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In this Issue:



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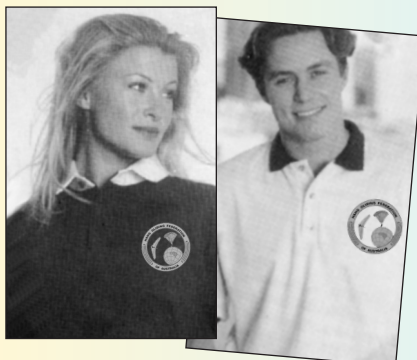
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SKYSAILOR HGFA sub-editor: Richard Lockhart

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Hang Gliding Federation of Australia

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Editorial

Welcome to the July issue. Amongst other things, this issue sees the end of one series and the beginning of another.

Coming to an end are the adventures of Peter and Ulla around Europe. It's been inspiring stuff, even to a hardened hangie such as myself – hundreds of kilometres travelled, many places visited and numerous characters met, all by wing. It's also good to see our trusty Aussie-made trikes impressing all and sundry. I'd like to thank Peter and Ulla for specifically choosing our magazine to share their story with.

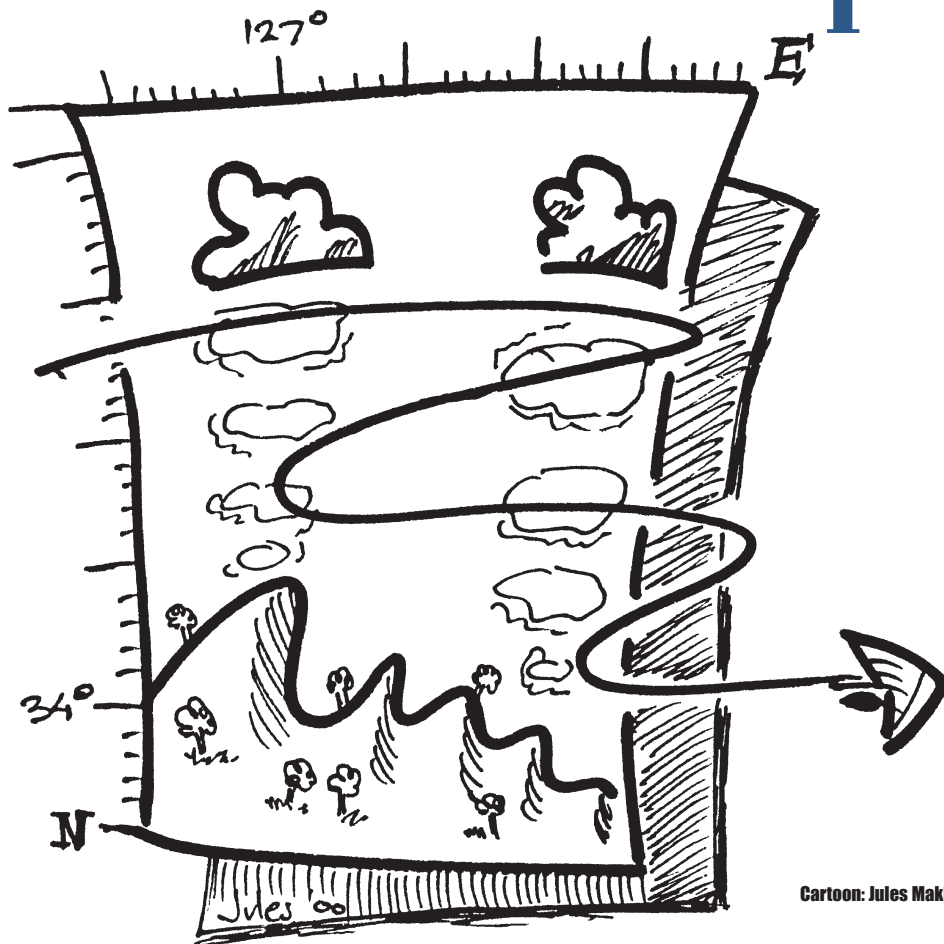
Making a start this issue is Tex's series, "Fledgling", recapturing and learning from those all important novice experiences. Thanks, once again.

Other highlights this issue include trouble in a twisted trike, blooming blow-fly gaggles, and the answer to that age old question: "How many paraglider pilots does it take to change a lightbulb?"

Enjoy...

Richard Lockhart, *HGFA sub-editor*

Mapping the Thermalscape



Cartoon: Jules Makk

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JULES MAKK

How would you like to know where all the thermals are?

