

# *Australian* **Gliding** **SKY** SAILOR



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**European  
Trike Safari**

**2000 SA State  
Competitions**







ASW 22 BLE, Bravo Bravo: John Buchanan crossing the finish line at the NSW State Gliding Championships at Narromine. John was the Open Class champion

Photo: Peter Newcombe



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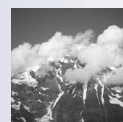
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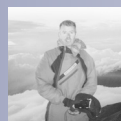
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# 100k's



Tex setting up on the east launch, Mt Borah

### DAMIEN GATES

When we speak of Manilla everyone nods knowingly. To other non-pilots I always had to say, "I am off to Manilla. That is Manilla north of Tamworth, not Asia." When I further explain what goes on there, they are surprised not to have heard of it. If you were there for the NSW State Hang Gliding Titles you really do know what goes on there.

**P**ractice day I practiced bad landings, in fact I perfected them with a broken upright. At perhaps 130kg total hook-in weight a round downtube doesn't stand a chance when I push it into the ground. I had set up too high in switchy winds and landed slightly downhill and crosswind, maybe a little tail. The next day my practice payed off and I only slightly bent the other. From there on in it got much better. I blamed myself for my obvious mistakes and fixed them. As our Team Captain 'Yoda' said, I had passed my crash barrier.

The next day I got away for a nifty little 20km flight down the eastern side of Lake Keepit. It was a one thermal flight from launch and then some drifting in light stuff on the north-eastern edge of the lake. I spent most

of the flight nattering to anyone who would listen until I received some good advice, "You need to be quiet and concentrate on flying." Good advice indeed, and some of the much I received from my team members Macca, Yoda, T-bone, SGO! (Shirley) and Carolyn.

But the big one was still to come. The task was set west-north-west from Mt Borah to Baan Baa silos, then hang a right north-west and onto Wee Waa. Two legs of 64km each.

Billo's briefings were just that, brief, which meant everyone just had to go flying. There is logic in there somewhere. It is obvious what you have to do at Manilla: Wait for someone to go up and join them. The mass exodus of gliders from the hill like lemmings from a cliff was nice to watch. The poor sucker who had

them diving towards him usually found a place within the ensuing order and chaos.

On the day of this flight I dived straight into a thermal from launch, which was excellent as the low launches did not give me much confidence initially, but the consistent cycles and other pilots in the air let me know when to go. My initial climb out was a tentative one, getting to only about 5,500ft at which point it became scrappy. Decision time. I had plenty of others climbing ahead of me on course to the west, but none seemed within glide of my Sonic 190. There were some good clouds however, so a couple of reefs on my VG gave me a tighter sail and perhaps 50-80ft less down. It did, however, seem to keep me on the same glide if I pulled on a bit more speed. Not having done anything of this nature in this glider I was still learning the ropes.

Not far out from launch I had run a little north of the course line and took a nice climb to 6,500ft. The Sonic had thermalled well and tracked nicely once I sorted out my speed and bank compatibilities. As soon as I felt that the lift was decreasing substantially I set out again. I was loath to do this, as I had always thought to get as high as possible, but I had a couple of paragliders climbing well not far ahead and felt that I would get there. It turned out that until about three-quarters along the first leg I mostly punched out towards thermalling gliders but always got a climb before arriving with them.



It was only three thermals to the 'Gap' near Wean along the Boggabri Road. Expecting something of the significance of 'Cunningham's Gap' in Queensland, I was pleased to find a tame little crossing through the ridge. I glided over to the north and met (or was passed by) 'Yoda', above a picturesque rock face just west of the gap. He called me in and we climbed out. It seemed that one minute Yoda was there and the next he was at goal. I plugged the rest of the way alone with other gliders usually in sight, but never close.

Basically I took all the climbs I could, which usually started no lower than 3,000ft. It was when I approached Baan Baa that I was somewhat thrown astray. Having picked a paddock to land in near the turnpoint, I had been gliding in from quite a distance, or so it seemed to me. I was at about 1,500ft before I realised what I was doing. Having never made a turnpoint before I had unconsciously set myself up to land, as I had reached the limits of my previous experience. With a guilty check over my shoulder to see who might be looking and reading my ridiculously stupid thoughts, I headed for a small hill just south of town and was rewarded with a nice climb to about 6,000ft. What had I been thinking? Perhaps I was so happy to have flown so far already that I had become complacent.

Once I realised that I was halfway to goal I initially got very tense and started concentrating too hard on trying to get there. I took a step back and reminded myself that all I needed to do was repeat what I had just done – relax, fly high and enjoy.

Cruising well west of the turnpoint (to make sure I had rounded it) I hit mark and enter on my GPS. A nice first for me. So I did it again, and again for good measure. Turns out the last one was the only one in sector, JUST! In ignorance I thought the sector for GPS was infinite

along its arms. I had been almost exactly 1km past the turnpoint, the limit of the sector.

As I flew north towards Narrabri I looked back from where I had come and was stoked. For the first time I looked at my GPS to establish where I had to go, having followed terrain till this point. Ahead was Narrabri and the associated airspace restrictions which required me to stay west of the highway to be safely clear. About 15km out of Narrabri the course line crossed tiger country. I was gliding towards the tree line where it started, wondering how I would cross it while at the same time picking a suitable landing paddock should the task seem too much. I again reprimanded myself for such thoughts, and vowed to get high again before worrying about it. I cruised back and forth along the edge of the forest for a little while waiting for my ticket out, not concerned with landing as there were a number of paddocks in easy glide.

Then I got a bit and started to circle. It wasn't much but I stuck with it. As I drifted and climbed I kept check of suitable options should I get caught in the middle. There were some small clearings amongst the dark green for emergencies only, and I could probably make it to the road to the east if I didn't get trashed, or even back to where I had started the crossing. Not too long later I realised that I was nearly halfway across and still drifting and climbing slowly. I knew I had made it. I concentrated on getting as high as possible, and after taking a bearing to a suitable landmark on the course line, turned off my GPS as the batteries had gotten low.

I was slightly south of the course line as I made it to the Newell Highway. I was quite low from my glide across the forest. I headed to a paddock that looked promising for both a landing and as a trigger. It gave me a little to drift in, and I was at about 1,000ft as I crossed the highway 14km south of Narrabri. I won-

dered what the truckies were thinking as they buzzed by underneath, and hoped that they might kick something off for me. I was looking closely now at some paddocks for powerlines, as I thought the end of the flight was near. The clouds were dying quickly, it was late, and if I got one out of here it would probably be the last; last for the day and my last before goal. It never came. I picked a nice large short cropped paddock and did a large circuit scanning all the while for obstructions. I was thrown off a bit by a dark patch in the middle, which usually signified a pole or such that gets mowed around. Checking for wires and more poles I then realised it was a dead cow with some heavy decomposition scarring the ground around it.

Coming in to land was something special, the closest I had been to the ground for three and a half hours or more. During the final and flare I grinned all the way and just managed to get my legs working after some initial hesitation. Immediately a passer-by stopped, and I had to apologise for my euphoric vagueness as I bounced around my glider trying to remember how to pack it up. The property owner drove by a short time later, said g'day, left, then returned about an hour later with a cold beer just before my crew turned up from goal. The enthusiasm they showed me got me even more hyped. My GPS said 98km. I was scored 103km, so I guess 100km could be about right. Now all I have to do is get the mind set right for my local sites. Goal would've been nice but you can't complain about tripling your PB.



*Thanks to Steve 'Macca' McMahon, Shirley 'SGO' Lake, Dave 'T-Bone' Suckajetski, Carolyn and of course Jason 'Yoda' Reid (Team Captain and winner of B Grade Open and Race). Thanks also to the entire Durand family, Billo and the Manilla Skysailors, Godfrey and of course Airborne and Moyes for all sorts of prizes, some of which I won.*

## PHOTOS COURTESY DAMIEN GATES

**Below: Tex in full battle dress ♦ Right: Team Yoda Salute**





## 12,000 kilometres, five weeks, and even some flying...

DAVE HUMPHREY

For the first time in three years I took Christmas off from work. Just a short drive from Perth over to Sydney to see in the New Year, with a few flying stops on the way.

**M**y girlfriend Liz, young Rory and myself set off from Perth a week before Christmas with the remnants of cyclone John hot on our heels. The following night we rolled into Eucla as the heavens opened up. It seemed like the yearly average rainfall in one night. We left the tent in its bag and took the last motel room.

There was no rain the next day, but a sad looking sky. We decided to go down to the sand dunes and play for a while and dream about flying. Surprisingly we were greeted with a light breeze coming off the ocean. While Liz and Rory played in the sand I prepared my paraglider. I wasn't really expecting much but took a radio anyway. After a very easy take off I found myself 50 metres above the top of the dunes with conditions improving. I called down and said I was heading along onto the cliffs, and asked them to follow when they were ready.

I had flown this section before with Mike a few years ago and knew I could only get about 20km along before the cliffs faded into nothing just over the WA/SA border. Liz was there when I landed and a crazy feeling of "maybe today was the day" was taking over. So a quick pack and dash 25km along the coast to where there was another launch next to a lookout point.

The wind had now picked up to about 12kt and the launch did not look as nice as it had a couple of years ago; bush and rocks everywhere. I opted for the crumpled launch technique. The wing came fast and I had to watch in horror as a line desheathed under the edge of a rock. As I was plucked into the air I was very relieved to see the line still intact (and only a gallery line). So now I was happily in the sky with the wind picking up nicely. After a radio check and a couple of wingovers for the tourists I was on my way.

I had about 10km of not so good coastline to cover before the dream. The wind was more easterly than I would have liked and it was very slow and scratchy before I finally got to the cliffs. When I got there I'm sure my sigh of relief could be heard for miles. I was instantly zapped up to 200 metres and it was now a walk in the park (which was also about the speed I was doing). Liz and Rory were cruising along the highway just behind, giving me instructions to go a little faster. I had to mark time on one occasion to let a rain cloud pass over the coast (sadly no whales to watch). I chatted with the passing truckies over the radio and most thought I was totally mad when they saw that I was not in a truck. Listening to the pounding waves on the rocks below was doing wonders for the bladder, and

I have now perfected the technique of pissing in the wind.

At three and a half hours I turned around as I was unsure about making it back before sunset and the white caps were increasing. The run back only took an hour and a half – if only I had started at the other end. So five hours and only 90km, but now the dream was real. I'll be back!

The next day saw us back on the road eastward bound with the wind howling. I had been lucky.

I checked a few possible sites as we continued to Adelaide, but the flies were still walking. Adelaide was family and food but I still managed a short fly at Christies Beach on Christmas day before lunch. I also managed to talk some of my family into a tandem over a few drinks. So the next day we went down to Tunk where it was a day for the hangies. Got in a few tandems before it got too crazy and too cold – so much for summer.

The fifth gear on my car died so it was into a hire car and on to Sydney while I left my car at the repairer. RAC Plus works after all. The sad part now was that Bright was off the list, but word from Bill was that it had been lousy anyway.

You all saw Sydney on TV as the clock ticked over and the lights stayed on and the wind blew. Still a crazy place, but a good time



had. Lucked into a perfect day at Stanwell on our way out of Sydney and south to Michelago. Stayed with friends on top of a hill who just happened to be neighbours to a few local pilots. Sadly the weather was not so good and time was running out, but got lucky the next day in Tumut. After some directions from Ian we found our way up to Honeysuckle. Some light thermals got me up to 1,400 metres and I thought town was not that far away. So I waited till Liz was back at the road and started heading into the wind. I was on the deck before even getting halfway but it was still a nice flight and somewhere I had never been before.

Back on the road again SA bound and still a bit of distance to cover. Caught up with some of the local pilots in Adelaide and got in a short flight at Snowtown (nice site even with the rocks). They gave me directions to a site called Spear Creek to try on my way west. We found the place okay and the van park at the bottom of the hill with a very friendly owner was a nice surprise. Got in a short flight in off conditions before top landing and watching the sunset.

The flies were still walking as we drove back across the Nullarbor so didn't even think about

stopping. Funny things were happening in our wake, like the Bordertown Roadhouse burning down and the Ravensthorpe Bridge flooding over. Some good was happening as well, like getting a great coastal fly at Esperance, something I have been trying to do for four years. Albany was pretty crappy, as it had been over Christmas. Some hangies had been camped for two weeks with only one good day of flying.

So it was home in one piece and time for a rest, from the driving anyway. For those with the madness remember your support crew – my thanks to Liz and Rory for their patience.



*Author's note: If anyone would like any info on flying in the middle, contact me on <paradive@avon.net.au>.*



**Above: Flying at Eucla**



**Above: Stanwell Park**

**Left: The legendary Eucla cliffs**

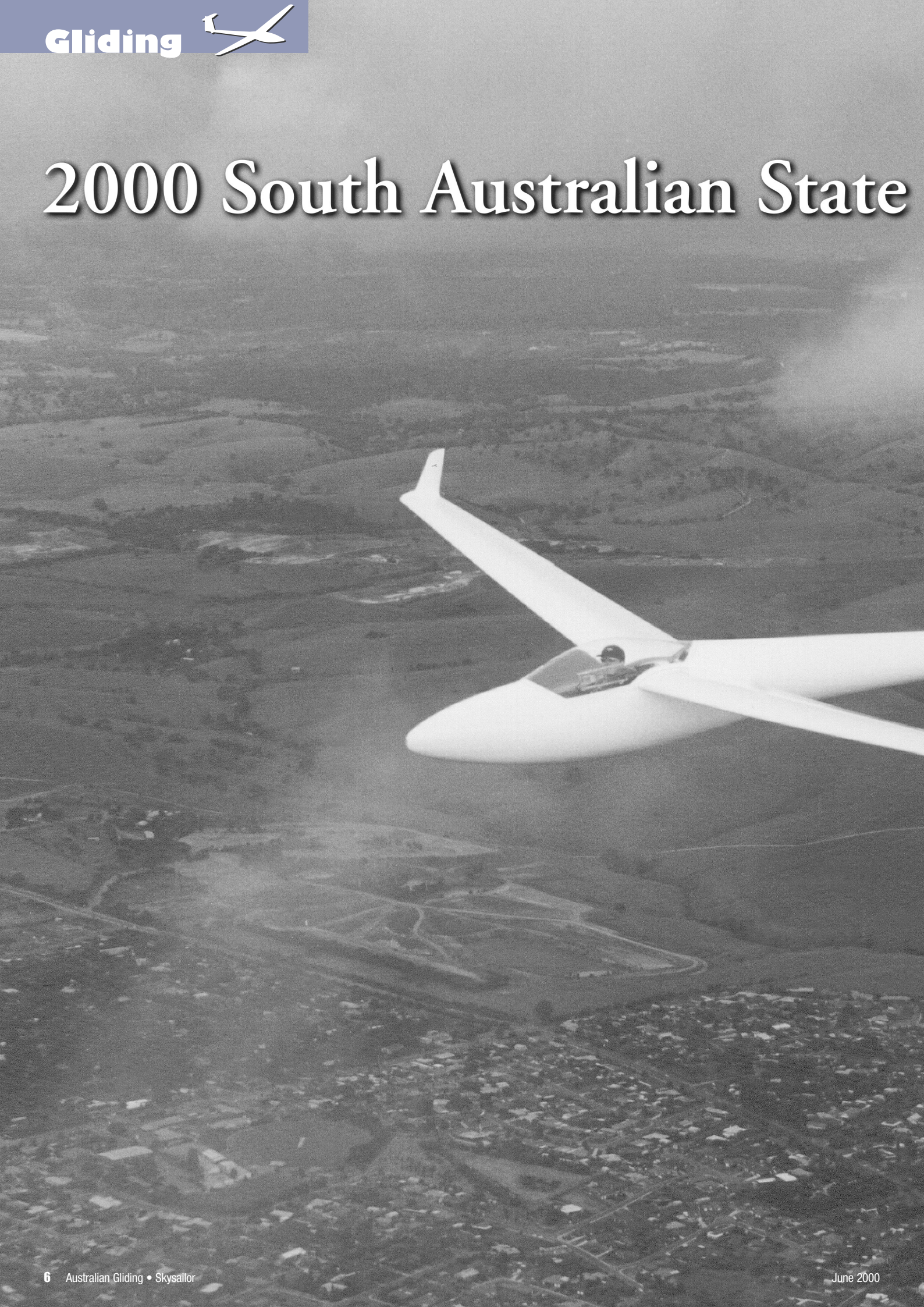


PHOTOS COURTESY DAVE HUMPHREY





# 2000 South Australian State





# Competitions

CHRIS LILLYWHITE

**A**fter thoroughly enjoying the 1999 South Australia State Championships held at Renmark, I was looking forward to the 2000 event held at Whitwata, home of the Balaklava Gliding Club, in January. Many international and interstate pilots took the opportunity to fly at Balaklava as practice for the Barossaglide event, held only 65km down the road at Gawler. The large fleet, exceptional weather and friendliness of the Balaklava Gliding Club members all contributed to form the most successful competition that I have flown in.

I was competing in Standard Class flying my Standard Libelle Sierra Hotel.

Day four of the competition promised 12,000ft cumulus from 10am to 8pm, similar conditions to the previous two days, and so the dream of completing my longest flight was present in my mind while listening to the morning weather briefing. Being a keen competition pilot, though, I resisted the temptation of abandoning the 500km set task for the day and scoring zero, so I elected to launch early and do about 300km out and return before starting the Standard Class task. Chris Bailey, flying his Hornet GMY, also decided to do this task.

After launching at 11:30am, Chris and myself pushed off on task taking average thermals to about 6,000ft. As the day progressed, the cumulus in the task area did not appear as forecast, but never the less, 10kt+ could be found in the blue.

About 110km into the flight, I noticed that my left elbow was wet as was the seat pan. Much to my frustration, glancing back to the wing root revealed a water leak from the port ballast bag. With over two years of flying with water ballast in Sierra Hotel, I had never experienced such a problem. Mr Murphy had struck! The ballast system had to fail on this flight – not a local soaring flight during winter. I was left with no option but to curse and swear as I opened the dump valve, to drain the remaining water.

The first 300km was not fast and the idea of commencing a 500km flight at 3pm seemed ridiculous. Expecting to outland, I continued on task anyway. A few more hundred kilometres down the track, I contacted a few cumulus at the most northern turnpoint, which took me to 12,000ft.

By about 6:30pm, the sun began to dip below the approaching cirrus causing the ground shadow to kill many of the thermals. I reduced my cruising speed and took weak climbs to conserve my height. With only 65km to go, the air turned dead smooth and I glid towards Whitwata at best L/D, eventually arriving at 8:10pm with just enough height to do a circuit and land.

The old girl, affectionately know as “Shit Hot”, had carried me 778km that day.

My next goal is 1,000km in Sierra Hotel, but this time with water ballast!

On the same day Chris Bailey in GMY completed 828km and Peter Goodale outlanded just short of his 1,000km out and return flight in his LS3 WUD.



Background: The author in Sierra Hotel





# Queensland Morning Cloud

## ANDY LOGAN

This photograph was taken at Caboolture airport in May 1999.

At 9:30am I was halfway through a daily inspection of the Blanik when I noticed the tornado type cloud pictured.

There was another approximately 15 kilometres from the airport at the same stage of development. The cloud started to break up about 30 minutes later.

As I sighted the cloud and spread the word, all on the airport stopped to watch. All present had never witnessed such a display. Are there any other photographs of similar cloud development out there in the gliding community?



# Certificate of Registration and Ownership of Sailplanes

## What you need to know

JOHN ASHFORD

Recently a number of members have approached the GFA office requesting that the GFA intervene in the settlement of joint ownership disputes. While the airworthiness office is happy to assist members, in this matter the GFA has no such authority.

This is probably a dry article but I urge all those who are part of a syndicate or who contemplate forming a syndicate to read and thoroughly understand the requirements associated with registration of gliders.

### The Register

The aircraft register is a vital part of the GFA Airworthiness System. Under the delegation from CASA each glider must be accounted for in this register. From the register we can find the Certificate Holder for every glider in Australia. This is an important notification as we send all Airworthiness Directives, applicable to particular aircraft, that are issued in the interest of safety.

### The Certificate Holder

The Certificate Holder is the person who agrees to take delivery of any documentation concerning the registered aircraft and take the appropriate action. The Certificate Holder does not have to hold a property interest in the aircraft but usually does. The Certificate Holder cannot be a company, incorporated body or any other legal identity, the Certificate Holder must be a single nominated person.

### The Certificate of Registration

The Certificate of Registration *is in no way a title of ownership*. The certificate has three copies, one is held by the Certificate Holder,

one by the GFA and one by CASA. The GFA does not publish the register as CASA have a website [www.casa.gov.au](http://www.casa.gov.au) where you can look up any aircraft including gliders. This site is usually only about two weeks behind the action. If you are browsing this register and come across a mistake please tell us so we can try and correct it. Usually what has happened is that the glider has changed hands and no one has bothered to inform us.

