◆ **\$30 Hang Gliding or Paragliding Training Video**

Publications Replacement Copies:

- ◆ **\$10 HGFA Operations Manual***
- ◆ **\$15 HGFA Operations Manual Binder***
- ◆ **\$5 HGFA Log Book***
- ◆ **\$5 Postage and Packing** (Bulk orders sent C.O.D.)

* Replacement Prices only – These items are issued free with initial Membership (Full, Family and STM only)



Australia

Bright Fly-In

5-6 May 2000

Held during the Bright Autumn Festival in north east Victoria. There will be BBQs on both days with flying demonstrations by various aircraft plus a Fly-in Dinner to be held on Saturday night at Noonameena Lodge (all welcome) with various prizes. Come along & show your flying style. For more details contact Don Walpole 03 57535250 or Steve Ruffels 03 57501174.

Murray Safari 2000

27 May-3 June.

This year is the 4th annual Murray River Safari. We are planning on a new flight plan, taking us in a different direction to previous years. Come and see some new country you've never flown over before (including around southern NSW). Transport and accommodation will be similar to previous years. For application forms or more details contact Tony Dennis on 0418 574 068. It will be another 1,000 nautical miles of fun!

WA Hill Flyers Winter Fly-In

17-18 June 2000

Social event open to all hang glider & paraglider pilots. Hill launch flying from our sites within 100km of Perth. FAI bronze badge tasks will be set. More details will be published on the HGAWA message bank 08 9487 3258 during the week before the event, or contact David Longman on 08 9385 9469.

Eungella Hang Gliding Comp

25-30 September 2000

Remember the good old days of Eungella of old? We are hoping to have the same once again. Pilot rating: Int & Adv. GPS or camera turnpoint. Nomination fee \$100. For further information call Ethel on 0427 831797. For accommodation call the Chalet on 07 495854509.

Canungra Classic 2000

21-28 October 2000

SE QLD. Entry fee: \$120 + \$35 site fees. Registration & Calcutta: 20 October. Paragliders and Floaters welcome. GPS mandatory (Garmin or Aircotec). Camera backups can be used every day except last day. Intermediate rating required. Closing date for entry 31 August 2000. Late Entry Fee \$30. For more info visit [www.triptera.com.au/canungra/classic2000]. Email <tim@triptera.com.au>, ph: Dave Staver 07 55435953 or mail: Canungra Classic PO Box 116 Canungra 4275.

Corryong Cup

13-21 January 2001

Registration & practice day Saturday 13th. Registration & start day Sunday 14th. Last competition day Saturday 21st. Contact Steve Bell, ph: 02 42941268 or email <spbell@1earth.net>.

Overseas

Women's Hang Gliding Worlds

16-24 June 2000

Hellas, Greece. Ph: HGFA office on 02 69472888, or Lillian LeBlanc <alao-olympus2000@ath.forthnet.gr>.

Red Bull Speedrun 2000

20-21 June 2000 (training days)

22-24 June 2000 (competition)

A combination of two competitions, the Streif Downhill & the Parallel Speedrun, will determine the Red Bull Speed Master 2000. The Streif Downhill is a speed glide along the ski 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 & fly around two buoys, set slightly higher than the launch. Spectators are able to watch the entire flight from the start area. The very fast & 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 & will feature great side events for spectators & 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).

Hang Gliding Pre-World Championship (Test Event for World Air Games 2001)

25 June - 8 July 2000

Algodonales, Andalucía, España. The test competitions 2000 are intended as a preparation for the WAG 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 (neighbouring the land of Sherry wines), folklore & enjoyable character of its people. Events hosted in Algodonales (Cádiz), 90km ESE from Seville, are Pre-World Hang Gliding Championships in Class I & Class II. Entry fee: EU300. Official entry forms (available from your national sporting federation) must be completed & 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 max. of 12 pilots per nation. Contact information for this event: Real Federación Aeronáutica 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>.