You'd have to have infra-red vision... Well, maybe some other kind of vision... So how do you do it? Well, here are some ideas...

Try plotting Landsat photos showing regular thermal cloud formations in the area – patterns emerge that will indicate lift areas. Check out any cloud streeting with the synoptic chart for that day... in fact check out the synoptic for any day.

Try marking the co-ordinates of thermals on your GPS when you encounter them, then plot them out on a topological map, allowing, as best, to calculate for drift in winds.

Plot your whole flight overlaid onto a map, marking all the lift.

How about studying time lapse photography for the patterns of lift developing throughout the day? It would make very interesting and enlightening viewing... especially the frantic, chaotic, blowfly gaggles of pilots in thermals. It would look like flowers bursting into bloom...

the shapes of thermals becoming evident in the new vision. Imagine the clouds boiling in the atmosphere – that's really what's happening, just in slow motion.

Areas of the landscape that consistently produce thermals have become known by pilots as the resident thermal, house thermal, the milk run, etc. But extending flights beyond the safe sure paths is problematic. If you get out there and get lucky, then the risk has paid off... but bomb out and the rewards are frustration and disappointment. Local knowledge is always prized, and so should be plotted on a topological map too.

Now that many people are flying with a GPS it seems that the mysteries will slowly be unravelled by methodical and systematic recording of flight data. This is the way things are going. Eventually we'll see thermals marked on our GPS and have better flights (all but for that Mr Murphy, whose laws define the exceptions to the rule, and seasonal variations, and the cycles between thermals triggering... and the... and the...).



The sky is littered with cu's, pre-empting Nathan's personal best of 96km

The Hay Nationals

A Great Introduction to XC Flying

NATHAN GRIEVE

Well, how things can change in 12 months... It was pretty much this time last year that I was recovering from my much publicised orienteering expedition up Ben Nevis – a trip for which I needed the Police Rescue team to help me finish. It certainly was an outing made infamous for all the wrong reasons. As I lay recuperating in the Ballarat Base Hospital, I remember asking myself where all of the fun in hang gliding was? Friends and family alike constantly asked why I was doing this? And I freely admit I had no good answer at the time for I had no real experiences to draw upon – well, no positive ones anyway. But now if someone is foolish enough to ask me the same question, they can't shut me up! Having had my first taste of cross-country flying, I have now found motivation (not that I really needed it) and fresh ammunition to fire at all of those doubting Thomas' out there.

Having really only begun flying in March '99, I'd not had the opportunity to fly during the summer months where I was promised regular cloudbases of 10,000ft. So in these first few months flying was totally restricted to ridge soaring. As we all would appreciate, the learning curve is initially quite steep. In those first few 'formative' hours of flight we would all happily drive to the ends of the earth for a couple of hours of airtime, on even the most mundane of ridges. These hours are so impor-

tant because they allow us the time necessary to become familiar with our new wings, to test and slowly add to our growing array of flight skills. So having, in football parlance, completed my pre-season through last year's autumn and winter months, I was finally prepared for that first big game (or flight). And what better place to start than in the big league... the Nationals!

My fellow aviators on this very auspicious occasion were fellow WVGHC members and regular flying partners Simon Mulvany and Paul Golz. Whilst we were quite keen to go to Hay and see how a competition works, we were each limited in varying ways; ten days was always going to be a bit of a stretch. However, Rohan Holtkamp was very accommodating and encouraged us to get involved. He promised us a low pressure, fun competition factored towards the lowest common denominator. In other words, we wouldn't be totally out of our depth, and we'd get so much from it. As is the case with most things flying related, he was right.

On January 3rd we made the five hour road trip to Hay. We weren't able to get away early and thus didn't arrive until late afternoon. After a quick stop at the caravan park it was straight out to the tow paddock to get our bearings. We could see plenty of gliders boating around at a cloudbase of around 9,000ft. Damn! – if only we could have been here earlier. In any case, we thought it best to check out our towing gear, set up the gauge, etc. Better to find any bugs now than tomorrow. Simon was the only one to tow up on this late afternoon.

He had barely flown at all in the preceding few months, so we thought this would get rid of any lingering cobwebs. But how wrong was I? On his very first flight he decided to show us how clever he was and do a top-landing! Top-landing... in Hay?... where, you ask? On top of a barbed wired fence, that's where! However, he must have changed his mind at the last second and instead landed at least a good half metre in front of it – the tow bridle coming precariously close to substituting as an air-brake. Ah... we were having fun already!