### The Property Interest Declaration

All of the people or companies that have a property interest in an aircraft are registered. These are those who the Certificate Holder chooses to tell us about and *there is no requirement on the GFA or CASA to make any check on the validity* of the property interest statement. Many light aircraft and gliders are syndicated and with changes to the syndicates going on all the time this causes a lot of work maintaining the register. We have been compelled to do it by the great god ICAO otherwise GFA and CASA would drop maintaining the register of property interest holders immediately and simply rely on the Certificate Holder to advise the property interest holders when it is needed. (When someone needs to be sued for some transgression of international law). In our case we have found it useful when the registered Certificate Holder for some reason cannot be found. This document also has three copies, one for the Certificate Holder one for the GFA and one for CASA.

### What Goes Wrong

Syndicates are formed with the best of intentions amongst the best of friends. Just like marriage really. Years later things change and it can and does happen that a dispute arises, usually over disposing of the glider. Sometimes the Certificate Holder doesn't want to sell and believe they have some right to hold up the sale just because they hold the Certificate even though the majority want to sell. Other problems can arise where a business partnership is being dissolved acrimoniously and a glider is part of the assets to be liquidated. Where these disagreements arise it makes a lot of work for everyone and in an extreme case pushes money

at the lawyers. All this can be avoided with some forethought.

#### 1. Select the Certificate Holder wisely

This person should be trustworthy and reliable. If a Life saving Airworthiness Directive comes in the mail and your Certificate Holder takes no action someone might get badly hurt and your prize joint possession badly damaged. Pick one of the syndicate who is likely to remain in it and likely to have a stable address. Unless we get notified of a change of address by the certificate holder in writing we cannot change it, telling us by 'phone is not good enough, it has to be email, fax or letter. If there is a good reason for it, the Certificate Holder need not be a member of the syndicate *because the Certificate is not an ownership title*.

#### 2. Draw up a set of agreed Syndicate Rules

Most of the trouble syndicates get into is because no one can agree what to do if there is disagreement. The remedy may well be to get it all written down when you first acquire the glider and get every member's signature on the agreement. Besides stating what the circumstances about sale and change of ownership might be, (that's the bit which helps us at the GFA) you can all agree on: ongoing costs, taking the glider away to competitions, allowing non syndicate members to fly it, where it will be stationed, admission of new members to and release of existing members from the syndicate and anything else you all might agree on needs to be stated. The top of this document should read "This is an agreement between the joint owners of glider type XYZ, serial number ###. Then list down all the things you all agree about and last of all *have everyone sign it*.

If your syndicate does get into bother please don't ring us up at the GFA as there is nothing we can do other than provide a shoulder to cry on which won't help you fix the dispute. The only advice we can give short of going to a lawyer is to see if you can get yourself a mediator (Club President or regional President might be respected by everyone).

If you have a set of syndicate rules, which everyone agreed to and signed, it will be very hard for one of you to later refute what the majority want to do.





## European Trike Safari • Part 2



**PETER LÜTZE AND ULLA SAMUELSON**  
(Continued from May issue)

### Friday, 16 July 1999 • Jörg's place

We start in the afternoon, flying past Pirmasens and following the French border south. We can see patches of cultivated ground passing below us as regular as a pattern on a wallpaper. The thermals are strong and it is a bumpy ride. Ulla holds on to me tightly and she is happy when we are back on the ground in Karlsruhe. From there we again follow the French border south to our destination, Bremgarten.

This airfield also reminds us of the war and occupation time, with long rows of tube shaped bunkers. We have no problems finding room in a hangar here. In fact, the one we end up in has room enough for a couple of 747's. The doors can't be moved by hand – they require some big electric motors to be operated. We shared our hangar with over 30 ultralights, some small private aeroplanes and a lot of free space. Of course we get asked the usual questions: "Have you come all the way from Sweden?", "How long does it take?", "Are you going to the Alps?", "Cool! How high can you fly?", "How much does this cost?" We answer all questions as well as we can until my friend Jörg comes and rescues us.

That night we are treated to another wonderful meal, made even better by Jörg's great selection of local wines. They are well in the same class as the Bordeaux vines from the other side of the border. I am glad to hear that Jörg's super modern veterinary clinic in town is doing well.

### Saturday, 17 July • Landing problems

It is now time to head for Austria – the Alps are calling! We start at two o'clock in sunny summer weather. It is probably 30°C and we are soaked in sweat inside our Goretex overalls before getting airborne.

We head east towards Pfullendorf where we want to stop for fuel, *Sauerkraut* and *Knödel*. To the south we see the steel blue Bodensee surrounded by green mountains. When we approach the airfield we can see cars and people on the runway. The explanation comes on the radio when I call them. The field is closed for the whole weekend due to construction work. We decide to head for our back-up field in Bad Waldsee, just 40km

east. But once there we get suspicious. No answer on the radio; the field seems empty and deserted. There is only one glider aeroplane on the ground. Spooky! On final approach, just before touchdown, I see a sparkle in the grass. Water! The runway is flooded! Why was there no white cross marking visible from the air telling us that the field was closed? With full throttle we set course for Leutkirch, our third option some 30km away. Now everything has to be okay. With only eight litres of fuel left we are very happy to touch down safely.

That evening we steer towards Austria. There is no doubt about where the border is. The landscape rises in front of us, transforming from Germany's soft hills to the dramatic limestone massive of the Alps. Here I feel at home, and am amazed by the wild beauty of nature. Not used to flying in this wild landscape Ulla holds on to me tightly and does not like me letting go of the control bar to take photos. The thermals above 6,000 feet make it a bumpy ride, with patches of snow and mind-blowing deep trenches below us.

We are late. I get no radio contact when we approach the field in Reutte-Tirol. The uneven runway lies deep in a valley surrounded by mountains. About 20 gliders and a couple of other aeroplanes are parked by the field.

After landing we find a campground right near the airfield. Ideal! We do not even have time to set up our tent before we are invited to our neighbour's big camping van. Our hosts are here for a week of glider flying, however it has been rain and thunder until yesterday, with hail big enough to damage cars. It seems we came in with the good weather!

### Sunday, 18 July • Fridge-cold in Reutte

We have problems! A delegation of two "fridge cold" men visit us at breakfast. We can barely get a glimpse of their eyes behind their dark sunglasses. "You are not allowed to land here! This place is forbidden for UL aeroplanes. If we allowed it we would have a hundred ULs here next year! Wise from my mistake in Hilleröd, this time I had checked the Jeppesen manual before arriving. I had found no such limitations, which I pointed out to them. "Yes, it does say it in the Jeppesen manual," says one of the gentlemen, "I have seen it myself. And also these small planes make a hell of a noise, and it would..." His words are drowned out by an ear defending noise, amplified by the mountain walls. It is a war-bird from the Second World War, in flashy colours and with the text 'Red Bull' on the sides. It flies over the field for 15 minutes showing off some fancy aerobatic manoeuvres. We have to cover our ears. Compared to this monster our muffled trike sounds like a summer breeze. Perhaps the men, even through their dark sunglasses, see the comedy in the situation. One says, "You have to talk to air control about this," then they walk away.

We approach air control right away, finding the flight leader having his lunch in the taverna. He just laughs, "Have you flown here from Sweden? Fantastisch! We shouldn't even charge you any landing fee, but we usually charge 8DM. Is that okay?" That sure is okay! Relieved, we walk away.

One hour later we taxi out for a take off towards Zell am See. We get our go ahead from the tower, "Nach eigenem ermessem." Shortly after we climb among the mountains and report back that we are leaving the zone. "Danke für Ihren Besuch, auf Wiedersehen und guten Flug!" is the last message we get before we switch over to the information frequency.





a giant glider with 27 meters of wingspan touches down with Monsieur and Madame. They are on a flying vacation from Provence. Without motor! Every day they let themselves be towed up and then set course for their next destination. That's the way they are travelling throughout Europe! Two beers later Madame and Monsieur arrive in the restaurant, in perfect outfit, for their late supper. We are impressed!

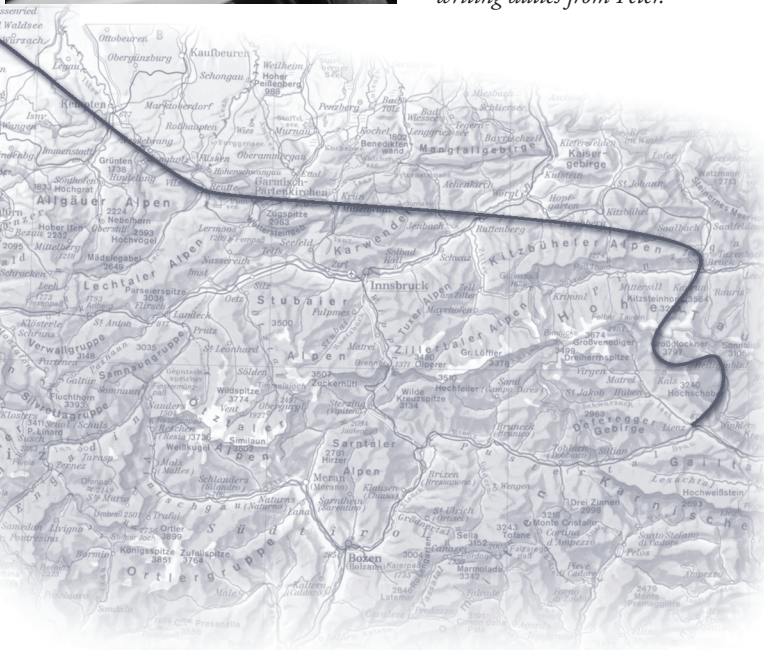
*Sub-ed: It is at this point in the article that Ulla takes over writing duties from Peter.*

## French in Zell am See

We start climbing in the wonderful Alp landscape. The peaks are at 8-10,000 feet. The view is marvellous. After about an hour of pleasure we land at Zell am See.

A reporter from the local paper wants to do a story about our trip, but our first order of business is to find a place in a hangar. This is high season and everything is filled to the limit. Despite the very helpful staff free space in a hangar cannot be found. We end up behind a wooden hangar, where we are allowed to set up our tent with special permission from the manager.

A little later we sit at the airport restaurant and wait for our food. I have my airband radio switched on. We hear conversation in French! A monsieur "X" is about to land and he wants to have a rental car driven to his parking spot. What a snob! He must be arriving in some luxurious jet. We wait with excitement, but we are mistaken. Fifteen minutes later



## Monday, 19 July • Trekking in the Alps

We wake up to yet another day with a clear blue sky. When I peek out from the tent opening I see the mighty Alps all around me. It is nice to be back in Zell am See. I have been here before, years ago, when my best friend and I travelled by train around Europe. The memories are a little vague, but I remember the lake, the high mountains and the beauty of the landscape.

Today we will be trekking in the Alps and we start with breakfast at the airport restaurant. We did leave our camping kitchen at home due to the weight, but we have not regretted that. All airports we have visited in Germany and Austria have had restaurants.





Perfect for a cup of coffee or dinner when you have just landed! This is where the pilots eat of course, but the restaurant also seems to be a place where locals come for a beer or two and to watch the traffic at the airfield. Nice!

We start by taking the chair lift up through high and thick woods. Above that the landscape opens up and is as every bit as beautiful as I have seen it in my dreams. Big flower filled meadows stretch out around us. We find blueberries in the thickets and the view is absolutely marvellous. We make good use of our camera here and shoot some nice panorama pictures, even if we do have firm ground under our feet!

We climb higher up the steep hills. It becomes warm by noon and we stop frequently to drink water. Eventually we reach Schmittenhöhe, 6,600 feet above sea level. Here we see soaring hang gliders and paragliders. I can see that Peter yearns to be up there, and I can understand why. At the peak there is a restaurant, so we take the opportunity to have lunch and write some postcards before we head for the "Panorama trail". We really enjoy our walk after the long trip to get here, and we look forward to more trekking in the Austrian Alps.

When we get back to the airfield we treat ourselves to a nice dinner before we slip into our small tent next to the trike.

## Tuesday, 20 July • Over Grossglockner

Today we are going to fly over Grossglockner, the highest peak in Austria at 11,000 feet. Very exciting. The weather is nice, clear and calm; we start early in the day.

The first contact with the Alps the other day was a giddy experience for me. During the first part of the trip we had only flown at 1,000-1,500 feet above the ground with lots of places to land below us. All of a sudden we were high up in the air and the mountain walls were steep and it was a long way down to the bottom of the valleys. It was a tingling sensation.

Now I am used to the height and the mountains and I enjoy the magnificent Alp landscape.

Since we left Zell am See we have climbed continuously. But even so we have to make some extra turns before we are high enough to fly over the top of Grossglockner. This is an amazing experience. On the other side Peter makes another turn with the trike so that I can take a panorama picture of the wild, snow covered Alp peaks. Down below is the lovely village Heiligenblut in a green valley.

Later we land at the airport Lienz-Nickelsdorf. This time a space in a hangar is easy to get. After that we take a taxi to the friendly town of Lienz where we feel very welcome. We find a nice café and order cappuccino and Italian ice cream. Good food and drink is our motto on this journey. With help from a room agency we find our way to the wooden villa that is going to be our home for a few days. All honours to our Thermo-rest mattresses, but a nice soft bed is lovely!



*Tune in next month for more of Peter and Ulla's adventures triking around Europe, including trekking in Lienz, visiting Peter's parents in Vienna and living it up in the beautiful city of Prague.*

### Facts

Trike	AirBorne Edge-X
Take-off weight	385kg
Cruising speed	~105km/h
Motor	Rotax 582 UL (dual carburetors, dual ignition, dual fuel system)
Fuel consumption	~19 litres/hr, two stroke fuel
Action radius, full tanks	3 hours + 20 minutes back-up
Propeller	Brolga 4-blade, carbon fibre
Instruments	Altitude, speedo, motor rev, motor/water temp, exhaust temp, motor hour meter, compass, Garmin GPS XL-12, airband transceiver
	Icom Mk 2, intercom
Other equipment	Lightweight tent, Thermo-rest mattresses, lightweight sleeping bags, VFR-GPS maps 1:500 000, Jeppesen manuals and personal belongings.







## PARAGLIDING MISTAKE: Shortening Brake Lines

GRAHAM SUTHERLAND

**O**n Day One of the Manilla Open I was doing my job as an official wind dummy. The wind was a bit strong and the air was rough up near the inversion. I had previously shortened my brake lines by about 70-80mm to make my arm position more comfortable whilst thermalling. My thinking was that I would get used to having my hands higher. I thought that my hand position would be controlled by brake pressure and how the glider responded. I was wrong. The turns felt only a little funny in that I felt that I should be leaning out in the turns. People on the ground later told me that the turns did look like I was using too much brake.

At the inversion about 1,000ft above launch, I had a big collapse and all hell broke loose. I went from collapse on one side to collapse on the other with big rolls and lines going slack. At one point I looked up and the canopy was above me but it was concertinaed from front to back with it bowed up between the A's, B's and C's. I thought 'it's parachuted' and let the brakes right up, whereupon it recovered. This is when I realised that shortening the brakes was not a good idea.

I flew around a bit more wanting to do the wind dummy thing as everyone else had landed. Eventually I decided I had had enough and headed for the west bomb-out. Over the bomb-out I flew into a thermal and found myself back up again. Okay, so I'll land in the east bomb-out. Another thermal over the bomb-out enticed me to cloud-base. Alright, plan C, I'll head off. I'll just be careful with the brakes.

I was low near Tarpoly when it all happened again. This time I ended up spinning the wing and getting the lines twisted. I knew that I was only a few hundred feet above the ground and was about to throw out the washing when I realised that I had one brake pulled down too far. I let it up and luckily it pulled through the twist and the wing started flying again. A quick look at the ground and I let myself untwist in time to scrape over the trees and into a field. The first thing I did on landing was return the brake lines to their original length.

It seems that it is hand position not brake pressure that is our main feedback. When the shit hits the fan and you are being thrown from side to side, the arms are on automatic and can revert to previously learnt responses. Talking to Godfrey about it later he said the manufacturers preset the brake length for a reason.

I don't think that I can lay any blame on my Bagheera as it has never done anything remotely like it before or since. It was pure pilot error. So if you're thinking of shortening your brakes, be aware of the dangers.



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# Direct Membership Payments

BERYL HARTLEY

In the past year the Gliding Federation turned 50 years old. The world debated the view that we would collectively celebrate our 1999 or 2000th birthday. The Australian government moved to introduce the Goods and Services Tax. Glider pilots the world over still took to the skies and escaped the world's woes.

The GFA Executive elected in September 1999 have investigated the facts of the GST introduction and the effect on the day to day business within our present structure. The GFA Treasurer entered into discussion with the Australian Tax Office on behalf of our members. The Executive then put in place a plan to ensure the GFA would meet the requirements of members and the legal demands of the government.

Accordingly the GFA office is introducing a new business software package with GST, MYOB Plus. Staff in the office are undertaking training on both the GST and MYOB. The

business package is widely used and taught in business training facilities. It will allow for additional features to be provided to members when linked to the GFA membership database, eg: membership cards, options on membership terms, promotion incentives for new members, etc.

The GFA is a registered organisation under the GST guidelines. Many small clubs have indicated to the executive that they choose not to register. A business must register if it has a turnover of \$50,000 per year and a non-profit organisation must register if it has a turnover of \$100,000.

Following discussions with a number of clubs, the tax office and the GFA office staff, it is clear that a change in the method of collecting all GFA payments is a timely concept. **The Executive will put in place a procedure whereby all payments including membership payments will be invoiced direct from the**

**GFA to the member.** Clubs will no longer be required to collect payments for renewal of existing GFA members on behalf of the GFA. New stationary will be distributed to all clubs prior to 1 July is assist clubs with the collection of TIF's, one and three month members and new memberships. This procedure will be put in place for all payments due from 1 July 2000. All members to be advised.

This message will be posted on the GFA web page, distributed to all clubs and renewal notices sent to all members directly. Each club to be sent a list on a monthly basis advising on the status of current membership. The GFA has installed a credit card facility in the Secretariat and payment may be made using this medium for all sales and services.

**The GFA membership fee for 2000/01 is unchanged from 1999/00.**

For any inquiry please contact the GFA Secretariat.



## VGA Millenium Expedition to IVSM 2000

ALAN PATCHING

Vintage Gliders Australia has been invited to compete in the International Vintage Sailplane Meet, IVSM 2000, to be held at Harris Hill, New York State, USA, from 1 to 9 July 2000.

This vintage sailplane regatta is being jointly sponsored by the Harris Hill Soaring Corporation, the National Soaring Museum and the Vintage Sailplane Association.

Harris Hill is close to Elmira, the home of the Schweizer Aeroplane Company and it is also the site of the SSA National Soaring Museum.

Since space is limited, the entries have been limited to 50 gliders with priority being given to gliders designed before 1958. Entries have already been received from Europe and Japan.

The VGA has decided to send a contingent of five members: Alan Patching, Kevin Sedgman, Bob Wyatt, John Ashford, Martin Simons and the 'Golden Eagle' which will be the oldest glider participating. This decision has only been made after receiving strong invitations from Paul Schweizer and Howie Burr. Howie is past president of the American Homebuilders Association and built the one and only Schweizer 1-25 while working at Schweizer's. There are moves to take the 'Golden Eagle' to Oshkosh where it will be part of an antique aircraft exhibition.

The IVSM will be run in the tradition of European rallies. Tasks will consist of duration events and short cross-country flights over safe terrain.

To encourage overseas participation, registration fees are being waived for foreign competitors. The response to our appeal in the October AG were encouraging but the cost of making this entry is so large that the VGA is seeking further financial support from GFA members to make that participation possible. Any offers should be made without delay to the Hon. Treasurer VGA, 11 Sunnyside Crescent, Wattle Glen, Victoria 3096. He can also be contacted on (03) 9438 3510.



VGA members with the Golden Eagle and replica built by Colin Collyer



# Narromine National Championships 1974/75

NOEL BURNETT

Maurie Bradney's story titled "The Pink House" published in the February issue of Australian Gliding bought back memories of the 1974/75 National Championships held at Narromine.

This was the first Nationals since the World Gliding Championships were held at Waikerie and everyone was full of enthusiasm, gliding was truly "booming". I was one of about 10 pilots from the Waikerie Gliding Club determined to do well and show the "Easterners" that South Australia was the true centre of gliding excellence.

With the influx of several gliders from the World Championships this was the biggest National Championships in Australia to date. Roger Woods was the Competition Director and as always he did a first class job. Readers will remember that Cyclone Tracey called on Darwin on Christmas Eve 1974 and Roger arranged a collection from those attending the Nationals for the relief fund that was established a few days later when the extent of the disaster became known.

Although it was my first Nationals I was hoping for a top ten placing. I was frustrated when early in the competition, after finishing in the top three on the first day, the day was cancelled after a protest. The organisers had produced a book of turnpoint photographs for the competitions and one of the turnpoints was of two farm dams in a paddock that was otherwise featureless.