Overseas continued

World Speed Gliding Championship

28 July - 5 August

Mt Olympus, Hellas (Greece). Contact: Lillian LeBlanc <alao-olympus2000@ath.forthnet.gr>.

German Open 2000

29 July - 6 August 2000

Kössen, Tyrol, Austria. This event will be officially registered as a FAI Cat 2 event & will count for the world ranking list. The sporting organisation will be managed by the DHV League, with Lukas Etz acting as sporting director. The overall event organisation will be in the hands of the local Austrian Kiting Club (the oldest hang gliding club in the world by the way) & the Kössen Hang Gliding School. The entry fee can be kept as low as DM200, including films, maps & transport to take-off, because of potential support by the Tyrolean Government, the Kössen Council & tourist management as well as proper sponsorship by Austrian Airlines & major local banks. We hope that many international hang gliding pilots take the opportunity to enter the German Open 2000, exactly 25 years after the 1st (unofficial) World Championship in hang gliding which took place in Kössen in 1975. See you in Kössen! For further information & preliminary entries please email <Lukas.Etz@t-online.de> or <fly.koessen@tirol.com>.

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 & are interested in participating, we will attend to board, lodging, transport & 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 & 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>.



Gliding Publications

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

FREE FLIGHT: Bi-monthly journal of the Soaring Association of Canada. A lively record of the Canadian soaring scene, and relevant international news and articles. \$US26 for 1 year, \$47 for 2 years, \$65 for 3 years. Suite 101/1090 Ambleside 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,



All classifieds MUST be paid for at the time the ad is placed.

Ads for AUSTRALIAN GLIDING can be placed with the GFA Advertising Contact
Henk Meertens, PO Box 352, Frenchs Forest
NSW 1640, Fax: 02 9453 0777,
Email: <hkmxor@msn.com.au>.

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.

LS7 XJJ Excellent condition. 340 flights, 1,000 hrs, no prangs. SNav, GPS, covers, Dittel 720 Komet trailer. \$47,000. Ph/fax: Bob Powell 03 9439 9869, email <rpowell@alphalink.com.au>

SZD 55 Current 15m World record holder for 1,000km. Low hrs, immac cond, fibreglass trailer, tow out gear, covers. \$54,000 ono. Ph: 03 5882 1132.

PHOEBUS-C 17m 1,939 hrs, 1,040 lds, trailer, tow dollies, B-50 vario, parachute (6 yr old), new main wheel & tail wheel. Form 2 to Nov. \$18,000 Ph/fax: Glenn 08 9479 7859.

STD CIRRUS 75 VH-GAM "Alpha Mike" Ex con, arguably the best Cirrus in Aust. 2,400 hrs, 850 launches, recently refinished, Zander SR820b comp/ vario, PA thinback, tow out gear, encl. trailer, batteries, etc. Comp sealed, must sell \$26,000 neg. Ph: Bruce Campbell 02 6251 9288 (h) or 0413 003839.

CLUB LIBELLE VH-GJY see 1/4 page advert March AG or ph: 07 3203 8318, email <vh-gjy@powerup.com.au>.

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. Slimpack, \$23,500 ono. Ph: Don Chessor 02 4261 1941, email <dchessor@cyberelectric.net.au>.

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.

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.

Single-Seaters continued

VINTAGE GRUNAU IV totally overhauled. New fabric & paint, all stits, 8 yrs of C of A. New canopy, basic instruments, lcom radio. 2 man rigging, tow out gear & dolly wheel. Full covers, fully enclosed trailer. Hangared Corowa, all inclusive price \$8,000. Ph: W. Wolf 02 6027 1880, or 0407 271880.

STANDARD CLASS PROTOTYPE JGI VH-KYI total time 30 hrs, glide angle 34:1 approx, easy to fly, good condition. Basic instruments. Includes open trailer & vinyl covers. \$6,000. Ph: John Gross 07 3207 6222 (w), 07 3286 5360 (h).