The first day of competition dawned to blue skies and gusty 20kt SW winds. Prior to the first briefing, Rohan introduced us to Lee and Kathy (two pilots from Jindabyne with similar hours to us, who were going to free-fly during the competition). Seeing as Simon, Paul and myself were planning to rotate the towing and retrieving (as were Lee and Kathy) we decided to pool our resources and all fly together. This turned out to be the best decision we made all week. Lee and Kathy were great value and really helped make our trip a memorable one.

The scheduled 10am meeting at HQ was postponed to 11am in the paddock to assess the true wind strength. However, the conditions were nothing if not consistent – it was a very strong wind. To add to the already difficult conditions, intermittent dust devils were hurtling down the strips. They managed to tumble a couple of gliders, and also put a sizeable bend in Simon's keel whilst parked. With such strong wind, there was plenty of height

to be had on tow. I got off at 1,800 ft and fell straight into a pumping thermal. Just three turns and I was well and truly past the paddock – I was going XC! Unfortunately, I only held it for 3,600 ft before losing it. I ended up landing just 300m past the start gate, which was 10km from the tow paddock. Coming in on final, I had a good degree of negative ground speed, as did Simon who had flown 8km himself. There were many people who either didn't set-up or didn't leave the bomb-out due to the challenging conditions.

Day 2 presented a SSW of around 12 to 15kt. Again, plenty of dusties, with one in particular causing a bit of carnage. Launch window opened at 3:15pm and Kath and Lee proceeded to tow Paul, Simon and myself up. Paul was first away in his Sting XC. With the wind still quite strong, it wasn't long before you were contemplating whether to leave the safety of the tow paddock or try your luck in crossing the 'boonies' to at least Sidonia Road (the one and only access road before the Sturt Highway). I clearly remember my first tow. It was a strange sensation turning behind you just after releasing to see almost a dozen gliders approaching on tow themselves, all in such close proximity. My first thought and main priority was to make sure I didn't cross a rope! I was able to get away on my second tow. After a low save at 800ft, I made it up to the inversion, which was at about 6,000ft. Just over 40km later I was getting low, finding little lift and approaching a farmhouse. I could see another glider in the distance had already chosen to land nearby. As I approached, I had to laugh to myself. There was no mistaking the familiar markings of Paul's glider. It definitely makes for an easier retrieve when the two outlanding pilots put down side by side. Seeing as we had each just set PB's, the wait for retrieval didn't seem so bad.

The next day saw the SSW moderate further to around 10kt, with nice cu's popping up everywhere. I left in my very first gaggle, which consisted of around a dozen pilots. I soon discovered that although it is a big sky, it is definitely tight flying wherever the lift is! At one point I had a 1,000ft/min+ thermal cored. With the bar pushed out and holding a high banked turn, I was circling so tightly I could hear my harness strain against the extra G-forces.

A third of the way through my flight I recognised Roger Burrows in his Blade and ended up flying with him for the next part of the trip. Directly below was paddock after paddock with no access roads, so I decided that there was safety in numbers and tried to stay with this latest group. It was amazing watching each glider search its section of sky – mapping any lift, with others all following like bees to honey. Eventually we intersected with the Cobb Highway, to my relief I must say. As we glided



The gang. Standing from left: Simon, Nathan, Kathy and Lee. Squatting: Paul

above it at 6,000 ft, I could see many other gliders less fortunate than ourselves speckled along its path. I reached the turnpoint with almost 5,000 ft to spare. I flirted with the idea of continuing north to see how far I could go. However, I put that thought to the back of my mind and began the crosswind leg. However, as I suspected, it proved too much for me. The floater just wouldn't punch forward with enough venom. It felt like it was one step forward and three back as I tried to stick to the main access road off to the NE. When I landed my GPS told me that I was 68.4km from whence I began. I packed up content in the knowledge I'd be found, seeing as I was on the road all the retrieve drivers were using to get to goal to pick up the gun pilots. Paul, Simon and Lee eventually arrived with congratulations and refreshments of the amber variety from the local pub. On return to headquarters, armed with my GPS and a grin from ear to ear, I made my way in to see Sandra and Zupy to have my turnpoint confirmed. I was just a little bit happier to find out that a couple of those gliders I flew over belonged to a couple of gun pilots racing in the Open Class.