At briefing a local pilot, Alan Yeomans, drew a sketch of the area on the board showing how the roads ran and repeatedly said that there was a huge shed in the next paddock to the south that could not be missed as it was visible for miles. I was one in the first group to arrive at the turnpoint area to find that although the shed was visible the dams did not look like the photograph. There were no other dams nearby so we took a picture and went on with the radio bleating as more and more pilots arrived and could not reconcile the photo with the ground. Turns out the photo had been printed back to front and upside down!

In retrospect the protest was probably fair enough but I was somewhat bitter and remember saying "but what about the shed that glittered in the sun from 20k out," to one pilot who maintained he could not find the turnpoint only to be told, "Yes, it was okay for those like



The author

*you who arrived when there were no cloud shadows on the ground.*" I did not remember quickly enough that it had been blue all day.

The weather at Narromine was not consistent, we lost two days early due to bushfire smoke, then on 7 January we launched into a hazy sky only to have the day cancelled as the smoke thickened. As it turned out this was the best day for thermals, my log book records that I flew to Dubbo then Coonamble and home to Narromine getting 11,000ft in 10kt thermals. Next day we did not fly again as this time the storms were scattered through the area including right over the airfield.

So on the 10th I was surprised as anyone to find that the Day Four Standard Class task was the 500km that Maurie describes Narromine-Garema-Lake Cargelligo-Narromine. I remember several people asking Wally Wallington, who was doing the meteorology, whether it was logical to try such a task after the stormy weather we had had and with the threat of cirrus to the west. But Wally was as always confident (he did not have to fly!). Wally also invented one of his new theories that day when several pilots started to complain that at about 3pm on the previous days the thermals seemed to get scrappy and weak. He said this was the "afternoon lull" and just be careful.

So we set off and things were good to begin with as Maurie describes. I too was flying my brand new Standard Cirrus that had arrived in Australia with the Waikerie Club owned aircraft flown by Maurie. I was determined to do well

this day as I had been second on Day One and had slipped to 13th on Day Two and 19th on Day Three.

I kept pushing and soon Lake Cargelligo appeared ahead and I was now low and desperate for a thermal. Remembering the old adage of going in to an upwind turnpoint low, I rounded the turnpoint planning to drift along the last leg in what weak lift was available. My plan came quickly unstuck for I rounded the airfield at a low altitude and realised that there was 10-20km of unlandable lake and scrub

ahead. Try as I might I could not get high enough to cross this area with safety as the thermals were too weak. Eventually to be safe I flew back to the turnpoint and landed on the big, safe airport.

Luckily I got a message to the organisers through on the radio via someone still in the air so I was confident that my trusty crew member Geoff

Osborne would come and get me despite the fact that I was the maximum possible distance from Narromine. I tied the glider down and then started to look around. I noticed that the airfield was pretty bare with just a few objects close to the ground beyond the fence.

A little way off I saw two objects that looked familiar. When I got closer I recognised them as two ceramic toilet bowls sitting side by side on their concrete base with nothing around them. The toilet building I found later scattered in many little pieces a few hundred feet away, curious.

The last "structure" to be seen was the windsock, or what was left of the windsock. It had been a standard windsock on a 20 foot pole made from three inch waterpipe, but the sock was missing and the waterpipe was bent parallel to the ground about two foot up. How on earth had all this damage been caused?

A local arrived at the airfield and advised that on the previous day a tornado had hit the area, touching down at the airfield from a huge thunderstorm that dropped three inches of rain. No wonder there were no thermals locally.

The next day at the briefing, given that only one pilot completed the task, and that the rest of us were bleating madly, Roger promised that in future he would ring someone at each chosen turnpoint to check on the micro weather before announcing the day's task.

Needless to say I ended the contest in the bottom half of the list.







# World Championships Club

**TERRY CUBLEY** is contest director for the forthcoming World Championships in Club Class and provides some details on the preparation for this world event.

## Preparations

Excitement grows over the staging of the first World Championships for the Club Class. Destined to be a true test of the skills of a different group of pilots interspersed with a number of top performers from the more traditional World comps.

A practice championships, Barossaglide, was held at Gawler in January 2000 along with the Australian Club Class National Championships. Nineteen international pilots from Germany, England, Japan, Denmark, Sweden, USA and Hungary together with 35 Australian competitors, meant a great competition with some very close scores.

Weather was less than co-operative but still pilots competed on eight days and saw a reasonable slice of the task area. Many flew POST tasks for the first time and certainly showed talent in learning the intricacies in a very short time. The top ten pilots included four Europeans and six Australians.

## Club Class Sports Class – Europe, USA, Australia?

Club Class has developed separately in Europe, USA and Australia. The USA and Australian competitions (called Sports Class) are reasonably similar due to the decision in Australia to send representatives to the USA Sports Class competition over a number of years.

Whereas the European Club Class has restricted entry with only Standard Class gliders up to the performance of the LS4 and DG300 permitted to compete, the USA and Australian national championships permit any glider to fly with its appropriate handicap. This meant at Barossaglide we had a variety of types from Ka6 through to Nimbus 3D. In the final results we see Libelle, LS8, LS4, Discus, LS1c, Pik20B in the top ten placings.

For the World Championships the IGC has agreed to 15m and older Open Class gliders (eg Phoebus C, Open Cirrus) being eligible, provided that they fall within the approved

handicap range for the competition. The Gawler championships can expect to see DG200, Pik20 and LS3 competing against the Phoebus C and Open Cirrus as well as the normal group of older Standard Class gliders from Libelle through to the LS4.

## Tasking types

European Club Class has used set speed tasks almost exclusively. In the USA and Australia the competition has developed with the use of Speed Only POST (now called PST by IGC). The main advantage of PST is that it requires all gliders to fly for the same period of the day. Very important with a wide range of aircraft types. With a set task of say 250km the Nimbus 3D only needs to fly for two hours and so flies in the best part of the day, whilst the Ka6 is coming home at the end of the day after a four hour flight.

IGC now requires at least two types of task to be flown in a World championships and in Australia the tasks will be a mixture of PST and Assigned Area Task. To reduce the fears of local knowledge having a major impact on the results with a PST, compulsory first turns and compulsory turnpoint sectors will be used. This ensures a more consistent traffic flow and all pilots will fly in a common direction until the weather conditions are analysed.

## Gawler – the site and the weather

As with any competition, the week before Barossaglide had fantastic weather. Every day, thermals were topping out over 10-13,000ft. Temperatures were consistently 38-42°C which made it uncomfortable for the crews but created some great flights for those lucky enough to be there. A few 750km flights were completed with turnpoints up north in the spectacular Flinders Ranges.

The weather during the competition was disappointing although tasks were flown on eight contest days. A low pressure trough and cyclone on the north-east part of the continent fed high cloud over the contest area and kept a series of small troughs passing through. We became stuck in cold south-west to south-east winds with low cloud bases of 3-5,000ft, occasionally blue to 6,000ft. The wind speed was commonly 20-25kt which created difficulties for the lower performance gliders such as the Ka6 and Bergfalke. This weather pattern usually lasts for only one or two days during a normal six to eight day cycle. For Barossaglide, it lasted for the whole competition.

Of course, the cycle finally changed after the last contest day and Australia returned to its normal 6-10,000ft cumulus days over the next four to six weeks.

The task area around Gawler has three distinct areas. From the north-east to north, the ground is very flat and open. With the low heights being found during the contest, many pilots flew in this area due to the greater ground clearances. From the north to the north-west the ground gradually rises some 1,500ft with a couple of low ridges running north-south. This area generally warms up quicker and produces greater heights and stronger thermals. The further north you travel the better the conditions become. From the north-west to the west is a river flat which is usually quite soarable but often is a little trickier. Once across the river you are in the flat, sandy country south of Waikerie, quite strong conditions.

During the World comps, pilots will be sent into all three areas of the contest in order to check the pilots abilities in a range of weather and terrain conditions.

## Sea-breeze?

Gawler is less than 40km from the coast and so with a northerly wind we can often get a sea-breeze front from the south-west. This cold maritime air cools the local area fairly quickly and can stop thermals in the local area.

As the task area is to the north and north-east, the only encounter with the sea-breeze is on final glide. Usually the sea-breeze only travels 20km past Gawler but on occasions may move further inland. To ensure that there is no disadvantage for lower performance gliders we have established a remote finish some 20+km from the airfield. With this location pilots are ensured an opportunity to get speed points for the day. With the aim being to get everyone home to Gawler on each day, a penalty is applied to pilots using the remote finish so that we encourage its use only if the sea-breeze is a problem (for everyone). The penalty in 2001 will be 100 points.

At Barossaglide this year we had no problems with a sea-breeze, the wind was already a strong wind from the sea and reasonably unstable although at a low height. People often refer to these southerlies as the sea-breeze but this is not the case. It is still quite soarable in these conditions whilst the real sea-breeze, which sets up against a prevailing northerly wind, cuts off convection as it moves through.



# Class Gawler 2001

The strong southerlies were a problem at Barossaglide mainly because of their strength. There were still thermals on the way home but pilots of lower performance gliders chose tactically to use the remote finish to avoid the long struggle against the wind.

Expectations are for only one or two days with sea-breeze impacts during the World competition period.

## Preparation for the Worlds

The rules have been set and are shown on the web page. Basically, the World comps rules – Annex A – will be used for the competition with only a small number of variations to suit the local conditions.

The handicap list has also been published and many pilots are already booking gliders from Australian clubs and individuals to use during the contest.

Sufficient gliders will be available for hire in Australia and the exchange rate will ensure that this is very affordable for visiting pilots. Of course, if you have a specific type that you wish to fly then an early deal will be recommended. The web page has details and you will be put in contact with owners in Australia to arrange the hire of the glider. Some owners and clubs are keen to provide crews and possibly cars to support international visitors.

The Adelaide Soaring Club members are working hard to ensure that the facilities are first class, the emphasis being on creating a friendly atmosphere where pilots and team members are able to achieve their best performances whilst enjoying developing relationships with similarly minded people from around the world.

Estimates are for 50-55 competitors in Club Class with a maximum of three pilots per class from any one nation. So far, over 22 nations have indicated their intention to participate.

As South Australia is one of the most versatile tourist venues for international visitors, a lot of effort is being put into providing tourism information and opportunities, before, during and after the competition.

## Support for teams

There are two main avenues of support being made available for visiting teams.

Through sponsorship of the event from Australian Major Events (a division of South Australian Tourism), each team will be given financial support for their attendance. Each

team will receive \$2,500 after their first launch of the competition. This can be used by the team in any way that they please and will certainly be a great help to many teams as attending a World Championship is an expensive exercise.

There has also been a lot of interest shown by community groups in Australia to provide support to pilots. For example, the Russian community group is offering some support to pilots from Russia. We are able to put people in touch with these community groups if they so please.

## Information on the web page

Detailed information on any aspect to do with the World Championships can be found on the world comps web page. See: [www.worldclubclass.on.net](http://www.worldclubclass.on.net)



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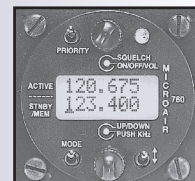
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**or Reg Moore at <rfmoore@senet.com.au>**

**You will be placed in contact with pilots to negotiate  
all arrangements.**



# Indonesian Breezes • Part 2

**JOHN MCKENRY**  
(Continued from May issue)

## Wonogiri

Wonogiri is located in Central Java, an hour from Solo and two from Yogyakarta. This is the home of Javanese culture and history, with both cities having their own royal families and palaces. The Hindu and Buddhist temples scattered around the countryside bear testament to the changing nature of this nation.

I stayed in Solo and took the local bus to Wonogiri. I normally stand as the seats are too close together for comfort. You always have to keep an eye on your equipment (last year someone sat on my backpack and managed to crack my helmet!). I then hired a minibus to launch. Although I hired one each day I still had to haggle the price each time. It was a little bit like a scene from 'The Life of Brian'. I always ended up at the same price, \$2. This was all a bit different to my last visit, when we had a Military Police escort and were treated like VIP's.

The road up to launch was in poor condition, mainly due to trucks which have been using the road to collect timber illegally (logged by poor farmers). I felt a bit guilty that I was going there to play, but then again I knew the road would not be touched unless a new competition was organised. With a big reservoir to the front and dry arid land rising up to a set of

mountains, I view it as a classic inland thermal site. I was the first paraglider pilot to launch off the top six years ago during a hang glider comp and have always enjoyed flying here.

For the first few days the thermals were broken up and getting high enough to jump over the back was impossible. On my third visit I took off into a stomper and went straight to base. Don't you just love it when that happens! Once over the back you have a big cooking pot of rice paddies and villages. Sadly for us pilots the reservoir is actually working and the once arid landscape in the dry season is now fertile all year round. Green rice paddies are not the best thermic triggers known to man.

Finding thermals in these conditions means keeping an eye out for rubbish. On more than one occasion I have been saved by seeing plastic bags being sucked up to base. Sometimes in light lift you end up circling quite low with kids running out of villages expecting you to land, only to see you continue to drift with the wind. I managed to get over the back to Sukerharjo (some 22km away) on two occasions in five days before the weather changed and signs of the monsoon winds started (very UNseasonal).

## Mount Merapi

At Yogyakarta I caught up with some friends and tried to talk them into climbing Mt Merapi. Come on guys, it's only 3,000m to the summit.

Excuses of age, kids and work came thick and fast. The best excuse was from a friend in an outdoor club who said, "I have been up there over 200 times, give me a break!" I have wanted to climb this mountain for years, but have been stopped on a number of occasions because the volcano was active. One year a village was wiped out when the volcano poured out poisonous gas.

The trek up began at midnight with a relatively easy track. Sadly the amount of trekkers made it a bit like a festival. Unfortunately half-way up the wind began to blow. This was most unusual as it normally kicks in at dawn. I really hate having to climb down mountains having lugged up a glider, but I have had to do it from bigger mountains than this in the past. The wind did die down for an hour, but the launch area was radical and there were sharp vulcanised rocks everywhere. However, the walk was good and the scenery at dawn was amazing before the clouds rolled up the mountain. Better than Mt Batur in Bali any day!



Above: And we thought carrying a paraglider was hard work!  
Background: Approach to Sukerharjo, Wonogiri



PHOTOS COURTESY JOHN MCKENRY



Standing on Mt Merbabu with Mt Merapi in the background

## Gravity sucks

After a few days of rest I was told that a heap of pilots had heard of my flights from Wonogiri and were keen to get some of the action. On the way to launch the very overloaded little Daihatsu decided it did not want to play any more so we walked the final kilometre or so. It was incredibly hot yet it was not even 10am. Covered in sweat we got to launch to find conditions perfect.

The conditions at this site can change quite quickly so I encouraged the other pilots to get their gliders set up and all their equipment on. I started getting out my gear and found to my horror that my vario was missing. The previous evening I had shown it to some guys and left it at the house. Damn!

I saw off three pilots, two of them Indonesia's most active and professional. We all wanted to see the distance record for the country smashed, and conditions looked stomping.

Two of the pilots immediately hooked into a good thermal to the right of launch, but the next one took off as the cycle died. This is not a problem as you can soar below launch on a ridge, which has a good thermic trigger. I launched and found some weak lift. I could see the other two pilots at base and thought, 'hell, I'm going to miss out here'. I headed for the trigger and got bounced around a little before gaining any height. I could see the other pilot catching a thermal with strong lift, and headed out to him only to catch the bottom of the bubble and fall out. I returned to the trigger and again got bounced around more than normal, but I was gaining height so I slowly did figure of eight's until the lift got strong enough for me to circle in.

The wing felt "funny" and I had lost pressure on the left side. I weight-shifted right, and when the wing started to rotate towards the left I applied a right brake then pumped the left. I heard a small ruffle then my right wing collapsed. I did a 360 before getting the wing under control and getting out the collapse on the right wing. Then it was the left wing's turn to collapse. I was not prepared for this and did three rotations before again gaining control.

This is not fun any more! Two days before I had celebrated 10 years since getting my license, and I was full of confidence having recently flown from Eungella and Gillies in Queensland (both rarely launched from by paragliders). The stint of flying in Bali had only bolstered my confidence, with a magnificent evening flight at Candi Desa being one of my most memorable flights ever. To cap it all off, the evening before we had all been sitting down watching Jockey Sanderson's SIV video from Turkey. "I was there eight years ago," I told the lads, "on the first SIV course!" I thought I knew it all!

Everything calmed down for a second and I was still quite high. Kebumpa! I had gone negative and began to rotate below the glider in the opposite direction. I knew what to do (Big Mistake!): I grabbed the D-risers and stalled the glider. I came out of the stall untwisted and realised just how close to the ground I was. I was still disorientated, but I did know that a boulder the size of a two storey house was coming up real fast. I took a couple of raps on the brakes, but before I could use them the glider, which was still surging, fully stalled in the rotor. Bang!

I must have dropped at least 10 metres and my back hit the rock. I then slipped off the rock onto the track below. I was alive, but only just. I had all the air knocked from my lungs. All I could think of was, can I move my toes? Is my back okay? A few seconds later a farmer came running up. His first words were, "Dari Mana? Australia?" Literally, 'where do you come from?' I hissed out "Ingriss, Ingriss. I'm from England", not only because it is correct but also because



Snakes for sale at Bundung





**Lucky to be alive**

the Indonesian press had reported the day before that Interfet troops were burning Pro-Jakarta militia alive in Dili.

The next farmer arrived and offered me a cigarette – just what you need when you can't breathe. I was aware the remaining pilots on launch would think I was dead, so I tried a wave but was more concerned with getting unhooked and not moving around unnecessarily.

Within half an hour I was being carried from the scene on a stretcher made from two pieces of bamboo with a chair strapped in between. I ended up kneeling on the chair, which was the most comfortable position, but the carry-out down the steep dry fields was even scarier than the SIV course I had just completed. Within an hour of the accident I had been X-rayed and told there was no bone or vertebral damage. I was then driven back to Yogyakarta where a second set of X-rays (at the best hospital in the city) showed the same results.

To my amazement I was told a video had been taken of the accident. I sat down with the other guys to watch, and when the point of impact came everyone fell silent and looked at me. I knew at that moment that I should be dead!

I spent the next two weeks laid up in bed getting back massages twice a day. (My masseuse was 74 years old!) Slowly I began to walk, but bent over like an old man. Then, leaving all my flying gear with a friend, I flew to Japan and for once had a non-flying break.

I did not fly again for another few months, although this was due to weather as much as anything else. I knew the longer I left it the harder it would become. Fortunately, however, the day before leaving the country for my return to Australia I was able to have two hours at Timbis in Bali. So I am back on the horse as it were, but flying with a totally different attitude.

None of us are indestructible and I am one of the luckiest pilots around.

So, what caused the accident? Firstly, I was not in a good frame of mind, tired from walking up to launch. I then got frustrated at having left my vario behind, and was further annoyed that I was not going over the back with my mates. Then what happened? The best explanation (outside freakish thermic conditions, turbulence and rotor) was that I had gone parachuted and not realised it. When the wing felt funny I should have looked at it, not just gone by feel. By applying input I was doing the worst thing possible. I have been parachuted on a few occasions in the past and it is easy to use the speed bar or push on the A-risers. I don't know why I didn't realise since I was wearing a half face helmet which makes feeling the elements easier. After going negative I should have thrown my reserve. I could have ended up in the small village below with its myriad of powerlines, but that is better than dead! I have learned that over-confidence in your own ability, due to either good luck or fortune in the past, is as big a danger as fear is. This could have happened on any glider, but with 40 hours on this one I felt at home on the wing. Always remember to keep a healthy respect for the wing. I also have a six year old harness with 10mm of foam. I was incredibly lucky!

## Conclusion

Indonesia is a great place to fly. The people are hospitable even though they are having a tough time: just imagine the price of everything quadrupling, while your wages stay the same or you lose your job entirely. That is the reality for 20 million people, along with the proliferation of crime and drugs. But don't believe everything you see on the news, as journos tend to look for the worst rather than the best.



## “Mixing it”

TONY DENNIS  
(Microlight CFI at Benalla)

For a while now we've been mixing our stories and opinions in our combined magazine. It is a good thing, and my opinion is that our future is in operating together. I feel it would be interesting to write an article about how we mix it in the air, especially in the circuit.

I have first hand experience of this as we have been operating microlights (ie trikes) from Benalla Airport since 1991. Back when we first started operating out of Benalla the local council thought it would be best for us to operate with the gliders and use their airstrip, as we do similar speeds and from our point of view it was better to land on grass than on bitumen. I think one of the main reasons why we've always had a good operating relationship with the gliding club at Benalla, and appreciate each other's airspace, is the fact we have sat down and discussed each other's requirements in the air and on the ground. Us being the 'new kids on the block' at that time we were keen to do the right thing and would regularly meet and socialise with the gliding pilots. The gliding club at that time also made an effort to talk to us to discuss any operational problems that occurred in the early stages. Looking back this made all the difference.

## Performance

When flying together it is important to consider the performance differences between a microlight and a sailplane, and a tug towing aircraft and a tug with no glider on it.

The modern microlight has a flying speed of 30-80kt. It can take off in around 100m and can climb at up to 1,000ft/min. Typical circuit speed is 40-50kt. Potential descent rate is 500-1,500ft/min.