SZD 55 XQT less than 100 hrs, Cambridge L-Nav, lcom 20, covers, trailer, towing gear, parachute. \$65,000 ono. Ph: Adam Malarz 02 6288 9683 or mobile 0429 440467, fax 02 6288 9641, email <amalarz@effect.net.au>.

DISCUS A-ZBK Excellent condition, 1,100hrs, 300 landings, winglets, tinted canopy, poly finish, S-Nav, GPS-Nav, excellent trailer, complete package. Ph: Matt 07 5594 2568 or 0414 180834, email <mattanglim@hotmail.com>.

GLIDER PILATUS PC 11 AF The Pilatus B4 registered VH-GJV is offered for sale. It is in excellent condition and comes with a recently rebuilt trailer. Fitted with Cambridge vario and oxygen system it is ideal for early cross-country, wave and aerobatics. It has a tinted canopy and comes with towing gear. All offers considered. Ph: Steve 02 6231 3135 (h) or 02 6292 9911 (w) email <schmidt@diabetesaustralia.com.au>.

ASW20B 3,100 hrs, LNav, Cambridge/GPS data-logger, radio, all ground handling equipment & trailer, parachute \$58,000. Ph: 02 6372 3260.

Two-Seaters

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

BLANIK 1970 two-seater, total time 4,469 hrs, good condition, requires Annual. \$9,500 ono. Ph: Tom Moxey 02 6947 6677.

Motor Gliders

STEMME GTS at Camden, the ultimate two-seat 50/1 motor glider, has every luxury, great performance, my share at below market value. Ph: Dennis 02 9899 1843.

PIK 20E 1,300 hrs, eng 120 hrs, complete independence, 720ch radio, fac trailer, always hangared, 41:1 at 63kt, \$65,000 ono. Ph: 08 9755 5461 (h).

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

Motor Gliders continued



SUPER XIMANGO award winner at Avalon, Rotax 912, 450 AF hrs, 360 eng hrs, always hangared, dual instruments, KLX135 nav com, 6"x 4" Skyforce GPS. The best touring motor glider, 14 L/hr, 7 hr endurance. Go fly the Morning Glory in 2000. Ph: Barry 02 46366314, fax: 02 46366418. *I am asked if the Ximango is so good why I am selling it – To buy the new model.*

Tugs

PAWNEE TUG The best in Australia, low hrs on frame/engine & prop, new fabric & paint. It looks good \$65,000 before GST. For more info contact Noel on ph/fax: 02 6649 2259 or email <gliders@midcoast.com.au>.

Instruments and Equipment

PARACHUTES, new National 26ft conical, range of colours, in stock. Order now & beat GST. Save \$100s. **OXYGEN system**, complete, Nelson regulator, mask & canula 420L bottle \$700 ono. **GARMIN GPS 90** little used. \$500 or offer. Ph: Bob 08 8390 3022 any time or email <bobtomass@senet.com.au>.

CAMBRIDGE INSTRUMENTS. Varios getting a little droopy? Glide computer not delivering all it promises? It's time to consider a panel facelift for next summer! 10% reduction in L-Nav prices. I have a two week old S-Nav that has been on the shelf too long – make me an offer! All components are in stock ready to ship, including GPS-Navs and displays. Or if you feel like a chat about your glider and any instrument problems you are experiencing, give me a call – that's free! Bruce Taylor 02 6778 7345, email <BruceLouise@bigpond.com>.

FOR THE BEST varios, TE Probes, GPS Nav systems and dataloggers contact BORGELT INSTRUMENTS ph: 07 4635 5784, fax: 07 4635 8796, mob 0428 355 784, email <mborgelt@mba.design.net.au>, web: www.ozemail.com.au/~mborgelt

Hangar Space

Temora. Last 1/4 share. Cat 2 steel framed 22 x 18m clearspan hangar to accommodate 4 gliders & 4 trailers with room to work. Insulated ceiling. Power. Ex track system. Skylights end gables. Strong secure sliding doors. Direct access to taxiway. \$14,000 includes land value. Geoff Nicholls 02 6922 1665 email <g.nicholls@bom.gov.au>.