The following day I was still beaming from achieving my first turnpoint (which was actually our "goal" before launching). Today's goal would see us initially following the same route as yesterday. The light ESE wind would ensure a more direct flight path to the Cobb Highway, ruling out the possibility of any nightmare retrieves. I thermalled above the tow paddock to around 6,000 ft with a gaggle of eight others. I was lucky enough to be on top of the stack, and had a bird's eye view of the others climbing out. This gave shape to the usually invisible updraft. However, being on top and constantly gazing directly below has its drawbacks; I was beginning to feel a touch nauseous. But it was so interesting watching individual pilots deciding when they'd had enough of one thermal,

and just taking off in search of that next elusive ride up to cloudbase. My fellow team mate Paul was just one of the pilots in the process of gaining the necessary height to continue on. Having our own radio channel was great. We were constantly chatting about a range of subjects, and always collaborating in our search to find the best lift. And so for the next couple of hours onwards and upwards we flew, side by side – having an absolute ball! Ridge soaring with a friend is one thing, but flying together across the open expanses with the ever-present challenge of staying aloft is another.

Despite the easterly component forever trying to take us west of the highway, we were thoroughly enjoying our flight as we always maintained an achievable glide to the safety of the road. Towards the flight's end, I accidentally locked my radio on for a minute. Paul had the misfortune to hear me belch the mother of all belches as I tried to relieve the pressure I felt on my chest from a slight dose of airsickness. However, that wasn't the only indiscretion in relation to inappropriate radio etiquette. Sweet, innocent, ever-smiling Kathy was clearly heard asking the question we've all no doubt asked before whilst thermalling. Don't quote me, but it was along the lines of "where the #@! is it?" I assumed it was a rhetorical question – and nothing more was said.

After almost two and a half hours, Paul and I outlanded fine in the light wind; myself just under a kilometre short of Paul's confirmed total of 45 km. Today Simon had volunteered to drive; Lee only made it a few kilometres down the highway (and had some trouble getting a retrieve if I remember correctly...); and Kath didn't get out of the tow paddock. She obviously didn't end up finding that thermal...

Well, things were going absolutely great. So far we had met up with old friends, made new ones and set PB's. I never imagined that it was about to get better. The wind had eventually

made its way around to the NE, albeit at only 5kt, but with what looked to be moderate thermals. I left the tow paddock with the first gaggle. However, we were not more than 20km down the road when the lift seemed to suddenly stop and shut down. Unfortunately it claimed Simon who was 12km from the tow paddock. At a height of only 2,000ft, five others and myself scratched around in zero lift for about 20 minutes before things improved. To make for easy retrieves, we had all agreed to follow the Cobb Highway, which ran due south of Hay. The well formed cloud streets were lined up in an ENE/WSW direction, meaning that in order to fly south required crossing many 'streets'. I zig-zagged up the highway, getting up to cloudbase at 8,000ft on at least four occasions. Paul had volunteered to drive today and was no doubt ruing his decision. Lee flies a Sonic and flew 65km. Kathy in her Fun 160 covered 70km after being basically the last person out of the paddock (go Team Fun!). After four hours and 15 minutes (and another successful turnpoint) I landed with the knowledge that I had another engagement with Sandra and Zupy at HQ. Thinking they'd have a bit of fun at my expense, they tried to induce a panic attack on my behalf by suggesting that my GPS hadn't recorded the flight. I somehow managed to keep my calm and returned later on. Sandra smiled on my return. "Guess what, 104.1km!" she said.

"104km?" I repeated in disbelief. For those few seconds I was on top of the world. Over 100km I thought – unbelievable. The world was my oyster for those precious few seconds. However to my dismay, she paused, then laughed and delivered those words which still give me nightmares, "Actually ... no, not really. You were 4km short." People can be so cruel!

The following day an early task was set due to the possibility of cloud overdevelopment. Although I had intended to drive today, Kathy put her hand up (what a champion!). However no long retrieves would be necessary today, as we were to learn yet another important lesson. Although the unstable conditions provided big thermals, they provided equally big sink! Simon and I flew around together at first before he became a victim of the many blue holes forming. I tried to follow Jon Durand Jnr (who was well below me in height in his Litespeed) through a big blue hole, only to see him make it to the other side and find lift while I was left languishing somewhere around half-way. Definitely a case of getting my ambitions and capabilities mixed up! I ended up bombing out 15km from the tow paddock. Paul suffered a similar fate 5km further down the road, opposite our main sponsor's establishment in the Caltex Roadhouse. We both left our gliders and walked back to the caravan park, where we retired to the inviting cool water of the pool and watched the Aussies play cricket. Other

notable victims of the blue holes today were Roger and Craig Semple – who were still in the tow paddock at the day's end. We took solace from the fact that even good pilots such as these had succumbed to the conditions. In light of my previous day's flight (which had I been able to repeat today would have seen me almost make goal) the phrase 'from rooster to feather duster' seemed quite appropriate.