Sailplanes have a flying speed of 40-120kt. They can take off in approximately 100-200m on tow. Typical circuit speed is 50-65kt. Sink rate is about 0.5 to about 1.5m/s in the circuit.



# – Trikes and Gliders



A sailplane on tow has a flying speed of 50-70kt. It can take off in approximately 100-200m on tow. Typical climb speed 200-800ft/min. Release altitude typically 500-3,000ft.

A tug aircraft has a take off airspeed of 50-70kt. Typical climb rate 200-800ft/min. Descent rate over 1,000ft/min. Descent speed 100+kt (note that the tug is dragging a rope approximately 200ft long).

## Traffic overlap

The main areas of air traffic overlap will occur:

- on take off, when microlights are outbound and inbound,*
- in the circuit, including when gliders are returning on final glide from cross-country flights.*

## Visibility

Something that all microlight pilots are taught well when flying at Benalla is the visibility angles that a glider and microlight can observe in flight. A glider pilot can mostly look forward and up. A microlight pilot mostly forward and down. Conflicts can occur when a microlight is circuiting and climbing while a glider is descending into the circuit. Take time to look at where the tow planes descend and join the circuit. They usually descend and join the circuit at the same place and height. A tow plane has usually had poor visibility and is moving very fast compared to a microlight.

## Know what goes on

It's a good idea for trike pilots to take time to go and watch gliding operations in progress – by watching from the ground you can see the glider's circuit heights and tug's circuit joining positions. It is also good to watch the glider and tug launching technique, and note the time it takes from the tug starting up to actually launching. This is useful to know in a microlight when you are on a downwind leg, in order



**Top: A glider and a trike at Benalla. The gliders are finishing up flying for the day while the trike prepares for a sunset soar**



**Above left: View from the cockpit of a microlight – the pilot can mostly see forward and down. Pilot, Therese Dennis; passenger, Tony Dennis  
Above right: Passenger Jiri Stipek illustrates the view from a sailplane cockpit**

to anticipate the tug and glider launching and allow for the prop wash.

## Radios

Radios become a huge advantage when operating with gliders. They are effectively a third eye, and make identifying an aircraft in the air or one about to launch so much easier. As with any radio, make a clear and defined call of your aircraft number, type and location.

## Beacons and strobes

It is quite easy to fit a beacon or strobe to a microlight. Most of the trikes in our hangar have one or two beacons fitted. One of the tow planes at Benalla was recently fitted with wing tip strobes – the improvement in visibility has been quite incredible just by fitting a couple of strobes to this tow plane. Fitting a beacon or reflective device to a sailplane is a lot more difficult, but I think it would be good if someone developed a low drag reflective device for sailplanes.

## Training considerations

When a glider and tug combination has launched allow the tug and glider to get 200-300ft into the air, not just to allow for the prop

wash but also to allow the glider manoeuvring room if they have a weak link break or rope break after launch. Gliding clubs, like microlight schools, are usually conducting training and may simulate a weak link break or rope break at any time. Gliders may also be practising spin training with a very high descent rate. So it is good to identify where the relevant training areas are for gliding and microlighting.

## Winch launching

I've not discussed anything about winch launch gliding as I have not had much experience operating from airfields where winch launching takes place. I'm sure they have their own safety considerations with a fast ascending glider on 3,000-4,000ft of cable and the time the cable takes to be retrieved.

## Communication

At Benalla we've had very smooth operation between gliders and microlights, with around 70 gliders hangared at Benalla and 18 microlights. The key to it all is communication. Be prepared to talk to each other and discuss any operational considerations. Be courteous to each other's form of operation.







# The way we were



Top: Torrential rain has made the paddock a sea of mud ♦ Above: The Bergfalke being towed across the main runway



Crossing the hoggie creek

The Gliding Federation turned 50 years of age in the last year. In a nostalgic look at some photographic memories we look this month at the Great Retrieve story. Oh! the books that could have been written featuring the worst retrieve. Well maybe someone will get around to that one day.

These photographs certainly tell a story. But what is that story. If you were one of the crew assisting with any of these retrieves. let us know the real tale of the time.



# First International Soaring Grand Prix

**A new type of gliding competition aimed at improving media and public interest and exposure.**

**TERRY CUBLEY**

**T**his is truly a different type of competition, one which really motivates the pilots involved and one which can attract public and media interest.

Discussions over recent years and at the 1999 IGC meeting have focused on finding a new way to 'play' our sport. A way which will be interesting for the public, which will attract attention from sports minded people and hence a way which will attract media and sponsorship.

- *It must be easy to understand by people with no gliding technical knowledge.*
- *It must be interesting/exciting so that a short media section will hold the interest of the public.*
- *It must be easy to score and administer.*
- *It must demonstrate the technical excellence of our sport.*
- *It must be interesting to the competitors, test their skills, and it must be fun.*

The basic rules are simple to follow.

- *Pre-set task, nominal time of 2.5-4.0 hours task duration.*
- *Gliders compete in groups of 8-12 aircraft, pilots rotated through groups each day. Reduces the size of gaggles and increases interest for spectators, more winners each day.*
- *Racehorse start. Similar to a yacht race.*
- *Simple scoring – place scoring system similar to Grand Prix racing cars.*
- *Simple to understand – first one home wins.*
- *Exciting – close finishes. Use of GNSS display and pilot radio contact to bring the flying into the 'lounge room'. Rapid launch and start.*
- *Easy to understand – the one with the most points on the last day wins. Easy to calculate what each pilot needs to do to win the competition.*
- *Competitive – bonus for taking 'tactical risks' in leading out. No major punishment if the risk doesn't work. Little pressure to outland, can slow down or come home early if slow.*
- *Limited spread of glider performance (no handicaps applied), eg Discus, LS8, ASW20, Ventus, LS6. Limited to a wing loading of 43kg/m<sup>2</sup> (15m) or 45kg/m<sup>2</sup> (Standard).*

## **A Case Study – Gawler 2000, Barossaglide**

We conducted the first Australian Grand Prix in conjunction with the Barossaglide international event in January 2000. This was an opportunity to test the basic concept and to gauge the pilot's opinion of the benefits of this form of racing.

The event was a great success. Firstly, the concept worked as planned, secondly the pilots had a great time with some very demanding competition and lots of fun. All have fully endorsed the concept, all claimed it as the best racing competition that they have flown in. There was a mixture of one-on-one racing, independent racing, close finishes, wins by

20 minutes, wins by 10 seconds. The competition was safe. Despite predictions to the contrary there was little gagging, all pilots were keen to try their own tactics to 'get an edge'.

## **The first international event**

The first International Soaring Grand Prix will be run in conjunction with the first World Gliding Championship – Club Class, in January 2001. By holding this Trial competition in conjunction with another significant event we can utilise the competition organisation, look closely at its success and gain input from some of our current world level competitors.

## **An Invitation**

Australian Pilots are invited to participate in this stimulating and exciting event. Three pilots per country are initially invited to participate, if fewer than 24 entries are received, additional entries will be accepted from pilots of any nationality. If you are interested in competing, submit a provisional entry form. Entry forms, rules and other information are available on the World Club Class web page: [www.worldclubclass.on.net](http://www.worldclubclass.on.net)



# 21-28 OCTOBER 2000

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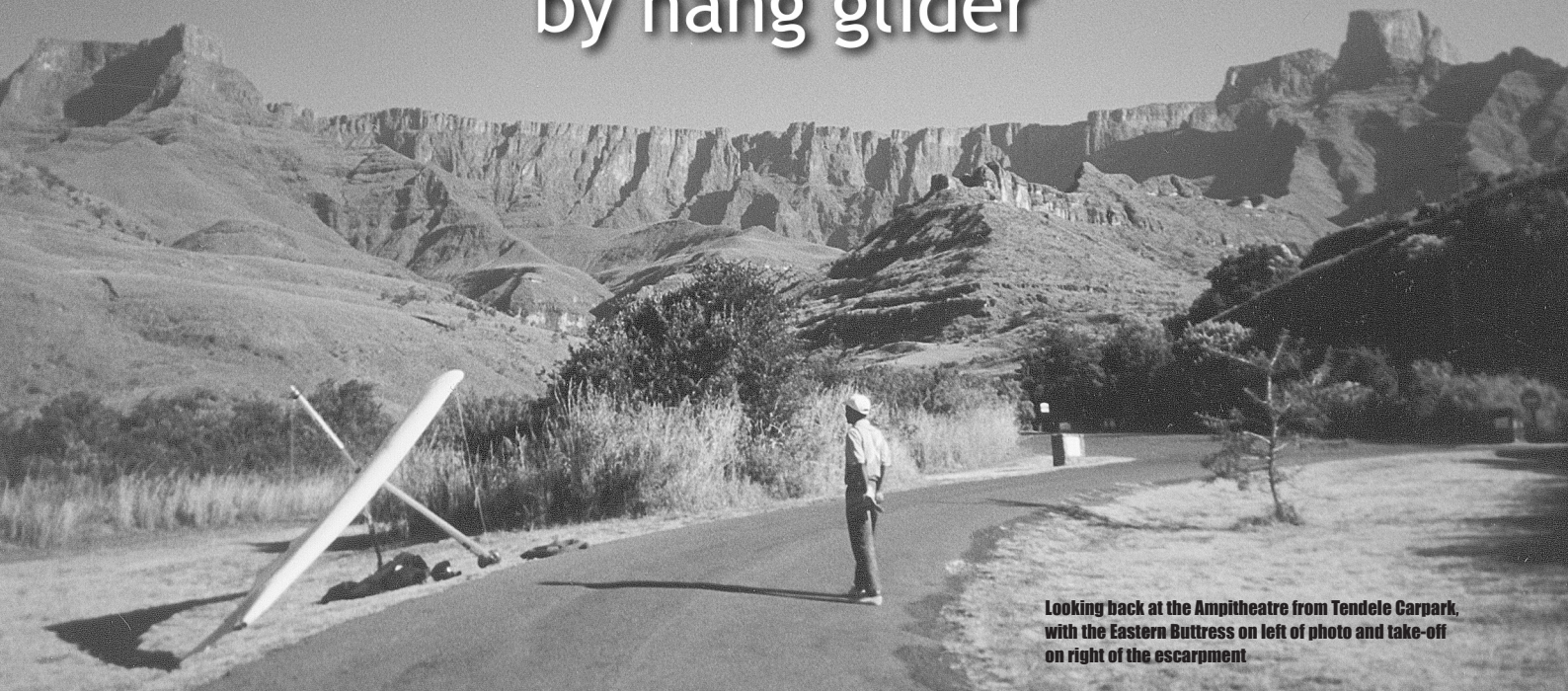


**Pam Kurstjens, already a multiple World record holder, set a number of World records in Australia again last season**



# The Kwazulu Natal Amphitheatre

## by hang glider



Looking back at the Amphitheatre from Tendele Carpark, with the Eastern Buttress on left of photo and take-off on right of the escarpment

### MICHAEL REES-EVANS

I am a South African hang glider pilot who has been flying since February 1998 and recently moved to Sydney from Johannesburg. In submitting this article I hope to inspire younger pilots to take every opportunity to fly from new sites and learn from more experienced pilots. Hopefully, more pilots will submit articles on particular flights they have enjoyed, to inspire others in the enjoyment of free flight.

Right: View from take-off (1,000m above the valley floor, 7,000ft amsl)

After the June 1999 meeting of the Gauteng (Johannesburg, South Africa) based Thermal Riders Hang Gliding Club, Dolf Pretorius (one of South Africa's National team pilots) came up to me for a chat. He mentioned that he and Lenore, his wife, were off to the Northern Drakensburg in Kwazulu Natal for a few days holiday, before their return to work in Europe. He hoped to get in some flying and wondered if I would like to come along. My project at work had just been cancelled prematurely so I jumped at the rare chance of flying in the Drakensburg with someone who is probably the pilot most familiar with flying the range. I had dim recollections of reading about Frank Jaschinski's flight (another South African National team pilot and my HG instructor) in the same area in April 1998, and was excited at the possibility of flying in the awesome splendour of the northern Drakensburg Amphitheatre.

We set a date for Monday, 6 June and arranged a meeting point; Dolf and Lenore would be travelling from Nelspruit and I would be travelling from Johannesburg. We wanted an early start so arranged to meet at the Drifters Farm at the top of the Oliviershoek Pass at 10am. At 10:30am, only slightly later than anticipated, I unloaded my glider and kit from my Landrover Defender 90, which was being left in the Drifters carpark for the day, loaded up onto Dolf's Isuzu twin cab bakkie and off we went. The route is about 100km around the back of the range, through Qwa Qwa to Witsieshoek. The final stretch of the road is

a good dirt track that ends in the Witsieshoek toll carpark. The carpark marks the start of a long distance footpath along the Lesotho border that goes past the Zigzags, up the Sentinel and across the Amphitheatre.

After carrying our gliders 100m from the car park along a winding footpath we reached a small mound on the edge of a 1,000m drop into the rocky valley below. The view was absolutely stunning, but frightening too in its





rugged grandeur. The conditions did not look promising to me. The few soaring birds we saw were leaving thermals no more than halfway up the face, not to mention the strengthening breeze from the back! There was also quite a low inversion layer. Nevertheless, we optimistically rigged our gliders as there were a few gentle cycles blowing through, which seemed to diminish as our rigging progressed. After pre-flighting my glider I was rather nervous of the conditions, with the 2,000m altitude (7,000ft), short, rocky take-off run and wind from behind. As a result, we climbed the slope to the left of take-off to consider taking off into the wind, then immediately banking hard left through the gap and into the large valley. The risk of hitting sink, however, as well as the difficulty of carrying a rigged glider up the steep slope in blustery conditions, put paid to that idea. Dolf's quiet confidence convinced me instead to wait for a lull and take off into the main valley, with him following in quick succession. Lenore kindly took time off from her German studies to stand on the edge of the precipice with a piece of loo paper in her hand to indicate the wind direction.

The plan was to turn right on take off towards the far side of the Amphitheatre, heading for the Eastern Butress which faced into the sun and wind and was a reliable source of lift. Little did I realise that it was 7km away, in a straight line! After waiting 10 minutes for the streamer on my flying wires to point towards me I gave a good hard run, keeping the wings level, and swooped off the edge. I banked right and hit some light lift on the first spur which I began working. Dolf duly took off behind but



**Dolf on take-off with the Eastern Butress in background**

kept closer to the terrifying cliff, where the lift was better. I gradually gained a few hundred feet before the lift petered out. Dolf had found better lift higher up, closer to the mountain and on the next spur, but I did not feel high enough to join him. I scratched on towards the Eastern Butress, working whatever I could. Eventually, I reached the cliffs right at the bottom of the Butress, but could see no landing in reach. Everywhere were long spurs that ended in cliffs which plunged to the rocky valley bed below. I worked my way along the sunny cliff at the far side of the Tugela Gorge, desperately hoping for lift. At the end of the gorge, whilst still at cliff height, I saw a small patch of green grass by a road, in a sea of large rocks and bush. Dolf was also flying down the gorge by this time, but much higher. I told him on the radio of my intention to land in the Tendele carpark, as I could not see any better



## Hang Gliding

options further on. The field was tiny: no more than 100m long and surrounded by scrub and trees; I had no room for error. I over flew the grass, saw it was free of obstacles and side-slipped it in to land with centimetres to spare. After 40 minutes of amazing, but also frightening flying, relief washed over me for having safely landed, against the odds! Dolf, meanwhile, easily made our stated goal of Hlalanathi about 15km further on, informing Lenore of my landing position for the 120km retrieve from take-off.

The next day we were also a bit late and only ready to take off at 1pm once again. The wind was even stronger up the back, but still had the odd lull. Overall, however, the day looked better with more smoke and birds going up and a weaker inversion. On take-off I waited a full half-hour for my flying wire streamer to stop blowing from the back or side and then bombed off, followed immediately by Dolf. Having learnt from the previous day, I glided straight for the Eastern Butress this time. I reached the Butress with a lot more height, aimed for where I expected the lift and found a circling eagle. I joined him and together we began to climb. Today looked like being justification for travelling all the way down from Gauteng during the week! The lift was light but consistent. With time, I was able to climb ever higher, constantly focussed on the top of the Eastern Butress above me. Eventually I cleared the top, reaching around 10,000ft asl and was rewarded with views far into Lesotho. The vistas were absolutely spectacular, the more enjoyable for the achievement I felt at working my way up in my flimsy, powerless craft in the enormous surroundings. Dolf and I spent around an hour and a half cruising around taking in the scenery, deeply humbled by the sheer scale of the place. The fact that I was able to share a thermal with two black eagles was simply the cherry on the cake. At around 3pm, with the shadows lengthening, we decided to stop for the day and head off to our declared landing site 22km away at Hlalanathi. Despite the buoyant evening air I lacked the confidence to fly straight home in my Wills Wing HP2 and made a costly detour towards a smaller foothill. Dolf, in his Moyes CSX5, quickly sped off in a straight-line home. I found some very light lift, but not enough to carry me home, and landed about 2km short of goal.

After two days' flying in the Drakensburg with Dolf, I was elated. I had enjoyed the good company of Dolf and Lenore. My flying had improved immeasurably, not least due to increased confidence. Most importantly, however, I had been privileged to enjoy some of the splendours of God's creation in a way that I had hitherto only dreamed was possible: by soaring like a bird.







## The "Come and get it!" Trophy!

The Right Altitude is sponsoring a new prize/trophy for the Southern Trike Club (which meets at Brighton in Melbourne the second Tuesday of each month). Tony Dennis made it and it's a gem of a trophy too (made out of a 70UN Silva Compass)! It is called the "Come and Get It" Trophy. The way it works is this: You have to come and fly to where the trophy is and collect it. You then have to display the trophy at your hangar until another trike pilot comes and collects it and takes it to their airfield, and so on. The whereabouts of the trophy and the pilot with it will be published in the Southern Trike Club newsletter each month.

The trophy is first available to be won on Easter Saturday (22/4/00) at Benalla. It's a matter of come and get it!!! This helps encourage cross-country flying, and is a lot of fun too!

Tony Dennis

### CFI Benalla The Right Altitude Microlights

*Note: The Right Altitude also sponsors the "Bill Worrall Trophy" for the new pilot with the most hours clocked up in their first year of flying. Last year the prize was won by Karen and Wally Weiner. This year's winner will be announced at the National Trike Gathering.*

## Club News

### Cloudbase Paragliding Club

The year 2000 has given us some good flying in WA so far. Despite the deluge and floods of the first two days, the West Australian State Soaring Comp organised by Western Soarers Hang Gliding Club was a great success for the paragliders. On the first day paragliders took second and third places (with Mike Duffy and Dennis Smith flying around 67km) while most of the hang gliders bombed out. The hangies lifted their game a bit after that, but the three paragliders doing the full comp all placed in the top ten overall, and the paragliding team, the "Test Eagles", took out the teams trophy with double the points of the second team – they'll have to revise the handicaps next year.

Mike Duffy (me!) won the paragliding section narrowly from Dennis Smith, largely thanks to an 87km flight to goal on the third day. Dave Humphrey came a close third. The fourth and last paragliding entry, Chris Stevenson, had less luck, failing to get out of the paddock in the tricky, windy conditions. Bernie Lindahl and Jiri free flew during the comp and had good cross-country flights.

Conditions came on really well more recently, with Sylvie and Bernie Lindahl, Wesley Zdanowicz and John Osmy all getting their first good cross country flights, either from Mt Bakewell or tow. I've flown over 70km the last three weekends in a row.

The new easterly site at Wally's house has finally been flown, and new road access has been



Trikes at Benalla in Victoria, the starting point for the "Come and Get It Trophy", Easter 2000  
Photo: Tony Dennis

built to Dancing Hill and Serpentine.

The Toodyay weather station is even working, although it is on UHF channel 8, not 16 as previously stated.

### Hill Flyers WA

Perth's 'Indian Summer' has continued to bring an extended flying season to the traditional summer sites of Mt Bakewell and Gin Gin. In fact, we had an unofficial fly-in at the tiny Gin Gin sea-breeze site recently, with a record seven pilots all achieving airtime! Lou Kosta (Mt Bakewell landowner) is pretty happy too; those 'thank you' bottles of port for use of his site have just kept on rolling in!

The north-easterlies have kicked in just on Easter, bringing the hope of many long flying hours at Noondeening before the winter westerlies see us remaining in Toodyay, but moving to 'The Range'. Easter is traditionally the time to visit the Geraldton boys and make the wind blow up there (it's never 'on' until an influx of pilots from Perth 'will' the wind to blow in a favourable direction!). It's a special time for Sam and Nav up there this year as they celebrate their recent marriage; congratulations guys!

Due to concerns about the weather conditions, the Autumn Fly-in was postponed until the week after Easter. As would have it, the original date ended up being one of those perfect days at Mt Bakewell with quite a few pilots still making the trip and being rewarded with some great flights. Rick and Dave Eck met the criteria for the Bronze FAI Badge after an impressive out-and-return flight to Mt Brown and beyond! A few up and coming new pilots are finding out the pleasures of hill flying and building their skills steadily, hoping to achieve Bronze FAI status at the Winter Fly-In on the weekend 17-18 June. We're anticipating a Toodyay site will be flyable on this weekend but, as always, ring the hotline (9487 3258) on the Friday before for full details.