CLASSIFIEDS ARE NOW FREE OF CHARGE to HGFA members up to a maximum of 30 words. One classified per person per issue will be accepted.

Classifieds are to be delivered directly to the sub-editor, by email or post, but NOT by phone. The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings.

When submitting a classified remember to include your contact details (for prospective buyers) and your HGFA membership number (for verification of membership).

(Note that the above does not apply to commercial operators. Instructors are to advertise their equipment in the Schools Section.)

Hang Gliders & Equipment

New South Wales

Aero 170 nov, EC, batten profile & manual. One owner, \$1,500 ono. Ph: Nigel 02 6585 4723; 0419 442597.

Airborne Sting 154 int, great condition, great colours (orange/pink), low hrs, includes speed bar & wheels. In Newcastle area. \$2,000 ono. Ph: Craig 02 4925 3100; 0416 199007.

Danny Scott Stealth Harness brand new, used once only! Suit a pilot 165cm-178cm. Comes with a steel carabiner & a recently re-packed, never used reserve parachute. Harness new cost \$1,050, reserve parachute new at \$700-\$800, & carabiner \$50. A bargain for a quick sale at \$950 for the lot. Must sell! Ph: Greg 02 4294 2817; email <greghep@bigpond.com>.

Excellent Beginner's Package Aero 170 nov, only 5 hrs airtime. Batten profile, manual, wheels. Pod harness to suit 5'7"+. Chute, Ball vario & altimeter & helmet. \$2,300. Ph: 02 6368 8442.

Fun 190 nov, by Airborne, factory new, test flown only, \$3,550. Ph: Mark 02 4351 1400 (w); 02 4352 1483 (h).

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

Mosquito Motor Harness new, used & spare parts available, fitted with the latest modifications. Auto decompression (easier starting), dual throttles (cruise/launch), kill switch (safety), silencer/air filter (the quietest available) & much much more. Used sell \$4,000 ono. One new at a reduced special offer \$5,300. Ph: 02 4262 7677.

Xtralite 137 adv, 15 hrs on new sail, factory service, new wires, VG condition. Left sport, must sell. \$1,600 ono. Ph: 02 9864 0950; 0410 493952.

New South Wales continued

Xtralite SX6 adv, two years old, low hrs, immaculate condition, new side wires, hang loop, spare cover bag, two spare uprights, white mainsail, red undersurface, \$4,100. Ph: Ken 02 9518 6532; 02 4953 4253.

XT 145 int, in as new condition, blue & yellow undersurface, new sidewires, approx 60 hrs flying, \$2,000. Ph: Pat 02 4955 1669.

Victoria

Moyes XT 165 int, new condition, reserve chute, pod harness, helmet, instruments, spares & aluminium ladder for transporting. All excellent condition, \$2,500 ono. Ph: 03 9849 0256 (h); email <richard_schuhmann@hotmail.com>.

XT 145 int, 5 hrs, \$2,500. Danny Scott Stealth harness with chute (both unused), suit 6'1", \$1,300. Flytec vario, unmarked, \$500. Ph: Greg 03 5439 5495.

Queensland

Help us sell Dick's Glider. For those who knew him Dick Lys was always "the gentleman pilot". Having been stored in the garage for the last two years, the family are now ready to say goodbye to Dick's glider. An XS 155 (adv) in good condition with a pod harness & reserve chute. Ideal for an intermediate pilot with a limited budget (\$600), Dick's glider is stored at Dave Stevens place in Canungra. Please give me a call if you know of anyone interested. Ph: Pete Beard 07 3348 7150.

Western Australia

Explorer Powered HG Harness very good condition, 2 years old. \$4,100 plus freight. Moyes Xtralite 137 adv, good condition, \$1,700 plus freight. Ph: Ken 08 9354 2151; 0409 374043.