We returned home after six days at our first competition, quite exhausted yet elated with our efforts. I had accrued almost 13 hours of airtime and flown a total of 280km. Was riding upon the invisible air currents across miles of unfamiliar territory supposed to be so much fun? Watching how the gun pilots find and use these unseen sources of lift left us all in awe. Being able to watch them ply their craft left us better for the experience, and has served as motivation to continue to improve and aspire to their level of skill. Simon, Paul and myself would especially like to thank Rohan Holtkamp and James Freeman – both were fantastic. Even though they were heavily involved in the organisation of the competition, and preparing to compete themselves, they were always more than willing to answer our questions and offer much appreciated advice. One thing I know for sure, the ridge at Ben Nevis will never look the same again; for we shall forever be looking over the back thinking, "Should I take the next thermal and just go with it?"



Simon on final



Seventy Plus



MARTIN SIMONS

The tiny village school I attended as a child had no library. A wooden box of communally owned books came round every fortnight, from which those who wanted to read were permitted to borrow a single volume. From this box, it must have been towards the end of 1939 when the country was already at war, I took a little item called 'Silent Wings' by someone called Ann Courtney Edmonds. It was the first book about gliding I had ever seen. For weeks afterwards, as my short-sighted father trampled carelessly over my toys, all over the house there were plasticine models of gliders ground into the rugs or squashed onto the stone flagged floors.



Top: How it was not done 70 years ago: A restored primary glider once used for solo training, towed by a Piper Cub at the London Gliding Club Open Day, May 2000
Above: Seventy years after the formation of the club, in order from front to rear: Kirby Gull 1, Scud 2, Rhönsperber, Grunau Baby 2B, Slingsby Sky, Ka 6E, Super Blanik.

The book was a tale about two teenage kids, brother and sister, who learned to fly gliders at Dunstable, north of London. The heroine was particularly keen and skillful. With help from their family's servant, odd job man and gardener (What? Did some families have servants?), the pair built a little glider, an H-17 imported from Germany at some cost. (What? Some fathers would buy gliders for their children?) The girl flew it brilliantly, soaring in mysterious things called thermals, chasing other pilots who were floating gloriously around in Kirby Kites and the pretty little Scud. She climbed in a huge cloud, came out into the sunshine having broken the feminine height record, and eventually landed on a suburban tennis court. (What? Land on a tennis court?) The players, some of whom knew a little about flying, had seen her coming and obligingly lowered the net for her. Nevertheless, the glider turned over after touch down and had to be carefully righted before she could clamber out. More work, no doubt, for that obliging handyman at home.

Dunstable! On the weekend of 6 May 2000, the London Gliding Club celebrated its 70th year. The occasion was also marked by the publication of a small book, *'Take Up Slack, a History of the London Gliding Club'*, by Ted Hull. Ted, an old friend, lets me fly his old gliders sometimes. He has several. But at least one of his little stories in the book, which concerns my being arrested after an outlanding, is wrong in several facts! (What? Facts in a history book? It can be bought from the club by mail, but hurry, only 500 copies were printed.)



Vintage gliders – vintage tug: Tiger Moths were used as glider tugs until the late 1960s at Dunstable.

The London Gliding Club was formed in 1930. The Dunstable site was not discovered immediately, but after excursions to other places a suitable field was found. It lay at the foot of a spur of chalk hills, the Dunstable Downs, about 200 feet high, with a steep slope about six kilometres long facing north-west. Around a corner where the slope turned slightly more to face west, was one of the first, if not the first, open air zoos in the world at Whipsnade, where a huge white lion, carved and concreted into the turf, provides pilots with a brilliant landmark. At the top of the hill was a place suitable for bungee launching.

The landing field below was transected by a gully deepening precipitously as it extended westwards, so there were large sections of the property where landing would be disastrous. The whole centre of the field was invisible from the ends, which on at least one occasion many years later, caused an accident when a tug aeroplane ran into a car which, illegally, had entered the airfield and was driving across it.

A simple wooden hangar and clubhouse were put up and operations began. The club has been there ever since, a strikingly avant garde new clubhouse/hangar, designed by the architect member, Christopher Nicholson, was built several years later. It remains as a sort of working icon. The building is now subject to a preservation order, to the exasperation of the club which now wants to extend the hangar. This is not allowed if it would alter the famous Nicholson structure.