Club meetings are now solidified at our new improved venue of Cascades Bistro, 231 Guildford Road, Maylands on the last Thursday of every month. Thursday night at the bistro is 'pizza and pasta night' with a fantastic meal and salad bar on offer for \$10. All who have partaken agree that it's great value and a top night out.

All welcome, including partners. Keith Lush attended in March and handed out the red 'safety' helmet bags that are featuring prominently at our sites since the start of this very worthwhile HGFA initiative to place safety firmly in the pilot's mind. Further to this safety theme, 'The Hill Flyers' award the "Mike Derry Safety Award" to the pilot who best exhibits a safety first attitude throughout the month.

Happy flying and see you all at the fly-in.

Alice

## Product News

### New Alta Altimeter Watch

Former UFM now trading as Aeroshop.Com.Au have just introduced a new gizmo for sport aviation pilots. The new Alta altimeter watch is perfect for pilots who want an easy to use combination altimeter/chronograph watch.

The Alta wrist watch is lithium battery powered and water resistant with alarm, programmable window display, memory function and an altimeter accurate to 1m (feet or metre displays). It has an automatic height calibration system, a Night Glow light system and more! More info from Aeroshop in Melbourne on 03 9431 2131.

### Windsock Works

A new company, Windsock Works, would like to announce the availability of their windsocks and fittings.

The stainless steel fitting (including hoop insert for the windsock) swivels on a nylon bush. The extension pole, as part of the fitting



at a standard 1.2 metres, can be adjusted to suit. Accessories: ground insert for the extension and weather cap for when fitting is removed. These nylon windsocks (water repellent) are the right weight and shape to hang limp or go with the breeze. For more information phone (02) 6554 1463 or fax (02) 6554 1863.

## FAI News

### Air Sports TV Audience

For the first time ever, the FAI has produced in 1999 a series of six TV highlights, featuring several World Championships and European Championships: World PG Championships (Bramberg, Austria, July), World HG Championships (Monte Cucco, Italy, July-Aug), World Gliding Championships (Bayreuth, Germany, August), World Hot Air Ballooning Championships (Bad Waltersdorf, Austria, Sept), Euro-pean Aerobatic Championships (Jerez, Spain, Sept), World Parachuting Championships in formation/Freestyle Skydiving and Skysurfing (Corowa, Australia, October).

These highlights have been distributed worldwide by TWI to several TV networks, and were also part of a separate broadcasting agreement between FAI and the European Sports channel, Eurosport.

The TV networks which have bought FAI programmes in 1999 are:

- **Europe:** Eurosport, Television Española, Lauda Air (in-flight), Swissair (in-flight), Sabena (in-flight).
- **Asia Pacific:** NHK satellite & cable (Japan), Sky Network NZ (New Zealand), Singapore TV.
- **Middle East:** Arab Radio & TV, Soread (Lebanon).
- **USA:** Outdoor Life Channel, Speedvision, and various in-flight programmes.

FAI is now able to publish Eurosport's audience figures, thus starting a TV audience survey.

This survey shows that each competition was on air three or four times, including prime time and weekends. The total audience of the whole series amounts to 2,837,000 viewers, aged 14-39. This figure may seem very small compared to other sports' but one must remember that air sports were never seriously on air before.

The average on "Network 7" countries (Germany, UK, NL, Belgium, Denmark, Sweden, Poland – in all 64% of Eurosport's audience) is:

- **Aerobatics:** 33% of Eurosport's 14-39 year old viewers, index 115.
- **Ballooning:** 38.8% of viewers, index 135.
- **Gliding:** 41.7% of viewers, index 145.
- **Hang gliding:** 50.3% of viewers, index 175.
- **Paragliding:** 41.6% of viewers, index 145
- **Skydiving:** 33.2% of viewers, index 116.

The figures are even more impressive on a younger target (14-29).

With such figures, it is not surprising that FAI has decided to increase its production efforts from six highlights to eight in 2000.

June 2000

FAI's objectives are, of course, to promote air sports by creating a real TV audience which should reach a climax in June 2001, when the 2nd World Air Games will take place in Andalusia, Spain.

All information about FAI's airsports audience is available through FAI Secretariat <sec@fai.org> and FAI Media Officer <Patricialamy@fai.org>.

Detailed graphics and charts are available in a powerpoint presentation which can be obtained by email. Just send an email to <robot@fai.org> containing the text "get-response tv-audience. msg" as the first line of the body of the message.

### World Pilot Ranking System

The latest World Pilot Rankings only see changes to hang gliding and paragliding as there have been no Class 2 or speed gliding events.

Two well attended PG comps in Brazil, both with over 100 competitors (Pan-American Open and PWC), have led to some changes in the PG rankings and newcomers to the top ten (no events have been deleted).

Steve Cox (SUI) is still in first place on 214 points ahead of Kari Eisenhut (SUI) who has moved into second place, with Tibor Berki (SWE) in third. Christian Tamegger (AUT) has dropped to 4th ahead of Hans Bollinger (SUI) who maintains 5th and Jimmy Pacher (ITA) 6th. Newcomers to the top 10 are Michal Orolin (SVK) in 7th place (from 37th) and Matthew Taggart (GBR) 9th (from 20th). Petra Krausova (CZE) heads the female rankings in 31st place overall, with Noriko Mizunum (JPN) 2nd (50th overall) and Kazuko Kamiyama (JPN) 3rd (105 overall). There are 484 pilots ranked.

As PG nation rankings will be critical for determining team sizes in 2001 championships, the top 15 rankings will be published with each WPRS update (complete list on CIVL website).

#### Nation Rankings at 2 April 2000 are:

1 Switzerland	9 Slovak Republic
2 Austria	10 Sweden
3 Japan	11 USA
4 Germany	12 Brazil
5 France	13 South Africa
6 Great Britain	14 Spain
7 Czech Republic	15 Denmark
8 Italy	Australia came in 24th, Sub-ed

Pilots should check that their personal record shows the correct nationality, particularly as there are a few pilots of unknown nationality. All amendments should be emailed to Sarah Fenwick <cloud10@zetnet.co.uk>.

The HG rankings only sees the addition of the Brazilian Open Championships (no competitions have been deleted). Brazilians Betinho Schmitz and Andre Wolf are in 1st and 2nd respectively with only one point separating them. Allan Barnes (GBR) is 25 points behind in third place, with Oleg Bondarchuk (UKR) 4th. Richard Walbec (FRA) has climbed from 13th to 5th place. Manfred Ruhmer (AUT) moves

# Alta Sports

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up to 6th with Joel Rebbechi dropping to 7th (from 4th), Jim Lee (USA) dropping to 8th (from 6th), Steve Moyes to 9th (from 7th) and Attila Bertok (HUN) dropping to 10th (from 9th).

Françoise Moçellin (FRA) still heads the females and is in 40th place overall on 100 points, with Kathleen Rigg (GBR) 2nd and Tove Heaney (AUS) 3rd. There are 398 HG pilots ranked.

Full rankings can be found on FAI/CIVL website at [http://www.fai.org/hang\\_gliding/rankings/](http://www.fai.org/hang_gliding/rankings/) or the British HG league web site: [www.theleague.force9.co.uk](http://www.theleague.force9.co.uk)

At the time of this update results have not yet been received for PG Manilla Open, Australia.

### World Record Claim

Claim number 6518:

Sub-class 0-3 (PG) – Feminine Category

Type of record: Speed over a triangular course of 25km

Course/location: Plaine Joux (France)

Performance: 20km/h

Pilot: Fiona Macaskill (UK)

Paraglider: Type to be advised

Date: 21/4/2000

Current record: 18.98km/h (18/6/97, Isabelle Sigwalt, France)

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







# Who is "The GFA"?

BERYL HARTLEY

**A**s we all know the GFA is every member. However the usual contact for anyone seeking to speak to "The GFA", is the staff in the Melbourne office at Essendon Airport. Over the years the staff has changed to meet the requirements of the members. The GFA was blessed to have had Pat Kedge as secretary for many years but Pat had to eventually bend to her husbands wishes to spend their retirement years away from the demands of the gliding community.

Mike Valentine worked from the Melbourne office in his employment with GFA as the Director of Operations. Although not part of his job description, Mike was always happy to answer the phone inquiries and deal with the numerous daily queries on gliding along with his own work program.

The GFA Executive is required to resource the office to meet the needs of the members. The new demands applicable to the introduction to the Goods and Services Tax has, as with all other Australian businesses, placed an extra workload on the staff. This however won't stop anyone who calls receiving prompt and cheerful assistance.

When next you need to call the office to speak to "The GFA" you will know who is helping you with your inquiry.



**Julia Decarteret**  
Secretary/Office Manager

Julia is an experienced manager with business management skill in her own and other businesses both in Victoria and abroad. She is

responsible for the day to day management of the office. Julia is a welcome addition to the staff and commenced full time employment in December 1999.

Recently a first time grandmother, Julia has settled quickly into the routine of the GFA business and those who have visited the office in the new year will have noticed her influence in the presentation of the GFA workplace.



**Sharon Vistarini**  
Data Entry Operator/Memberships

Sharon is well known by gliding members. Recruited by Pat Kedge 10 years ago as an office assistant she has an excellent working knowledge of the functions of the GFA. Sharon now works part time and maintains the membership database. Mother to a son and daughter, she is always a happy face in the office.

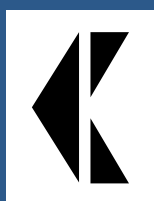
**Dianne Vistarini**  
Secretary/Airworthiness

Dianne has been a part time employee carrying out all office duties for four years. She has in this year, moved to take over the secretarial duties attached to the management of the airworthiness section of the GFA office. The huge file recording the history of every glider ever flown in Australia is core business to the GFA. Dianne is mother to a son and daughter. She works part time to manage all mail associated with airworthiness and sends out all required information on the maintenance of gliders.

**Louise Gaylor**  
Secretarial Trainee

Louise is a new employee under the Traineeship Scheme. A recent school leaver, Louise is employed through a training agency for training by Julia.

Louise carries out all basic office duties and has rapidly made herself indispensable to all those with whom she works. Louise is employed full time and has taken on the day to day distribution of the GFA sales department as a special project.



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## GFA Trophies presented

The Wally Woods Trophy, presented for the greatest distance achieved during the 1999 calendar year was won by Harry Medicott, for a magnificent flight of 1,178.46km in his Nimbus 2DM from Lake Keepit, NSW, to Gawler, SA, via Stonefield on 4 January 1999.

The Bob Irvine Trophy, for the greatest points for distance after the application of the appropriate handicap factor was won by Tom Claffey, for 1,015.14km in a Discus B, from Narromine-Booligal Bridge-Henty Silo-Narromine on 7 January 1999, which with the handicap factor of 0.939 earned him 953.21646 points.

Tom's points also exceeded Harry Medicott's points (as above) which, with his handicap factor of 0.761 produced 896.80806 points. A clear win for Tom.

No claims were submitted for the Martin Warner Trophy awarded for height gain in 1999.

Other applicants in the 1999 year:

Pilot/ Glider	Distance	Handicap Factor	Points
Bob Ward	1,070km		
Ventus 2CM 18M		0.850	909.50
Andrew Repton	915km		
DG200-17m		0.925	846.37
Colin Vassarptti	759km		
Standard Libelle		0.990	751.41
Lou Szabolics	508km		
Standard Austria		1.070	543.56

Congratulation to all pilots.

Fred Foord, Trophies Officer

## Some of our Aircraft are Missing Number 4

This little item appearing in Australian Gliding from time to time has been very useful in tracking down gliders which are on our register that on investigation have turn out to be wrecked, or the real owner emerges and we get the records straight.

The object of this month's issue is a Blanik VH-GYL. This glider shows as belonging to the Bathurst club. Come on all you Bathurst members one of you must know who you disposed of it to even if it does go back to 1979! Also, someone out there must know who got GYL after Bathurst sold it and where it is now.

You can email your information to <CTOA@gfa.org.au> or by fax or letter as shown in the front of this magazine.

## 20 April 2000

### A Certificate

ROBJOHNS Anthony Peter 10399 Adelaide Soaring

### A & B Certificate

CAMPAGNA Raul 10407 Narragin

FOOTIT Gregory Alexander 10409 Geelong

### C Certificate

HOWELL Adam Paul 10375 Adelaide

KARP Maja 10190 Adelaide Soaring

DAVIS Martin John 10388 Beverley

### A, B & C Certificate

POLAK George 10400 Waikerie

ANDERSON Neville James 10401 Waikerie

JONES Gavin Wayne 10402 Balaklava

LUTTON Stuart Leslie 10403 Boonah/Warrick

KERBER Justin Benjamin 10404 Adelaide

CONNOLLY Alan Charles 10405 V.M.F.G

HUPPERT Michael 10406 Sportavia

McVEY Stewart Hamilton 10408 Beverley

CLEMENTS Jonathon William 10410 Mangalore

### Silver C

HALSALL Neale Raymond 4314 Mangalore

WESTON William Alan 4315 Mangalore

FAULKS Adrain John 4316 Whyalla

STEWART David Alan 4317 Aust. Air League

### Gold C

WINDOW Robert Lawrence 1528 Adelaide Soaring

HUDSON Allen Wayne 1529 Waikerie

SCHOLTMEYER 1530 Sthrn Riverina

### Diamond Distance

WINDOW Robert Lawrence Adelaide Soaring

HUDSON Allen Wayne Waikerie

HOGAN Gerard William GCV

GROCHOLSKI Andrzej (Jerry)

### Diamond Goal

McMANUS David Terrance Wayne Darling Downs

### 600 Kilometres Distance

HARIGAE Nobu 75 Waikerie

WOODWARD Donald George 76 Beverley

### 750 Kilometres Distance

UCHIDA Michi 92 Waikerie

GILDEA Christopher James 93 GCV

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:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

Ph: 02 6231 4121

Email: poboxw48@dynamite.com.au

## FAI News

### Turnpoints

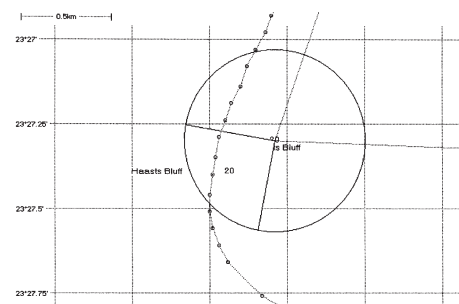
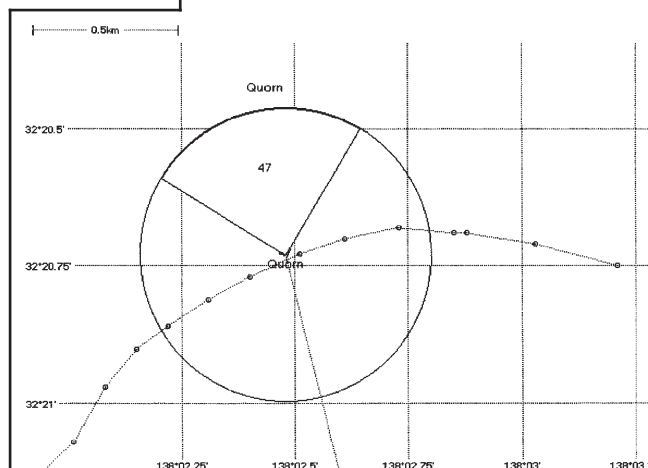
For badge and record flights the turnpoint is the Observation Zone for Turn Points and is described in the sporting code as:

1.7.1 The observation zone for turnpoints for gliders is the airspace above a quadrant (90 degree sector) on the ground with its apex at the turnpoint and orientated symmetrically to and remote from the two lets meeting at the turnpoint.

This rule applies regardless of the method of recording the flight. Camera and barograph or flight recorder may be used. There is some confusion with this and that may be due to the turnpoint commonly used in competition flying, know as the thistle. This turnpoint is a one kilometre

circle around the turnpoint with the quadrant as described above overlaying the circle.

I have this season had a number of flights presented for badges with flight evidence from a flight recorder in which the quadrant was not entered. Some of the flights show that the sector was missed by a very small margin. So near yet clearly outside the rule. This is a part a really dislike about the role of FAI officer. I can see that the pilot flew the task, his logger evidence tells me that he has flown the distance claimed and in the right order, but he has not flown the task as per the rule and that is the requirement for the badge.



▲ This turnpoint is valid

◀ This turnpoint is not valid

Sorry to those pilots who missed out this season. The up side is that you now have a good excuse to get out there into the sky again next season.

FAI Badge Officer Beryl Hartley







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and initial registration is due  
Cheque for \$465 is enclosed

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VH.....

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documents to:

.....

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.....Postcode.....

Forward to:

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Essendon Airport 3041

# In the Circuit



## Decentralised Cross Country Event Trophy Replicas

Good news for past, present and future DCE overall winners. The worst thing about winning the Australian Gliding trophy is having to give it back. From now on, the pilot who is the overall winner will be able to purchase a handcrafted replica. Past winners can also buy a replica engraved with the year of their achievement. Just contact Fred Foord, the GFA Trophies Officer to confirm eligibility. Current cost is \$185 plus postage.

## Decentralised Cross-Country Event Rules Being Revised

At the suggestion of many pilots, the DCE rules are being revised to encourage and accommodate more cross-country flights from pilots at all levels of experience. Comments, criticisms and ideas sent to Chris Stephens during the past summer soaring season have been considered by the Sports Committee. Most were included in the revised rules which go to the mid year National Competitions Committee meeting for ratification. The GFA Competitions webpage will then be updated and an article sent to Australian Gliding.

## Barron Hilton Cup 1998/2000 Result

Tom Claffey is the Australian nominee for the BHC Region 4 invitation to 10 days at Barron Hilton's Flying-M-Ranch. The other Hilton Cup Region 4 county is Africa. Tom completed a 1,015km FAI triangle in his (and wife Kerrie's) Discus B in January 1999. Details have been submitted to the BHC Contest Director. At the time of writing there is no news of the African nominated pilot. Let's hope no news is good news for Tom.

## Narromine in November 2000

Now is the time to start your planning for the Narromine Cup and Personal Performance Camp. Dates and details will be in Australian Gliding around September/October. The whole purpose is to provide a safe and enjoyable environment in which pilots from all sectors of GFA can fly cross country. All that is needed is a personal goal and usually a glider. The Orana Soaring Club organises the rest.

## Junior Training at AIS

Chairman of the Sports Committee Terry Cubley reports that he has received eight expressions of interest from young pilots wishing to participate in a training session at the Australian Institute of Sport in Canberra. A two day course is planned for early summer 2000 and any junior pilots wishing to be included should contact Terry at <cubTV@netconnect.com.au>.

## The Kiwi's Are Coming

New Zealand pilot Grae Harrison is making plans for a group of New Zealand pilots to visit Australia early in the summer of 2000 bringing along a container of aircraft. The Kiwi's plan to start in Queensland early October and follow the weather down through Australia's great gliding wheat belt.

# International Team Selection

PAUL MATTHEWS

**T**he international teams for the World Gliding Championships, South Africa 2001 and the First World Gliding Championships Club Class, Gawler 2001 have been chosen. The International Teams Selection Committee Chairman Paul Matthews, Chairman of the Sports Committee Terry Cubley and pilot representatives Harry Medlicott, Club Class and Ron Sanders, FAI Classes have announced that the following pilots have been selected.

### FAI Classes

Standard Class	Ingo Renner
	Tom Claffey
15 Metre Class	Graham Parker
	David Jansen
Open Class	Brad Edwards
	Lars Zehnder/Peter Griffith
Reserves	John Buchanan
	Andrew Georgeson
Club Class	Bruce Taylor
	Tom Gilbert
	Ron Sanders
Reserve	Peter Temple

Team Managers selected were Tony Tabart for South Africa and Beryl Hartley for Gawler.



# ASW 28

## New Standard Class glider soon on the market

BRAD EDWARDS

Last year I left Australia a few weeks prior to the start of the World competition in Germany just to get into the swing of things and to get some more flying in the contest area under my belt. It also gave me the opportunity to go to the Schleicher factory for some sanding, polishing and fine tuning on my ASW 27 over a few lousy soaring days during the practise period.

Spending a few days at the factory gave me an opportunity to talk to Gerhard Waibel about the new ASW 28. The prototype of this latest standard class aircraft is progressing very well and the projected performance figures are impressive; to say the least.

Over the whole speed range the performance of the ASW 28 is said to be significantly better than the ASW 20 racing class machine. Considering that the ASW 28 is a Standard Class aircraft we can look forward to another big leap in performance. Best L/D is said to be 45 with a rather shallow polar curve (refer to polar curve). A lot of effort was put into researching the effects of small-scale turbulence on modern wing sections. A wing profile extremely tolerant to the turbulent air in and around thermals is now known to be the key to improved performance. Gerhard Waibel said that even today's wind tunnels are still unable to reproduce the type of turbulence gliders are subjected to.