Wanted

Foil 160B in mint condition. Ph: Brett 03 6250 3506.

Paragliders & Equipment

New South Wales

Australian Light Wing Turbo Chute. Powered paraglider (paramotor) & harness. 18HP two stroke engine & wooden prop. Good condition. No canopy. Was \$10,000 new – any reasonable offer accepted. Ph: Chris 02 9333 1881 (w).

E2RA Sapho Koovan M (27m²) DHV2, 70-90kg up in the air, French glider, under 35 hrs, white/purple, excellent condition, \$1,750. Ph: 0413 980086; email <phdv@ozemail.com.au>.

Queensland

UP Jazz 27 suits beginner/intermediate pilot, yellow/purple, approx. 10 hrs airtime, includes ITV harness + reserve + helmet. \$1,900 ono. Ph: Jeanette 07 3391 7806.

ACT

Flying Planet Mengo Afnor Perf (Equiv DHV2), 95-120kg all up. Fabulous XC glider with safety & performance (have independent magazine reports). Excellent condition with only 20 hrs. I've lost weight & need a smaller glider. Will consider swap for a comparable wing, say 85-105kg. \$2,400 or best offer. Ph: Elgar 02 6255 1851; email <elgar@cirsact.org.au>.

Trikes & Equipment

Victoria

Pegasus Quantum T-2756, Q2 wing, 503 motor, 143 hrs. Arplast prop, C type reduction gear, full instruments. Excellent condition, no heavy landings, regular service, always hangared. Extras incl fact training bars, pod cover & ute carry frame. With helmets, comms, GPS, A22E, fuel containers, \$17,750. Selling to finance GA training. Ph: Philip 0428 400820 (w); 03 9388 8636 (h).

Western Australia

Rotax Engine 447 new in box, reduction gearbox, carb, exhaust, fuel tank, air filter, 3-blade Ultraprop, \$3,200. Ph: 08 9255 1397; 0417 952561.

Wanted

Wizard Wing, must be in good condition to suit aerotowing. Ph: Simon 08 9841 3593; 0407 950556.

Other

Free-Flying Magazines

Cross Country Magazine subscriptions
Carol Binder 0417 311360.

Advertising Index:

Airborne Avionics	33
Airborne Windsports – Bräuniger	13
Chamberlain Knights	41
Dynamic Flight	21
GFA Form 2 Notice	43
High Adventure Airpark	BC
HGFA Merchandise	45
Honda Masters Games 2000	9
Lake Keepit Soaring Club	23
Microair	7
Poliglide – Swing	IFC
Raptor Designs	11
Schools in Australia	44
Swift Performance Equipment	IFC
Ultralight Flying Machines	IFC

HGFA Addresses



Any change of club details MUST be sent to the HGFA office. The information will be updated in Skysailor only after notification has been received by the HGFA office.



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>

Board Members:

Rohan Grant

188 Bathurst St, Hobart TAS 7000,
ph: 03 62334405 (h), fax: 03 62243598.

Rohan Holtkamp

RMB 236B Western Hwy, Trawalla VIC
3373, ph/fax: 03 53492845, 014 678734,
email: <dynamic@netconnect.com.au>

Bill Moyes

173 Bronte Rd, Waverley NSW 2024,
ph: 02 93875114, fax: 02 93693342.

Mark Plenderleith

School of Life Science, Qut GPO
Box 2434 QLD 4001, ph: 07 38641477.

Philip Pritchard

PO Box 734, Beenleigh QLD 4207,
ph: 0418 761193.

John Reynoldson

68 Teddington Rd, Hampton VIC 3188,
ph: 03 95970527, fax: 03 95981302.

Jeremy Torr

134 Kars St, Frankston VIC 3199,
ph: 03 97705770.

Brian Webb

PO Box 238, Bright VIC 3741.