The field was extended with new purchases several times. The bungee site, long since abandoned to the local town council, is now a picnic car park where 'peasants' (What? 'Peasants' is gliding parlance for the general public.) can munch and watch the gliders. The gully across the field was not filled in until the 1960s, an operation which occupied years of heavy trucks roaring into the site to dump their loads of hard rubbish, mostly building rubble. For the club this was doubly profitable, since each load brought in a fee and the airfield, eventually, became much flatter. There is still a central depression, requiring special signalling arrangements. To be posted on duty at 'midfield bat' on a cold and windy day remains a chore to be dodged if possible.

So, in May, there was a 70th birthday party, billed rather as a London Gliding Club Millennium Open Day. The public was invited. Old time members were informed, old gliders were rigged and displayed, some even flown, there were passenger flights and glider aerobatics, and demonstrations of model aerotowing. Balloon rides were arranged for the evening.

The weather was fine, with sun and even some weak thermals, though not enough to disrupt the regular joy rides. The two-seaters were kept busy all day. The crowds turned up, not knowing that



Ann Welch (front right) and Geoffrey Stephenson, the first pilot to soar a glider across the Channel (centre, holding a walking aid), among other old time members of the London Gliding Club

where they parked their cars was 50 feet above the old surface. The multitude of old and newer pilots assembled for a photograph. The photographer stood on the roof of the bar where, in the old days, members could sit sipping tea and eating sandwiches served by uniformed waitresses. (What? A gliding club with waitresses? They disappeared and never returned in 1939.)

It was almost impossible to get everyone into the picture, so the current membership was excluded and the somewhat smaller crowd of former members was photographed again.

In the middle, at the front, there was a small, white-haired female person, still vivacious, alert, active. Ann Courtney Edmonds as was, Ann Welch now. At least one of the people in that crowd owes her a lifelong debt of gratitude for the little book she wrote when she was 19. I wish I had it beside me now, but they took the box away from school and I never saw it again.




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Gulgong

Site of the 2000 FAI Nationals and Club Class Grand Prix

PAUL MATTHEWS

For the first time, the small New South Wales' club of Cudgegong Soaring in Gulgong will host a National Titles. The championships will start on Saturday, 10 February, next and for the first time, a Club Class Grand Prix event will be held in conjunction with the Nationals. Another first could be the initial 18m Championship but at the time of writing, this is still subject to NCC approval.

The club at Gulgong was started in 1982 by a group of Sydney pilots who wanted better cross-country flying within a reasonable driving distance.

The club has now hosted two successful State championships and more than a dozen annual regattas.

The Contest Area

The contest area will be quite varied, taking in the immediate hilly Country of Mudgee, Coolah, Tooraweenah, Wellington and Cudal and then the two flatland areas surrounding Narromine to the west and Lake Keepit to the north-east. The only airspace consideration is the MBZ at Dubbo however, as with championships held at Narromine, tasks are easily set around this area.

Tasks of up to 1,000km can be set, however, given the time of year 750km will be the likely maximum.

For outlandings, there are plenty of options although care needs to be taken in the hills to judge slope and to be aware of contour banks. Probably the best Australian comparison to the area immediately around Gulgong (30 to 40km radius) is Kingaroy in Queensland with its hilly plateau country and extensive use of contouring.

The Weather

The meteorology at Gulgong can be quite complex with the existence of three different air masses. To the west is the well-known dry inland air mass typical of the Narromine area, which extends to about 30km west of Gulgong.

About 80km away and to the north of the Liverpool Ranges and the Warrumbungles is another inland air mass, but containing more moisture and more prone to propagate storms.

The Coolah/Gulgong/Mudgee Valley is actually subject to a marked maritime influence. Almost every day in summer a sea-breeze will arrive at Gulgong, usually around 2100 hours, but occasionally as early as 1700 hours. The sea-breeze comes inland through the Hunter Valley until it is blocked in its north-west passage by the Liverpool Ranges. It then runs in a narrow band along the southern edge of the Liverpools until it spills out into the Gulgong Valley.

The usual westerly extent of the sea-breeze is 20 to 30km west of Gulgong and usually produces only weaker conditions rather than a total shutdown of convection. The overnight deposit of moist air usually means that conditions have a slow and weaker start in the mornings, similar to what one would expect at sites such as Kingaroy in Queensland and



General views of the Gulgong airfield site. Photos: Henk Meertens

Gawler in South Australia (and Temora in an easterly air stream).

Conditions therefore are quite varied and pilots will have to be prepared to change gears on most flights. Having said all of that however, very strong conditions are often experienced. Brad Edwards bettered 160km/h around a 500km triangle in the most recent State Championships.