Elevator induced angle of attack changes are partly responsible for airflow disturbances but rough and turbulent air is certain to have by far more negative effects on performance. A team of European specialists (including OSTIV friends and Dr Hacker of the Flinders University in Adelaide) have been consulted to develop a new wing section with minimal flow separations in turbulent air.

The wing of the ASW 28 has a surface area of  $10.5\text{m}^2$  and an aspect ratio of 21.43 (see drawing). Rather narrow but tall winglets will be a standard feature and over 200 litres of water ballast can be carried allowing wing loadings between 29 and  $50\text{kg/m}^2$ . For the first time Schleicher is using water ballast tanks rather than bags with two separate water compartments per wing. This will facilitate trouble free take-offs with partial water ballast. Schleicher will also offer a tail tank as an optional extra. Automatic control connections will be a standard feature of the aircraft. Maximum all up weight is 525kg and maximum pilot weight has been increased to 115kg.

Another interesting detail is the revised fuselage lay-up, using "Formula One" carbon/polyethylene fibre weaving which has resulted in a significant weight reduction. All safety features for which Gerhard Waibel received the OSTIV prize will still be incorporated but the concept of passive safety was taken another step forward.

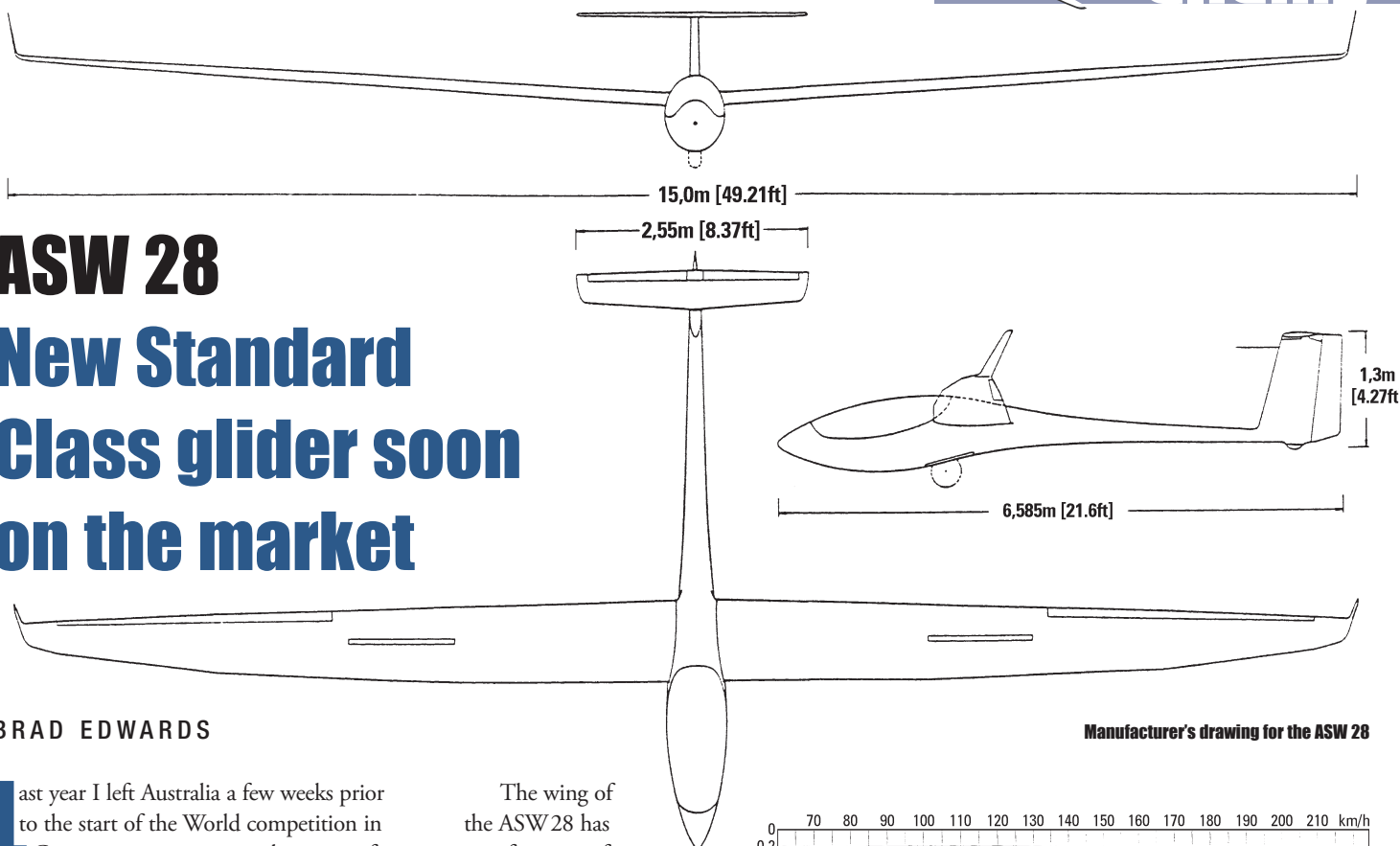
A new rescue system will be installed on request. It will let down aircraft with pilot in case of a mid-air collision or similar mishaps. The rescue system is fully integrated into the upper fuselage and located almost in the centre of gravity position. It is rapidly activated by a small mortar, which ensures that the parachute is pulled clear and properly inflated. The fol-

lowing descent is said to be slow enough to avoid injury to the pilot on contact with the ground.

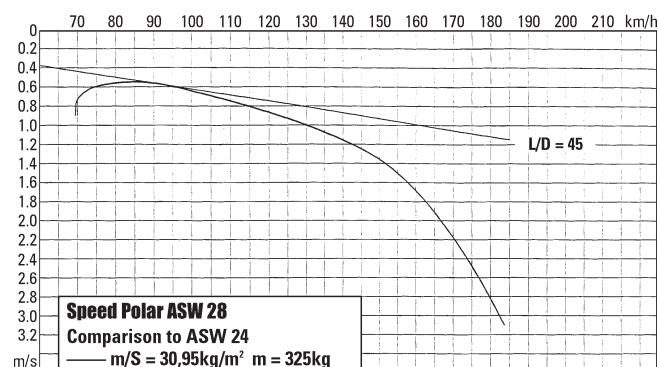
Such a rescue system is available as an optional extra and makes the wearing of a traditional parachute unnecessary. We have had too many mid air collisions lately and sadly too many collisions have had fatal consequences. Schleicher has come up with a solution, which is likely to show the way to others and improve safety of the sport, we all love so much.

The prototype of the ASW 28 is expected to be ready for its maiden flight in a few weeks. First the 15m version will be tested but an 18m version will soon be available as well. At present it is not yet certain whether the rescue system will already be fitted to the prototype. However, Gerhard thinks that it is very desirable and tries hard to get it installed. As soon as flight testing is completed further details and final performance data will be released.

I understand the first ASW 28 will arrive in Australia later this year. No doubt there will be much interest in this new glider.



Manufacturer's drawing for the ASW 28





# West Australian “Smoke Free” State Soaring Competition 2000

BY BOMBER

The Western Soarer’s Hang Gliding Club hosted the inaugural Western Australian State Soaring Competition, which combined both the sports of hang gliding and paragliding in a single competition. The success of such a competition has already been demonstrated in the NSW State Titles in 1999. The Western Soarers have hosted the Western Australian State Hang Gliding Comps since 1991, and last year had the honour of hosting the Australian Hang Gliding Competition.

**T**his year’s competition was run in the same manner as all previous years with the emphasis on providing competitors with a challenge, whilst maintaining safety and a sense of humour.

The competition was hosted in Wyalkatchem (Wylie) situated 200km north-east of Perth. The competition format was a mixture of ground and aerotowing. On the practice day of the competition 31 pilots registered, with a total of seven teams poised to fight it out for the coveted Andrew Humphries memorial team’s trophy. This year the competition included paraglider pilots who lived up to the competition motto of “get some air, smoke your opponents instead”. By the end of the comp the floppy boys had char grilled a few of us stiffies. This year also saw the return of a strong novice representation with six pilots competing for the first time.

### Pre-comp Weather

We were in “Gordo’s World” – great weather leading up to the comp, but two days before start we had the second heaviest rainfall in history. I left sunny Sydney on Saturday morning and arrived in Perth where the ducks had taken over. Despite the strangle hold of Gordo’s World most pilots made the 200km trip to Wylie on Sunday. You can conclude from this that we were either very dedicated or either extremely dumb. At the briefing and registration we decided to delay the comp until the Tuesday to give the comp paddock two days to dry out – it needed it.

### Day 1: Wylie-Calingiri, 91km

The day looked good but what would the paddock look like? We met at the paddock at 11am and watched Yappa drive up and down it before getting bogged. We eventually sorted the tow strips out and set a task to Calingiri, 30 degrees cross/tailwind. Sam Blight was the first to leave the paddock at 1:45pm, which started a mass stampede to get into the air. I launched shortly after Sam, followed by a paraglider pilot. With only a few pilots away the window was closed when Jamie Oorshot turned his glider into a paddock plough and broke his arm. By the time the window opened again it was late, but a few pilots still managed to make good distance.

The climbs were good with a cloudbase of 4,500ft. The drift was strong, but not along the course line. I won the day getting to goal in 1 hour 45 minutes. Second and third place went to paraglider pilots Mike Duffy and Dennis Smith. Karl Ruckreigal, who left the paddock late, made over half the distance.

### Day 2: Did Not Fly

Too windy – spent a pleasant day in the paddock bagging each other before canning it and heading to the pub for some hydraulic sandwiches.

### Day 3: Wylie-Goomalling-Northam, 100km

On reflection this was the best day of the comp in terms of pilots making distance on the task. The task comprised a 60km downwind leg to Goomalling and then a 45 degree 30km/h crosswind task to Northam airstrip. We flew

without clouds which is the norm for WA, but climbs were strong and went to 5,000ft. Five pilots made it past turnpoint with the rest of the field scattered between turnpoint and launch.

I landed 15km short of goal and beat Frilly by 600m to win the day. Kiwi Dave was just 2km behind. Andrew Holmes “Chucky”, who left the paddock late, made it to turnpoint to secure fourth place for the day. Jason Kath had a great flight and landed just short of turnpoint to lead the novices and place sixth for the day. Dennis Smith had the best flight in a paraglider, landing only 9km short of turnpoint.

King of Dummy Spit Nomination was Gordon “Flatch” Marshall for loosing his cool and threatening to alter a fellow team mate’s jaw for borrowing the “fun bus” for a short period of time. It was a complete Dummy Spit including the smashing of doors, spitting of saliva when talking and generally shouting a lot.

### Day 4: Wylie-Bollgart, 85km

Another good day saw most pilots making good distance on the task. It was a downwind task to Bollgart, as we didn’t want to fly to Calingiri again.

I spent most of my flight in hang after the break of a harness line. Kiwi Dave won the day, making goal in two hours. Also at goal we had Phil Wainwright and Frilly. At the end of the day Mike Duffy made goal in his paraglider, followed by Andrew Holmes. Best placed intermediate pilot was Des Hill who made 40km on the task. Bradley McDougall was the best placed novice at 28km.

Flatcho wore the Dummy Spit award on the ground, in the air and at the pub, but his lead was challenged by a fellow dummy spitter. Frilly got the Dummy Spit award of the day for a philosophical discussion with Yappa (who landed miles away) regarding the exact location of the goal paddock.

### Day 5: Wylie-Beverly, 107km

The day looked fantastic with the sky full of puffy cu’s by 12:30pm. Towing started immediately the window opened. Most pilots seemed to be getting away with the exception of the aerotow team (my team). The tug towed us round and round the paddock without finding much lift. The paddock seemed to be going through long cycles in which no thermals could



be found. However, once away the lift was strong and easy to find.

However, further down the course line a 50km square blue hole developed south of Cunderdin. Most pilots got their last climb north of Cunderdin and had a smooth glide south to the deck.

The Prof (Andrew Sanders) won the day making 75km on the task, closely followed by Max Browne and Phil Wainwright. David Humphrey was the best placed paraglider pilot flying 50km.

## Day 6: Wylie-Quairading, 86km

The last day of competition saw a similar sky to the previous day, but with much more vertical development. A straight line task to Quairading was called to keep pilots on main roads to allow for a speedy pick up.

The window opened at 12:30pm with conditions in the paddock damn hot (38°C) and the winds light and scorable. Pilots seemed to be having more trouble getting out of the paddock. To the west the day started to overdevelop and I was entertained by a lightening show (the storm cloud was 50km away but building towards the course line).

Again, like yesterday, the first 50km provided racing conditions whilst the last 30km required a change in gears just to stay up. 15km from goal and down to 2,000ft I found a mixture of 50 to 100 up and spent an eternity climbing to my final glide height.

I made goal, with Frilly 12km short and Kiwi Dave 18km short. Great flight today by Gary Spranitus who flew over half the course and gained personal bests for distance, height and flight duration. The best placed paraglider pilot was Mike Dufty.

The gust front from the storm soon hit Quairading. However all pilots had been on the ground for over an hour and were safely packed away, though some of us did not find any shelter and suffered the rain (Frilly's teeth could be heard chattering over the radio).

## Thank You's

Special thanks go to Daryl Speight and Sam Blight who shared the role of comp director. Thanks also to Daryl, Sam and Phil Wainwright for all the work required to organise the State Competition.

During the comp invaluable assistance came from Phil Wainwright (scoring), Phil Knight (weather report and task committee) and Mike Dufty (Task Committee).

Thanks to Healthway "Smoke Free" and HGAWA for their continued sponsorship of state comps.

Mostly I'd like to thank the town of Wylkatchem for their support, not only during this competition but also over the last four years. The town has been right behind our sport and our club in particular, and we hope for a long association with them.

### Overall Results

1	Mark "Bomber" Thompson	Moyes CSX 4
2	Phil "Frilly" Knight	Moyes SX 5
3	"Kiwi" Dave Wellington	Aeros Stealth

### Hang Gliding – Advanced

1	Mark "Bomber" Thompson	Moyes CSX 4
2	Phil "Frilly" Knight	Moyes SX 5
3	"Kiwi" Dave Wellington	Aeros Stealth

### Hang Gliding – Intermediate

1	Des Hill	EW Rage
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### Hang Gliding – Novice

1	Jason Kath	Mission
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### Paragliding

1	Mike Dufty	Proton
2	Dennis Smith	Response
3	Dave Humphrys	Advance

### Teams Event

1	Test Eagles	Paragliders
2	Flying Under Cumulus Kings	Hang gliders
3	Thermal Dynamics	Hang gliders
4	Cosmic Mind F*ckers	Hang gliders
5	Outcasts	Hang gliders
6	Raw Prawns	Hang gliders
7	Sky Pigs	Hang gliders

## Turkey Award

This year's winner of the turkey award for the act of greatest stupidity was: Gary Spranitus – following his own shadow in a thermal and finally catching it when he landed.

## Shenanigans Award

This was the first year for this award. Based heavily on ideas from South Park it involved "sticking it" to the other teams.

The winning effort was a daring midnight raid by the CMF's (Phil and driver), in which shaving cream and flour was presented to the Thermal Dynamics for their consideration. The reaction by the Thermal Dynamics (namely Flatcho and myself) was valiant and impressive, but the CMF had the element of surprise.

# Return to the Skies!

## TERRY ANDERSON

**B**ack in August 1998 I broke my arm pretty badly whilst flying my CSX5. For a year there was no way I could have returned to flying due to the injury to my arm and problems with my lower back.

However, in the last five or six months or so I have been agonising over a return to the skies. Since the accident I have flown once only: a tandem with a friend in Austria, at the end of the European Championships in Innsbruck. That felt good, but it's not the same as flying by yourself.

I have pretty much been out of the game for a year and a half, but took the bull by the horns the other day and flew my CSX5 from the same site where the accident occurred.

Fear really is the destroyer of dreams, and I am glad to be back where I belong, in the sky! The emotions I felt were so intense, from euphoria to fear in the same breath.

It felt so good I wrote a poem to share with my friends. Here it is.

### Pilot

*I am forced to admit  
I hear the clouds call  
Against the memory  
of a bad fall*

*My winged brethren  
and friends in the clouds  
The song you sing each day  
becomes increasingly loud*

*The fear that smothered me  
is confidence lost  
The answer is clear  
but there is sometimes a cost*

*Pain aside the time has come  
Put fear in its place  
Get off my butt  
Get rack in the race*

*I believe I was born  
with a view from my eyes  
To look down to the ground  
not up to the skies*

*So here I am  
To tell all who are close  
Terryair is back!  
To find lift upper most*



# Editorial

**A**t last I can say “thanks for all the articles”. For the very first time since taking over the sub-editor role (August '99) I have had a range of articles to choose from for inclusion in an issue, rather than having only received just enough to fill our quota of the magazine. Perhaps this is simply a result of an active flying season over the recent summer months, but I'd like to think that people are finally realising that the more submissions I receive, the better this magazine will be.

Whatever the reason, I certainly hope the articles keep rolling in. If so, we can look forward to next month's issue being as full and well balanced as this one. I think you'll agree that the HGFA pages of this issue have a good split between our three disciplines of hang gliding, paragliding and microlighting, as well as an interesting mix of local stories and overseas experiences. I'd like to thank all the contributors to this issue for putting pen to paper and sharing their experiences with us.

There are a few regular contributors who deserve a special mention:

**Jules Makk** for his entertaining cartoons, **Tony Dennis** for his much needed supply of microlight articles, and **Damien Gates** for a series of four articles aimed at novice pilots (starting next issue). Each one of these guys has seen an area lacking and taken it upon themselves to help do something about it. Good on 'em! I feel that a good range of featured series' (such as Damien's) will greatly improve the magazine content (especially if of a technical nature). A sub-editor, of course, is not expected to write the magazine him/herself. Nor do I believe it is in the best interest of our national magazine to rely on “borrowing” material from overseas publications. Hence I look forward to co-ordinating and editing various “featured series” from the HGFA membership. Perhaps a couple of people would like to follow Damien's example and provide three or four instalments focusing on a particular topic (eg Glider Review, Flight Skills, Weather, Earning Spouse Brownie Points, etc)? I look forward to hearing from you.

Finally, a quick reminder to fill in and return the **Skysailor Questionnaire**. We must have a large sample response in order to make the best decisions regarding the magazine.

**Richard Lockhart, HGFA sub-editor**

# Letters to the Editors

## Did You Know?

...7% of the HGFA membership is female.



## Overseas Subscription

► I noticed today that it's time again to pay my annual fee for the AG/Skysailor issues. I really like to get them as I appreciate the articles, especially those that describe something about the sites 'Downunder'! I'd like to give my regards to Keith Lush who wrote the recommendable story about the special moments offered by Mother Nature ("Never a Dull Moment", February issue).

I hope to see you all 'once again', which means I'd like to come back to your wonderful country.

Always fly safe!

**Axel Zerbe**



## A Future Direction for Hang Gliding?

► Phil Brown's article in the April edition was thought provoking and well written but I have to take issue with several of Phil's assertions or conclusions.

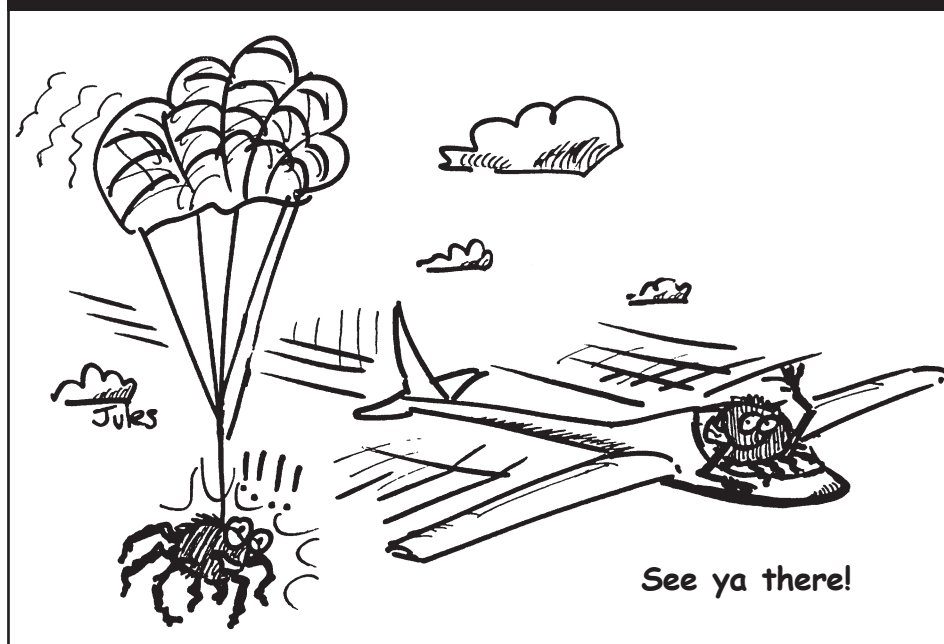
First, Phil lists a couple of reasons “why our sport is struggling”. I don't know that it *is* struggling – numbers will fluctuate in any non-main-stream sport from time to time due to diverse factors such as economics, accident rates and competing activities to name a few. I'll guarantee the participation rate in scuba diving has dropped off in the past six or so months after a couple of unfortunate fatalities. To be specific, however, I think it's a bit condescending towards our paragliding brethren to say they are “not making the progression to hang gliding”. It's like saying hang

glider pilots are not making the progression to sailplanes. Most paraglider pilots I know regard paragliding as an end in itself; that is, they are happy with their aviation niche and do not see paragliders as simply a stepping stone to hang gliders or some other aircraft.