Michael Zupanc (CIVL Delegate)

6 Sibyl Street, Southport QLD 4215,
ph: 07 55325895 (h), 0408 662328;
email: <zupy@ozemail.com.au>

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: <hgaops@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

ACT Hang Gliding and Paragliding Association

PO Box 3496, Manuka ACT 2603; Pres: Belinda Head 02 62268400; Sec: Jim Kelley 02 62805605; Trs: Craig Hopkins 02 6286 2488 (h), SSO: Duncan Kelley 018 625091. Meetings: 1st Tue/month 7:30pm, "Sky Lounge" Yamba Sports Club, Phillip.

Hang Gliding Association of Western Australia

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

NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladwood Gdns, Double Bay NSW 2028, ph/fax: 02 9327 4025, email: <nswhga@s054.aone.net.au>.

North Queensland

Hang Gliding 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.

South Australian

Hang Gliding Association

Pres: Stuart McClure 08 82973452; Sec: Mark Tyminski PO Box 59, Hove SA 5048, ph: 08 83774570 (h), 08 84076621 (w), 08 84076628, <Mark_Tyminski@nag.national.com.au>; Trs: Gary Stockton 08 82702910.

Tasmanian Hang Gliding Association

PO Box 163, South Hobart TAS 7004; Pres: Brett Tooker 03 62503506; Sec/Trs/State Co-ord: Stephen Bayley 0408 154156.

Victorian Hang Gliding

and Paragliding Association

PO Box 400, Prahran VIC 3181; Pres: Phillip Campbell 03 53343034; Sec: Andrew McKinnon 03 95631162; SSO: Rob Van Der Klooster 03 52223019.

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 Sempereboni, 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 Cattedog Tavern, St. Clair.

Byron Bay Hang Gliding Club Inc

Pres: Andrew Polidano 0414 843510, <andrew@byron-bay.com>; Vice-Pres: Brett Cook 02 66876907; Sec: Alan Jones 02 66842213; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Mark Woods 0418 676469; SSO (PG): Brett 02 66876907. Meetings: 1st Wed/month 7:30pm, Bangalow Bowling Club. Comp day: 1st Sat/month, ph: Adrian Connor 02 66285997.

Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424 760; Sec: Tim Causer 02 42948110, <tlimcau@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

<www.mss.org.au>; Pres: Brian Shepherd 02 67852182; Sec/Trs: Felix Burkhard 02 67751050, <felixb@xyon.com.au>; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Godfrey Wenness 02 67856545, Trikes: Willi Ewig 02 67697771.

Mid North Coast Hang Gliding Association

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

Newcastle Hang Gliding Club

Pres: Tascha McLellan 02 49278867 (h), 1800 653935 (w), <tascha.conrad@hunterlink.net.au>; V-Pres: Jason Turner ph/fax: 02 49637070 (h), 0419 997196; Sec: Karl Kindl 02 49677711; Trs: Tony O'Connor 02 4952 9146, SSO: Coastal - Jason Turner ph/fax: 02 49637070 (h), 0419 997196, 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, 80 Warringah Rd, Narraweena NSW 2099, ph: 02 9981 2019, 0419 250220, <planky@bigpond.com.au>; 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 42683748; Trs: Joe Fussell 02 42943942; Events Co-ord: Jules Sanderson 02 42943092; Site Manager: Steve Pick 02 42944195.

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: Ian Graham 07 40954466; Vice-Pres: Russell Krautz 07 40541085; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586 (h), 07 40512438 (w).

Canungra Hang Gliding Club Inc

Pres: P Beard 07 33487150; Vice-Pres: Shauna Purser 07 66793404, <shauna.purser@yahoo.com>; Sec: David Pearson 07 55437252; Trs: Fran Ning 07 55773260, <ning@ausinfo.com.au>; SSO: Andrew Horchner 07 38707709, 0412 807516, <aafactor@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, <pbarry@tpgi.com.au>; Sec/Trs: Natasha Atkinson 07 49726840, 16 Far St, Gladstone 4680; SSO: Geoff Craig 07 49923137, <gcraig@tpgi.com.au>.