The Organising Team

We are fortunate to have a very experienced organising team which has already done a lot of work in planning for the event. The team includes Henk Meertens, Richard Macready, Donald Wyllie, Ian Harris, Ian Jacobs, Eric Sweet, Miles Gore-Brown and myself. All of these people have considerable competition experience. I will be playing the dual role of contest director and meteorologist which seems like an interesting challenge, but given the good support team it is, I believe, a workable arrangement.

The Grand Prix

A Grand Prix event, the same as was held earlier this year at Barossaglide, will be run at the same time. Contrary to Barossaglide, however, this event will be for Club Class aircraft.

Only five pilots in Australia have had the pleasure of flying one of these events, and fortunately, I was one of them. They are great fun and very exciting.

Pilots fly a set task in groups of no more than 10 with a simultaneous racehorse start from a single start point. Usually 30 to 40 minutes is allowed from the last launch to the start time. The start height is unlimited and, believe me, considerable skill (which I have yet to master) is needed to be at maximum height at the start point at the start time. First one across the finish line is the winner and a motor racing grand prix placing/point style system is used.

One feature of the event is that there are no handicaps, but to create fairness, aircraft fly at different wing loadings in an effort to create equality. In Barossaglide, the three 15m aircraft flew at 43kg/m² and the two ASW 24 Standard Class aircraft at 45kg/m². Ballast

could be dumped. This worked quite well but conditions were generally weak in that event.

With the range of performance in Club Class, this may prove a bit tricky and at the time of writing, the NCC has not made a determination about the range of aircraft permitted to compete or the ballasting arrangements. The anticipated range of aircraft will be from Libelles to LS3's. Please watch the website, which can be accessed via the GFA site for further information.

Gulgong Airfield

The airfield is located seven kilometres due north of Gulgong township on Stubbo Road. It is an all over grass field but aligned generally east-west with 7,000ft of runway. An additional paddock with about 1,500ft of length will also be used to the west during the event. The airfield has extensive hangars and clubhouse facilities which will be used to accommodate briefing areas, offices, entertainment and catering.

Water Ballast

One major issue is the lack of town water and a reticulation system on the airfield. Competitors are asked to bring water ballast containers and, if you wish, 12volt water pumps. If it is not possible for you to obtain or bring containers then they can be supplied by the organisation for quite modest cost. This should be arranged in advance. Water will be supplied to the tie-down areas by water truck in the mornings and also after launch time.

Accommodation and the Surrounding Area

Gulgong is a small town and accommodation is going to be somewhat limited.

It is recommended that, to secure better accommodation, bookings be made early. See the website for details. Having said that, Mudgee is only a 20 minute drive to the south and, being a town of some 30,000 people, has plenty of good quality motels and B&B's. Please note that camping accommodation on the airfield will be very limited.

The area surrounding Gulgong has much to offer with its numerous wineries and its rich

history of gold mining and early settlement. It is the home of Henry Lawson, the poet and the Museum in Gulgong is one of the finest historical museums in the country. As the town on the (old) \$10 bills, it has magnificent old buildings and classical streetscapes.

See You There!

Early indications for entries look very promising. A number of international pilots have already arranged for container shipment in early March so that they will be able to compete. It also seems that there are a number of Club Class pilots who want to fly the grand prix event given the intrusion of the World Championships into the central summer portion of the year.





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European Trike Safari • Part 3

PETER LÜTZE AND ULLA SAMUELSON
(Continued from June issue)

Wednesday, 21 July 1999 • Tired feet

Today we are going trekking again, this time on the Hohe Tauern ridge south of Lienz. On our way we see horses and cows curiously greeting us. Higher up nature gets harsher; it's very different from our walk in Zell am See where everything was more organised. The trail is narrow and steep. We have to be careful where we set our feet down so that we do not fall. Sometimes we have to look for colour markings on rocks just to find our way. Small beautiful flowers grow up here among the rocks. Up by the small lakes, where we are headed, we see sheep walking freely and grazing. Here we rest our tired feet and enjoy the stillness before we head back down again.

Yet another nice walk and we are happy, tired and hungry when we return to Lienz. We enjoy a delicious river trout in the first Gasthaus we happen to walk by. Lienz is a very nice town and we find a lot of beautiful things in the shops, but we try to stick to "window shopping". To be on a vacation in a trike is very similar to backpacking – you have to find small and light souvenirs to take back home.