I won't deal with each of Phil's other statements as I don't wish to write a critique of his article – I simply want to offer an alternative point of view. Phil talks about floaters and their performance relative to paragliders. He also calls on manufacturers to produce something which has high performance but is 'easy' to land. I would suggest that this is a bit like the traffic authorities calling on car makers or road builders to make their product crash proof. Of course, it can be done at a cost but surely the operator (driver/pilot) has to take some responsibility. We already have a range of intermediate gliders which offer better performance than paragliders with easier landability than high performance gliders. Further, I disagree that high performance gliders are “hard” to land – they just require a different technique and, let's face it, more skill/experience. Part of the problem is that many pilots rush to buy a high performance glider as soon as they get their intermediate rating – perhaps because they think they won't be considered 'cool' in a single surface glider. I believe that most recreational pilots shouldn't even consider buying a HP glider until they've got their advanced rating; this could take two or more years for guys who only average an hour or two a month.

I'm not sure about Phil's comment that the average PG pilot in the hills is flying further than the average HG pilot. You could equally make the case that on most decent sized coastal sites, HG pilots fly more hours and further than PG pilots because they can fly in stronger winds and cross bigger gaps (and

## CARTOON by Jules Makk







fly faster). However, the key point – whatever you fly – is that landing skill takes practice. There is no 'easy' way to land a trike, sailplane, Cessna 160 or Hornet FA/18. You just have to do it a lot in a variety of conditions. My suggestion for HG pilots worried about their landing skills, especially when 'moving up' to a HP glider, would be to go to a training site and spend a few hours taking off and landing (especially in light/zero wind) or spend a day with someone like Tove Heaney or Lee Scott towing – tow up and land, tow up and land, 10 or 15 times in a day. The thing with landing HP gliders is they don't float or mush in – you have to fly them right onto the ground and even with VG right off, it's very hard to do a full flare and land on your feet. You've got to learn how to 'run the landing out' and this will only come from proper instruction followed by plenty of practice.

For example, you need to be conscious of having your feet more under/in front of you (rather than dragging back) so you are ready to run as soon as your feet hit the ground. You see a lot of guys nose-in because:

1. *They come in too slowly, so they stall.*
2. *Their hands are not high enough on the downtubes to flare with full authority.*
3. *Their feet are not ready to run and they fall over.*

Further, I'd suggest wheels on the base bar would make a big difference to many recreational pilots in HP gliders.

As a final point, I really don't think pilots who don't learn correct technique can be totally insulated from bad landings by flaps and the like; they will simply make other mistakes such as forgetting to deploy the flaps. Unfortunately, it is the nature of flying that the most difficult (and critical) bit is when you're close to the ground – either taking off or landing. There is no easy fix, but progressing slowly and finding some time for serious practise, in between your 'real' flying days, will certainly help.

Martyn Yeomans

## Thanks from Canada

▶ On behalf of the Hang Gliding and Paragliding Association of Canada, I would like to formally thank the HGFA for the offer of their current HGFA Towing Procedures Manual.

For the past decade we have been assessing a wide variety of tow manuals to see what state of the art approaches are in use.

I quote Ian Jarman, HGFA Administrator:

*"International standardisation should be a CIVL/FAI goal. Reinventing something that already exists to an acceptable standard is a waste of our already scant time and manpower resources."*

Our decision at our February 2000 AGM was to adopt the HGFA tow manual. You have done outstanding work and we commend you for your significant contributions to the sport.

We have a team working on making a few adjustments to your tow manual, required for Canadian use. (A few terms are not used here, such as "Bricklayers Twine". Also, platform towing launch is used extensively here.)

Thank you once again. I hope we will one day be able to return the favour.

Fred Wilson



## MARK PLENDERLEITH, HGFA Board Secretary

A big thanks to all those members who took the time to complete the Skysailor questionnaire in the last issue. The ad hoc sub-committee charged with the responsibility of reviewing the magazine consists of Board members Mark Plenderleith (chairman) and Jeremy Torr (no stranger to the publishing business) as well as Skysailor sub-editor Richard Lockhart. As soon as all the responses have been analysed we will move onto the second stage of the review process. This will involve establishing the most effective way of delivering the magazine content in light of the wishes of the membership, operation requirements and cost-considerations. Our recommendations will then be forwarded to the full Board for approval and hopefully rapid implementation. If you have not yet got around to completing the questionnaire in last month's magazine then why not do it now? If you stick it in the post in the next couple of days you could still be in the draw for a brand new Garmin 12 GPS.



Left to right: Steve Hocking, Mike Medlock and Bill Moyes at the recent HGFA Board meeting  
Photo: Richard Lockhart

The ad hoc sub-committee to examine the contracts, conditions of employment and remuneration of executive employees has also been busy. This committee consists of Bill Moyes (chairman), Phil Pritchard, Rohan Holtkamp and Rohan Grant who are charged with the difficult task of finding a balance between the need

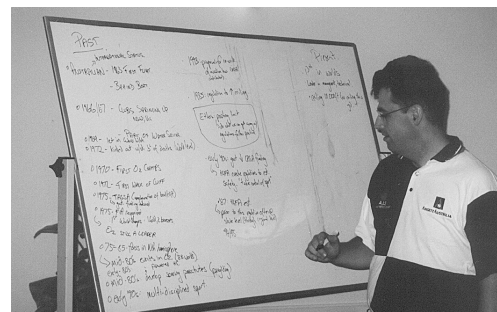
to provide an attractive remuneration package for valuable contribution that Ian Jarman and Craig Worth make to the organisation and the economic realities of a "not-for-profit" organisation with a small membership base. Hopefully an agreement can be reached which satisfies all concerned.

The strategic plan is also beginning to take shape with a draft document summarising the March workshop (facilitated by Michael Haynes – a member of the Australian Sports Commission's management improvement team) having been presented to the Board. The strategic plan highlights the purpose of the HGFA and describes a vision of what the organisation should be at the end of 2004. The Board is now considering strategies to realise that vision. Clearly these have to be properly budgeted and performance measures established to ensure that these strategies are implemented effectively.

Just a quick reminder about the new email discussion lists that have been set-up to enhance communication amongst the membership:

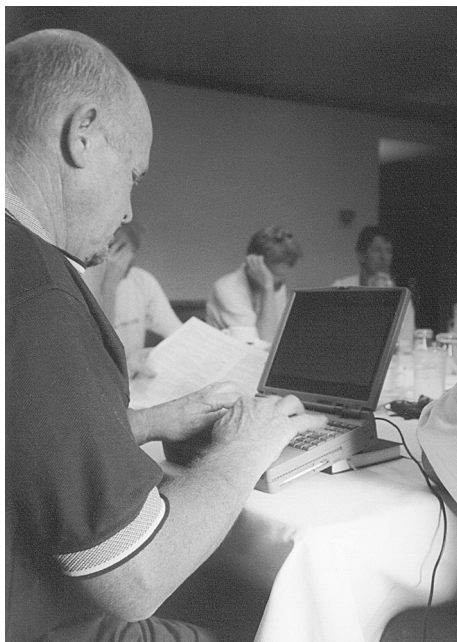
- **Safety and Operations Mail List.** This list is for pilots interested in HGFA safety and operational matters so they can be aware of current issues and are able to discuss changes quickly. Point your browser to [www.ozemail.com.au/~zupy/comps/safetyandops.htm](http://www.ozemail.com.au/~zupy/comps/safetyandops.htm) for details on how to subscribe to this list.
- **Competition Committee Mail List.** This list is for pilots interested in discussing issues pertaining to HGFA competitions in all disciplines. Visit [www.ozemail.com.au/~zupy/comps/hgfamil.htm](http://www.ozemail.com.au/~zupy/comps/hgfamil.htm) for details on how to subscribe.
- **General Discussion Mail List.** This list has been established to enhance communication amongst HGFA members about ALL issues pertaining to weightshift microlights, hang gliding and paragliding in Australia. Membership has been gradually increasing over the last few weeks and if you would like to get involved visit <http://home.iprimus.com.au/plenderleithm/hgfalist/hgfadisc.htm> for details on how to subscribe.

And remember – keep talking to us (the Board) – we are listening!



Michael Haynes during the March workshop  
Photo: Richard Lockhart





Craig Worth at the recent HGFA Board meeting  
Photo: Richard Lockhart

**A**s you read this report our hang gliding and paragliding teams will be preparing to head off to compete in their respective Pre-World Championships in Spain. Good luck guys and girls!

### Flying near CTA

Many of our sites are near controlled airspace boundaries and I regularly field complaints from Aircservices or CASA when one of our pilots strays into CTA. It is essential that all pilots, particularly visitors to an area, determine the CTA boundaries prior to flying. This can be achieved by referring to a VTC or ERC. It is good airmanship to maintain a buffer of at least 500ft vertically and 1km horizontally from CTA. This allows for inaccuracies in altimetry and navigation. Similarly, when flying cross-country it is worthwhile ascertaining where IFR routes are and avoiding them (IFR routes are shown on the ERCs). Aircraft operating IFR will not always be maintaining a lookout, so avoiding their regular routes will minimise the likelihood of conflict.

### Tree Landings and Dental Floss

A paraglider pilot scratching close to a treed ridge encountered a patch of sink. He had allowed insufficient clearance to allow for this and the resultant tree landing saw him stranded 120ft above the ground. Had the pilot had some dental floss in his harness he could have lowered it down (with a weight of some kind attached) and pulled up a rope to enable a rescue. As he had no dental floss, it was decided to call a rescue helicopter. Then the "fun" started. The chopper couldn't lower their man into the middle of the tree so the pilot was asked to unhook and walk out along a tiny branch to clear the growth above, in the full blast of the chopper's downwash. As the chopper crew began to winch him out, an

# HGFA Operations Ma

unseen line from his snagged paraglider began to choke the pilot (he was not aware that the line was caught around the front of his neck as his full-face helmet obscured his view). Luckily the chopper crew realised what was happening and lowered him back down to enable the line to be removed.

Abseiling out of the tree would have been a better, safer and cheaper option. Dental floss in the harness is ideal, as it is strong enough to allow a rope to be hauled back up to the pilot.

### Dolly Launches

I provide this item following an aerotow weekend where I saw a couple of pilots come out of the dolly too early. This extract is from Davis Straub's Oz Report (a circular he sends around via email to subscribers, available at: [www.davisstraub.com/OZ/](http://www.davisstraub.com/OZ/)). These words were written by Pete Berney in the USA – hence the reference to launch "cart" where we call it a dolly:

*"Three short lessons: the first, pull in the control bar on the take-off roll. Pulling in gets the pilot's body weight closer to the front castering wheels of the launch cart, giving greater steering authority during the ground roll. Secondly, pulling in serves to keep the glider on the cart longer, giving the pilot more time to build airspeed, evaluate their progress or react to problems. Third, either the pilot and glider are "planted" on the cart, or they are flying away from it.*

*There is no in-between stage.*

#### A. Begin the ground roll

*The keel rises out of the rear support as the wing begins to generate lift. The pilot becomes aware of this action because of a slight forward body movement through the control frame and a feeling of rotation in the palms. The control bar will usually begin to chatter lightly on the blocks as the cart moves over bumps in the terrain. At this point, the pilot should pull the control bar in approximately three to four inches. Check your alignment with the tow rope and adjust accordingly. If you are unable to align, wings are not level, something doesn't look or "feel right," release the tow rope and roll to a stop, easing the bar position forward approximately three to four inches when the keel settles back into the rear support.*

#### B. Control the ground roll

*Maintain the pulled-in position. This distance will vary slightly according to the conditions, glider type, and pilot experience, but the intent here is to utilise the pilot's body weight to ensure that the glider remains firmly "planted" in the control bar blocks on the launch cart. (Observers of this*

*technique will note that the wing still maintains a positive angle of attack, even though there is a downward pressure exerted by the basetube on the launch cart blocks.) At this point, the control bar will take on a "heavier" feel and it will only chatter against the blocks on the more severe bumps. When the control bar goes mostly quiet and has a heavy feel, the pilot has pulled in far enough. Check alignment with the tow rope and adjust accordingly, using either a normal roll input or a "bump" input to yaw the glider back in line. If something does not look, feel, or sound right, release the tow rope and coast to a stop, easing the bar position forward approximately three to four inches when the keel settles back into the rear support.*

#### C. Leave the launch cart

*Release the launch cart rope (or handles) first, and near-simultaneously move the control bar out approximately five to six inches in a decisive manner. I believe that it is safer to aggressively shed the cart at the moment of launch, instead of picking it up and carrying it for a short distance, as taught in the earlier days of aerotowing. I feel that it ends the confusion of how high or how far to carry the cart, possible off-balance launches due to an uneven release of dead weight, and the danger of a cart rope snagging a glove or PTT wire. Simply eliminate this drawn-out transitional step and the hazards associated with it. Leave the cart cleanly in a decisive manner, with level wings and good airspeed."*

I personally do not use the rope handle of the dolly, preferring to rely on holding the glider on the dolly by keeping my weight well forward. As Pete says, a quick exit from the dolly with plenty of airspeed is desirable for a safe launch.

### Accident Reports

#### No. 1

Pilot:	Intermediate hang glider pilot
Experience:	81 hours
Hours previous 90 days:	32
Glider:	Advanced hang glider
Aircraft damage:	Nil
Weather:	Head/crosswind 1-5 kt; light turbulence
Location:	Inland tow paddock
Pilot injury:	Broken upper left arm

#### Description (by the pilot):

First day of the competition; first tow for the day; I was apprehensive due to the fact that we had a strip about 50m from a fenceline and trees; and the wind was coming off the trees producing rotor. Waited for a lull to minimise rotor on launch and started the tow. Initial take-off was much better



# nager's Report

than expected. My wing stayed straight and level and I kept the speed on. At about 40ft the wind picked up rapidly. The tow car couldn't respond fast enough. The weak link broke. Fortunately I had lots of speed and glider did not go into a stall. I pulled on a bit more speed, probably excessive. I set up a landing straight down the strip. I remember looking at the ground instead of looking further ahead as

I should have been. This gave me a false impression that I was higher than I was and before I knew it I was rounding out far too late. I got target fixation on the ground and remember seeing the base bar going through the crop stubble. Next the base bar hit the ground at very high speed, I hit the ground, the nose nappy hit the ground and then my helmet hit the keel (I swung thought the A-frame). Unfortunately I still had a hold of the uprights. The downtubes didn't break but my arm did!

Factors I believe influenced my crash were:

1. *Launch conditions:* I was unhappy with launch conditions and should not have launched.
2. *State of mind:* Before launching I had been busy getting things organised and didn't take time out to get my head into flying mode.
3. *Bad landing habit:* Friends have commented on my fast landings in the past. I think I will slow down a bit in future.

## No. 2 (downloaded from the Big Air website)

*Pilot:* Restricted paraglider pilot  
*Experience:* 4 hours  
*Hours previous 90 days:* not known  
*Glider:* DHV1 paraglider  
*Harness:* Foam airbag protection  
*Aircraft damage:* not known  
*Weather:* 'soarable with punchy thermals'  
*Location:* small inland hill site  
*Pilot injury:* two broken ankles and a broken pelvis

### Description:

New pilot with about 4 hours experience launched on a small (80m) hill in ridge soarable conditions with fairly punchy thermals. Another pilot had gotten up in a thermal and over the back which is unusual for this small hill. Whilst flying, the glider suffered a 60% plus collapse. Observers say that the pilot attempted to pump out the collapse but did not counter-steer. He impacted a small cliff face/boulder on the hill.

### Analysis:

Flying such a small hill in thermic conditions is quite dangerous. It's impossible to maintain a safe altitude for collapses at all times. Pilots are taking a risk deciding to fly in such conditions.

Any incident requires an immediate and correct reaction and it probably wasn't suitable conditions for a pilot with low airtime. Always assess the conditions before launching and take advice from more experienced pilots. Don't be in too much hurry to fly just because someone else is doing well. If you get a collapse the first priority is to maintain heading, more so when close to the ground. The glider in this case was a Bolero, which is DHV 1 and should have reinflated very quickly without pilot input if it hadn't hit the ground first. No matter how safe the glider, it will still collapse in the wrong air.

### Operations Manager's comments:

An experienced paraglider pilot lodged this report, his comments highlight the "human factors" which contributed to this accident. This reminds me of a slogan used by the Australian military: "YOU are the human factor in flight safety".

## No. 3

*Pilot:* Restricted hang glider pilot  
*Experience:* 21 hours  
*Hours previous 90 days:* 8  
*Glider:* Restricted/intermediate hang glider  
*Aircraft damage:* Damaged base bar wheel and upright.  
*Weather:* 15 knot crosswind; moderate turbulence

*Location:* Inland tow strip (airfield)

*Pilot injury:* Minor bruising.

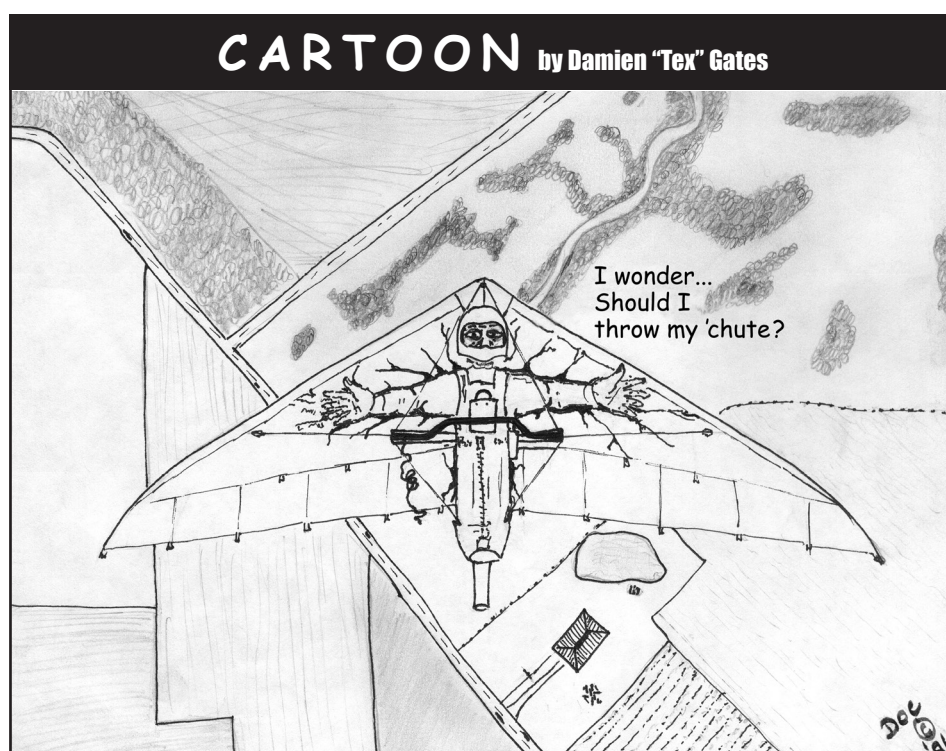
### Description:

At the top of a winch tow, the pilot could not activate the release as the release line had wound around the release pin. As it was gusty, the pilot decided to use "S" turns to land near the winch rather than trying to manually release. The tow line snagged on a fence post behind him and pulled tight below the control frame, forcing the nose down and sending the pilot into the ground in a steep dive from 100ft.

### Comments:

Given the crosswind and turbulence the pilot opted for a six strand weak link; this is not recommended; though a weaker link may not necessarily have prevented this accident. The release cord snagged around the release pin may have been detected during a more thorough pre-flight; though this could have occurred between pre-flight and launch. Releases that allow this to occur are not recommended – it is preferred that the end of the release pin is located into a small pocket to prevent the cord snagging. A hook knife at hand may have allowed a safe release.

Fly safely,  
 Craig Worth







# “O what a tangled web we weave” GST fact and fiction

R. SALTER AASA CPA

If your club is registered as a non-profit making organisation with tax exempt status, your cut off point is \$100,000 annual turnover (not \$50,000, which is the limit for commercial enterprises).

Clubs over the \$ 100,000 must register – no option. Clubs under the \$100,000 need not register, but may. (Why would they?)

## What is included in the turnover?

Everything. Subs to the club, subs to GFA, flying charges, launch charges, any revenue coming into the club. (The subscription part going to GFA is not exempt.)