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 Allan 07 54940543; Vice-Pres: Duncan Whyte 0418 714618; Sec/PG SSO: Jean Luc Lejaille 07 54863048, 0418 754 157; 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; Vice-Pres: Clint Smith 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 5281 1209; 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

www.vhpa.org.au/Clubs/EHGCINFO.htm Pres: Geoff Tozer 03 97583250 (h); Sec: Andrew Medew 03 98227861, 16/25-29 Brougham St, Box Hill VIC 3128, <andrewm@morancancomfort.com.au>; SSO: Peter Batchelor 03 97353095 (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 5750 1244. 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 Menten 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. Meetings: Last Wed/month.

Southern Trike Club

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

Western Victorian Hang Gliding Club

Pres: Phillip Campbell 03 53343034; Vice-Pres: Andrew Hume 03 93760907; Trs: Sandra Holtkamp 03 53492845; Sec: Rachelle Guy 03 98092974; SSO: Rohan Holtkamp 03 53492845. Meetings: Last Sat/month, The Golden Age Hotel Beaufort.

WESTERN AUSTRALIA

Avon Valley Hang Gliding Club

Pres: David Drabble 08 93071816, <wescoast@iinet.net.au>; Vice-Pres: Rob Stevenson 08 92211338; Sec: Stephen Hoeffs 08 95275782; Trs: Michael Derry 08 92840750.

Cloudbase Paragliding Club Inc

Club message bank 08 9487 5253; <www.cygnus.uwa.edu.au/~madmike/paraglid.html>; <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.

South West Microlight Club

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

WA Hill Flyers Club

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



High Adventure Airpark

End of Season Clearance Sale

HANG GLIDERS:

FUN 190'S x 4	priced from	\$3200 - \$3800
FUN 160	like new	\$3400
FUN 220 TANDEM	excellent condition	\$3900
AERO 170 x 2	priced from	\$800 - \$1500
GYRO 180		\$600
BLITZ 146 x 2	Intermediate - performance	
\$1500	Each in very good condition	
MOYES SXS4	new condition incl plenty spares	\$3900
MARS 170	spares full frame	\$300 ono

PARAGLIDERS:

ATLAS LARGE	DHV 1 priced to sell	\$2000
PRIME TANDEM	DHV 1-2 low hours	\$4000
HARMONY	DHV1-2 perfect condition	\$2800
GIN MEDIUM	DHV1-2 low hours	\$3000
UV STUFF BAGS for the quick pack up		\$40
HARNESS front or side mounted chute		
17 cm back protection excellent harness - new price		\$800

LIGHT WEIGHT GLIDER:

CARBON DRAGON 70 KILO'S IN WEIGHT		
has fully enclosed trailer suit pilot weight		
of 65 - 80 kilos only. Priced to sell at		\$6000

MICROLIGHTS:

EDGE X with Wizard Wing and the works		
only 20 hours priced to sell quick at		\$26,500

ACCESSORIES:



ALTIMETER WATCHES

Accurate to 1 meter in height with read outs of Climb and descent. Special Autumn price of **\$225** delivered anywhere in the country.

KENWOOD 40 CHANNEL RADIOS UHF

Small and light weight best priced UHF at only **\$200.**

FULL ACCESSORIES AVAILABLE:

Hand Mikes, press to talk and vox headsets.

Throat Mikes with finger switch.

Second Hand Radios available - ask for a price.

Moyes Xtreme Harness **\$700**

VARIOS Flytec Paragliding **\$520**

Hanggliding **\$575**

Ball Vario 651 **\$250**

Helmets Full face **\$220**

PLEASE NOTE:

TOW ENDORSEMENT COURSES, Aero and Winch tow, scheduled for June long weekend,
"First in best dressed". 6 Pilots only

CONTACT leescott@highadventure.com.au or
phone us on 02 6556 5265, mobile 0419 844 961

www.highadventure.com.au