## What must a registered club do?

It must charge the GST (10%) on everything it supplies, that is mostly subscriptions, flying charges, etc. It must do so by supplying a tax invoice, which clearly states either the tax as an add-on or alternatively, it must state that it is included in the total. This means that subs and flying fees will incur this charge, to be borne by the member. The club's treasurer must keep records of this tax collected.

On the other hand, the club can claim back GST paid on its purchases. There are some limitations to this, you need to read the literature. Again, records must be kept and every three months (or monthly if you wish), a statement has to be sent to the Tax Office. The difference between GST collected and GST paid out has to be paid to the Tax Office. (If the difference is your way, they'll pay it to you. It is not likely to happen, do not hold your breath).

## What about a non-registered club?

Clubs with a turnover below \$100,000 annually need not register, nor do they have to charge GST on their subs, flying fees etc. Neither can they claim back GST paid on their purchases – you have to be registered for that. The net effect will be higher operating costs (GST has to be paid on purchases). How such clubs recover the increased costs is up to them. They can adjust flying charges, subs or absorb costs if they are able. No paperwork! Believe me, this alone is a major blessing.

There are a few people around who think it is worth registering, because of the ability to claim back GST paid. Beware – if you do this, you must also charge GST to members as well as fight the paper war. You cannot win – somebody has to pay in the end.

## What is GFA doing about it?

As GFA is to big to get under the \$100,000, it has registered already and cannot avoid charging and remitting to the Tax Office on the services it supplies, which include subs, fees and sales to members. But it can help some clubs, which have approached the office with a legitimate request.

Clubs collect their own subs and the subs due to GFA from their members, remitting the GFA component. A number of clubs would escape the GST if they did not collect for GFA, as this pushes them over the \$100,000 limit, which obliges them to register and consequently impose GST on their members. They have asked us to collect the GFA component directly from the members, GST and all, thus leaving them under the limit. This was discussed at length at Executive meetings and found to be reasonable. GFA will go this way and collect its share directly from members in future. The changeover will not be easy, but it certainly helps these clubs and makes life simpler all round.



# Scoring For

MAURIE BRADNEY

I wonder what's so difficult about them?

Just consider the speed formula only.

The current formula for speed points in use at the FAI Nationals in Australia is:

**Pilots Score** =  $1000 (S_1/S_0)^M$

Where  $S_0$  is the fastest finishers speed

$S_1$  is the competitors speed

And  $M = 0.7 + 1.6 (C1 \cdot C2 \cdot C3)$

$C1$ ,  $C2$  and  $C3$  are the ratios of the number of competing gliders in the class to the number of gliders having a marking distance of at least 40%, 70% and 100% respectively of their set task distance.

$1000 (S_1/S_0)$  is quite straight forward. The winner gets 1000 points and anyone slower gets a proportion of that.

Suppose the winner did 100km/h and a pilot did 99km/h. This first part would give him 0.99 of the 1000 points = 990.

The other factors reduce this.

If everyone comes home, then  $C1$ ,  $C2$  and  $C3$  are each 1 and the result of them is 1.

$S_0 M$  would then become:  $0.7 + 1.6 \times 1 = 2.3$

The points score would then become:

$1000 \times (0.99)^{2.3} = 967.38$

This is quite a bit less than the 990 that would be obtained in the simple formula. Why?

To follow, let's suppose that instead of everyone getting home, then half of the field of 10 landed out but exceeded 70% of the task distance.

This would make  $C3 = 0.5$  but  $C1$  and  $C2$  would stay at 1.

$M$  would then become:  $0.7 + 1.6 (1 \times 1 (0.5)) = 1.5$   
 $1000 \times (0.99)^{1.5}$

And the point score would then become = 975.19  
A higher point score!

Try another scenario: Suppose two land out before 40%, two land out between 40% and 70% of the distance and another three land out at more than 70%. Three get home.

$C1$  would be 0.8,  $C2$  becomes 0.6 and  $C3 = 0.2$

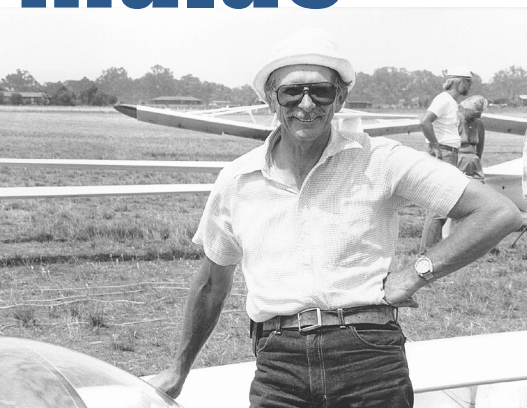
$M$  would then become:  $0.7 + 1.6 (0.8 \times 0.6 \times 0.2) = 1.26$

$1000 \times (0.99)^{1.26} = 980.79$  – More points, but not quite up to the 990.

## Why should a pilot's score vary according to what other pilots do?

To examine this we must look at the philosophy rather than the figures. They merely transfer the philosophy into numerical scores. If we wish to change the figures we must examine the philosophies and decide what we really want to change. Not so obviously, if we change one figure we may destroy a concept that we value highly. I will describe these philosophies as a number of interlocking concepts.





**Maurie Bradney, Sports Coach** ♦ **Photo: Noel Matthews**

## Concept 1

Before we even start scoring there is a overriding philosophy. **Current gliding events are all races.** Once there were distance events, but the reality of them was that they were really races anyway. A race that lasted to the last lift somewhere. If the lift lasted longer in the place that a pilot went, then that pilot won the day.

While occasionally, nostalgic pilots wish to reinvent this, the realities of certain retrieves, the high cost of fuel, fewer crew and the potential to lose good days because everyone is retrieving, this type of race is out of fashion. POST and PAST are races with some variables of where the pilots go.

## Concept 2

**All point scores are relative.** It might seem that this does not apply to the daily winner's score and normally it does not. However if the day factor of devaluation comes into play then it is. While this is always a possibility, generally it does not happen. Note particularly concept 13.

## Concept 3

**In gliding racing there is an element of luck.** To equalise this gliding competitions are conducted over as many days as is reasonably possible. All major events have a minimum number of days required to declare a champion.

## Concept 4

Gliding races (in Australia) are set so that any pilot who flies 80% of the winner's speed or better should get home. This is a stated principle in the "Tasksetter's Guide" section of the National's handbook. Reasonably, we could expect all of the entries in a National competition to be able to consistently do this. That is, tasks are set with the expectation that everyone will get home and within that speed frame.

## Concept 5

Despite the concept 4 that we set tasks with the expectation that everyone will get home, we allow that the tasksetters will cock it up as much as the pilots. This leads us to have two additions to the speed scores. Points for those who do not get home when there are finishers and points for when there are no finishers. If we were to entirely blame the pilot then pilots who landed out when there were finishers would get zero. Similarly we might say that if no one finished the race then it

was a zero core day for all. Perhaps this is another concept again but I feel that they are interlocked?

## Concept 6

**The margins separating pilots in races are sufficiently small as to not warrant the equivalent of a placing type score.** For example the pilot winning at 100km/h over one at 99.9km/h warrants a margin of score less than a simple placing system would give. This is the concept that gives reason to devise a scoring formula. Just how big do we make the margins and what other factors do we need to consider besides the simple proportion?

## Concept 7

**If the tasksetters get it awfully wrong we do not have a competition day.** The rule: A championship day is one on which more than 25% of the number of competing gliders in the class fly a marking distance of at least 40% of the task distance.

## Concept 8

Because we are using a number of competition days, (concept 3) **there must be equivalency in values between each days score.** This gives us the reason to devalue certain days. Currently, we think that any task taking less than three hours increases the chance of lucky breaks for some pilots. So these days are worth less than the longer days. There is also a day factor. The current figures provide the result that it needs more than half of the pilots in a class to fail to exceed 40% of the task distance for this to devalue the day. I cannot recall if this has occurred in the last 20 years.

## Concept 9

**On days when all pilots get home the points/speed are at a maximum.** On these days it is considered that luck played only a minimal part in the results. As the real test is speed this then creates the largest differences.

## Concept 10

**On racing days (when there are finishers) if a number of pilots land out, then the speed points are worth less than those days when everyone gets home.** Perhaps this is just the other end of concept 9. However I think that it has an additional element in it. This is represented in the formula by the factors C1, C2 and C3.

## Concept 11

**The manner in which concept 10 is applied causes the points/speed to be more for days when there are mostly finishers than on those when there are few finishers.** This is really an extension of concept 10.

## Concept 12

**A non finisher cannot score more points than a finisher, however slow that finisher may be.**

With the arithmetic in place to allow for concepts 10 and 11, this concept throws up some anomalies in that if a potential very slow finisher lands out at almost the maximum distance then the point score will be higher than if that pilot got home. At the time of creating it was thought that this possibility was too small and infrequent to be concerned about and that other more significant

problems were overcome. A small variation to the current rule was used a few years back to remove this anomaly. However, for some reason it has been discontinued in the FAI class.

This was; if a pilot completed the task at less than 65% of the winner's speed he was credited with this speed. This fixed the maximum points for outlanders as something less than that.

## Concept 13

**This concept is very much a philosophy.** A pilot who fails to complete a task can expect that the point score that results will be so low as to keep him out of the placings of that competition.

**However, if only two or three pilots complete the task, then the points obtained for outlanding, while almost completing the task, would not preclude a placing in the competition.**

## Concept 14

**In order to allow for all these variations the basic score multiplier would be a power (M).**

This would then ensure that the changes to the basic score would have a maximum, rather than minimum effect.

There are probably a few concepts that I have left out. But these, I feel are the ones that guided the rules committee of the time to devise that formula.

The Club Class uses the same formula, but with the M factor altered:

$$M = 0.5 + 0.5 (C1 + C2 + C3)$$

This is a little more benign than the FAI formula, giving 980.1 to the 99 kph pilot when they all get home and 984.56, with the spread of non finishers. However, as it increases the points/km lost for the slower pilots I really wonder if that was the effect that the committee wanted?

I do not have enough records in my archives to be sure, but I think that this formula was introduced for the 1980/81 Nationals. I think that the original value for M, remained until after 1983, when some experimentation was tried. Perhaps someone with the appropriate records can confirm or correct this?

From old sets of rules that I do have, The M factor has been altered a number of times. In 1983 it was;  $M = 0.5 + 1.1 (C1 + C2 + C3)$  In 1987 it was;  $M = 0.9 + 1.9 (C1 + C2 + C3)$

This latter one was set to put a greater emphasis on speed. However, I think that the committee of the time realised that they had overdone this and in 1990 M was set at the value it has now.

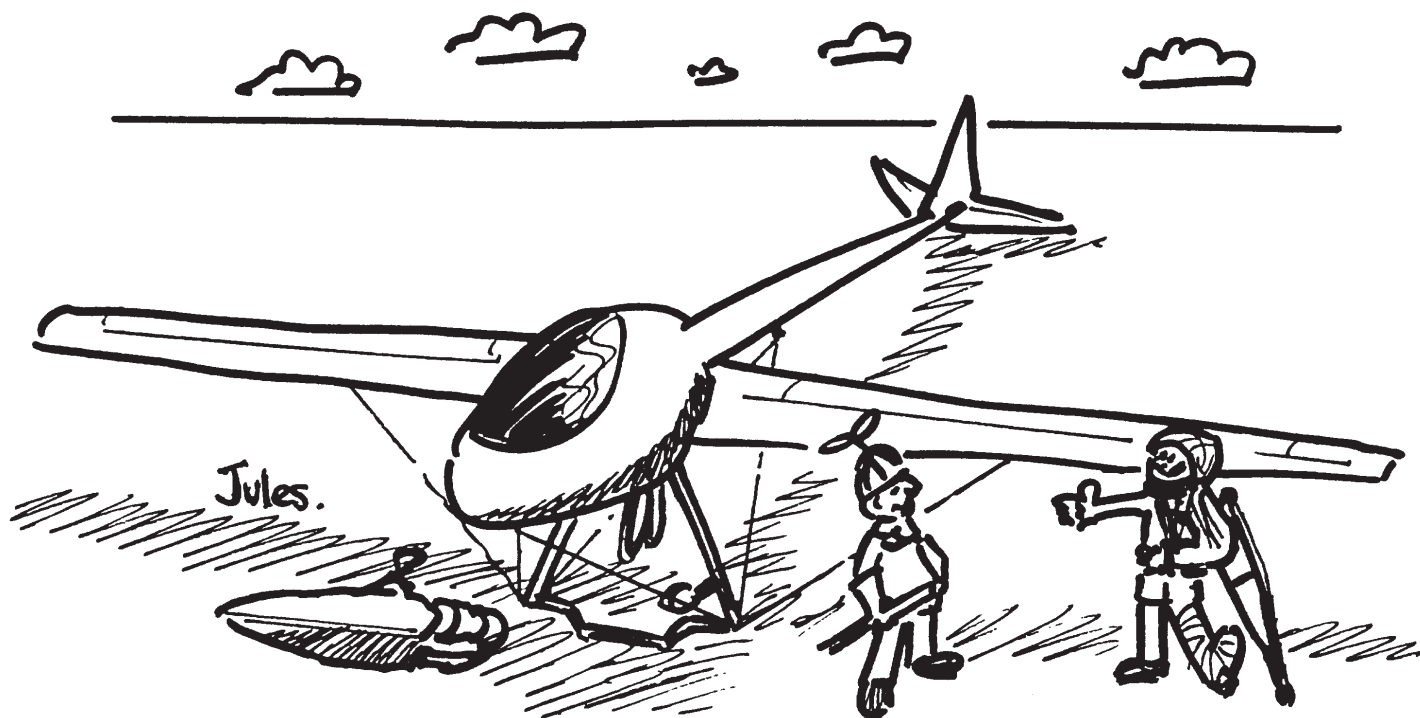
The formula is not too difficult if a few minutes is spent looking at some sample results. That it could be simpler and achieve the same or better results I have no doubt. So when someone drops a new system on you, spend a few minutes with a computer or calculator, checking out how it works. What you discover may even have some influence on what tactics you use.







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# GFA Soaring Calendar

Queensland State Championships  
24-30 September 2000

Practice Day: 23 September 2000. Hosted by  
the Southern Downs Aero and Soaring Club at  
Warwick.

Information web page: [www.connect.usq.edu.au/students/q1023115/gliding](http://www.connect.usq.edu.au/students/q1023115/gliding)

The GFA AGM/ACM  
14/15 October 2000

Airport Convention Centre, Melbourne, Victoria.  
All members welcome.





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,  
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**Hornet H206 VH-GMW** with trailer, radio & basic instruments. Glider is in fair condition but needs a bit of TLC – \$16,000.

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**IS28B2** Damage in heavy landing to front cock-pit & wing root. Basic instruments & radio. \$10,000 ono.

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For further details contact Darcy Hogan on 03 9415 6808 or Email to <darcy@hotkey.net.au>.

### Two-Seaters

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**SUPER XIMANGO ZBN** Rotax 912, 490 AF hrs, 390 E hrs, always hangared, KLX135 nav com, 6"x 4" Skyforce GPS, folding wings, retractable undercarriage, toe brakes, 31:1 glide, cruise at 110kt, 6 hrs endurance or 95kt for 7 hrs. Side by side comfort. You & 4 partners \$36,000 each. New touring motor gliders will attract GST. Ph: Barry 02 4636 6314 or Nicki 02 4632 7572.

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### Property for Sale

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## 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, 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.

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## Australia

### 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 Competition

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

## Australia continued

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 21th. 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-olympos2000@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), folk-

## Overseas continued

lore & 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>.

### World Speed Gliding Championship

28 July – 5 August

Mt Olympus, Hellas (Greece). Contact: Lillian LeBlanc <alao-olympos2000@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>.

### 2000 French Open National

Junior Championship

26-30 August

In association with the French Free Flight Federation (FFVL) this event will take place from the 26-30 August 2000 at la Vallée de la Blanche (Dormillouse/St Vincent les forts) and la Vallée de l'Ubaye (Barcelonnette). It will be organised by Lame in Air and Les Ailes de la Blanche clubs. Only competitors 21 years old and under will be allowed to participate. For further information see [www.citeweb.net/lpvl/parasoljr/anglais/anglmenu.html] or email <parasol.jr.2000@mailclub.net>.

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Epsilon 2/31, 90-110kg, milka, 30hrs	\$3,200
Epsilon 2/31, 90-110kg milka, 40hrs	\$3,100
Epsilon 2/31, 90-110kg, white, 35hrs	\$3,300
Sigma 3/27, DHV2, 80-95kg, white, 140hrs	\$1,800
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### Pro Design:

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### Edel:

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Space (S) 22, 60-80kg, green, 60hrs	\$1,000
Space 27, 90-115kg, yellow, 50hrs	\$1,200

### Flight Design:

A4 M, 70-90kg, red, 130hrs	\$1,300
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### Nova:

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### Swing

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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

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## Other

### Free-Flying Magazines

**Cross Country Magazine subscriptions**  
Carol Binder 0417 311360.

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# Schools in Australia

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## New South Wales



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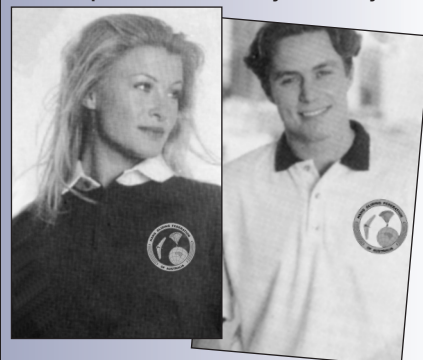
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# HGFA Addresses



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

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

## Board Members:

### Brian Webb (President)

PO Box 238, Bright VIC 3741, ph: 03 9412 1791, 0417 530972, email <BrianMWebb@bigpond.com>.

### Rohan Grant (VP & ASAVC Delegate)

188 Bathurst St, Hobart TAS 7000,  
ph: 03 62334405 (h), fax: 03 62243598,  
email <r.grant@tastab.com.au>.

### Mark Plenderleith (Secretary)

School of Life Science, Qut GPO Box 2434 QLD 4001, ph: 07 38641477, fax: 07 38641534, email <plenderleithm@iprimus.com.au>.

### John Reynoldson (Treasurer)

68 Teddington Rd, Hampton VIC 3188,  
ph: 03 95970527, fax: 03 95981302, email <aerial@ozemail.com.au>

### Rohan Holtkamp

RMB 236B Western Hwy, Trawalla VIC 3373, ph/fax: 03 53492845, 0409 678734, email <dynamic@netconnect.com.au>

### Bill Moyes

173 Bronte Rd, Waverley NSW 2024,  
ph: 02 93875114, fax: 02 93693342, email <moyes@zip.com.au>.

### Philip Pritchard

PO Box 734, Beenleigh QLD 4207, ph: 0418 761193, email <pritch@winshop.com.au>.

### Jeremy Torr

134 Kars St, Frankston VIC 3199, ph: 03 97705770, email <jeremy@enternet.com.au>.

### Michael Zupanc (CIVL Delegate)

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

### Executive Director: Ian Jarman

ph: 02 4285 7444, fax: 02 4285 7444, email <hgfa\_exec@bigpond.com>

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

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

### Microlight Public Relations:

*Paul Haines* ph/fax: 02 42941031.

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

## States & Regions

### 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: <nswhgfa@s054.aone.net.au>.

### North Queensland HG Association

12 Van Eldik Ave, Andergrove QLD 4740; Pres: Graeme Beplate 07 49552913, fax: 07 49555122, email: <sitework@mackay.net.au>; Sec: Ron Huxhagen 07 49552913.

### South Australian HG 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 HG and PG Association

PO Box 400, Prahran VIC 3181; web site: <http://www.vhpa.org.au/>; Pres: Phillip Campbell 03 53343034; Sec: Sara Moser 03 98130449; 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 Semprebani, 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 Cattle Dog 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, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 4262 7677, 0413 737077.

#### Kosciusko Alpine Paragliding Club

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

#### Manilla SkySailors Club Inc

<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, Narrabeena 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/~gben/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, <afactor@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, <prbary@tpgi.com.au>; Sec/Trs: Natasha Atkinson 07 49726840, 16 Far St, Gladstone 4680; SSO: Geoff Craig 07 49923137, <gjrcraig@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 Ethernott 07 47724467.

### Whitsundays Hang Gliding Club

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

## VICTORIA

### Dynasoarers Hang Gliding Club

Pres: Peter Hannah 03 52632335; Sec: John Norton; Trs: Rod Trevor 03 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](http://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@morancmfort.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 Mentas 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; 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.cygnum.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@cygnum.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

Pres: Mike Thorn 08 92988174, 0409 901500; Sec/SSO: Rick Williams 08 92943962, 0427 057961; Events & Promotions: Dave Longman 08 9385 9469. Meetings: Last Thu/month, 7:30pm at "Cascades" Bistro & Function Centre, 231 Guilford Rd, Maylands.

### Western Soarers Hang Gliding Club

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





Monte and Dion pose for photographers Trevor and Anne Mitchell at Rainbow Beach

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