Thursday, 22 July • Thunder and rain

Today we feel tired with sore muscles. Outside the rain pours down. A good combination for a day to relax. Semi-reclined we enjoy the books we have brought with us, together with chocolate and champagne, while we hear the rain on the window and the sound of thunder in the mountains. It is so nice not to do anything today!

Friday, 23 July • Towards Vienna

The sun is shining again and we do not have far to go to reach Vienna and the relatives there. We start the day with a nice breakfast in our hostess' kitchen, pack our newly washed clothes that we just managed to get dry before the rain came, then we take a taxi out to the airport and our waiting trike.

The wind is strong today and Peter has to work hard to keep us in the right direction. I do not like this much turbulence and I do not enjoy this flight. We stop in Wolfsberg and wait for a while, hesitating about whether we should continue to Vienna today. By 5:30pm Peter gets some encouraging reports from the meteorologist and we decide to go on. The wind between the mountains is unexpectedly strong though, far stronger than before noon, and it is a terrifying and bumpy ride. Now I know how it feels to be really scared!

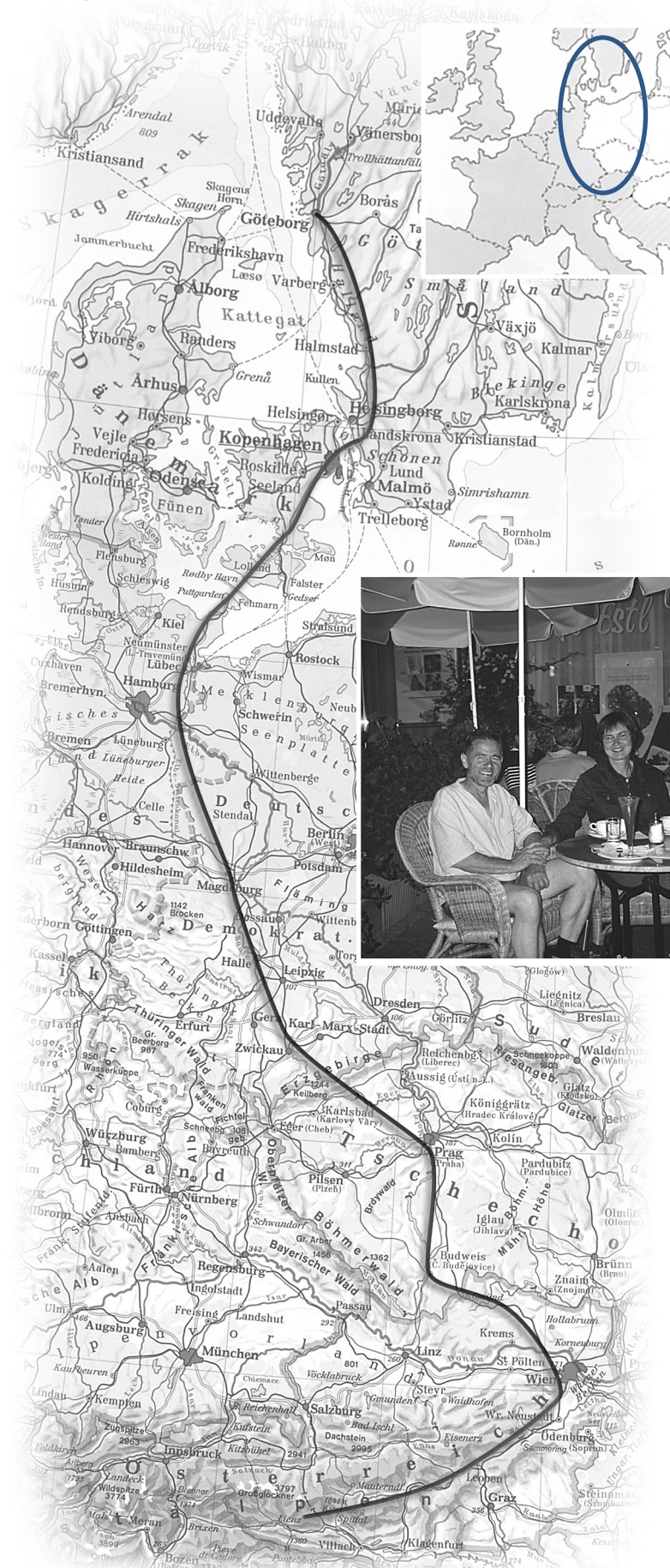
After passing Semmering and about one hour from Vienna, we enter an area of heavy rain and it gets dark all around, although it's almost two hours until sunset. Now we have good help from our GPS navigator which guides us to our destination. What a marvellous invention!

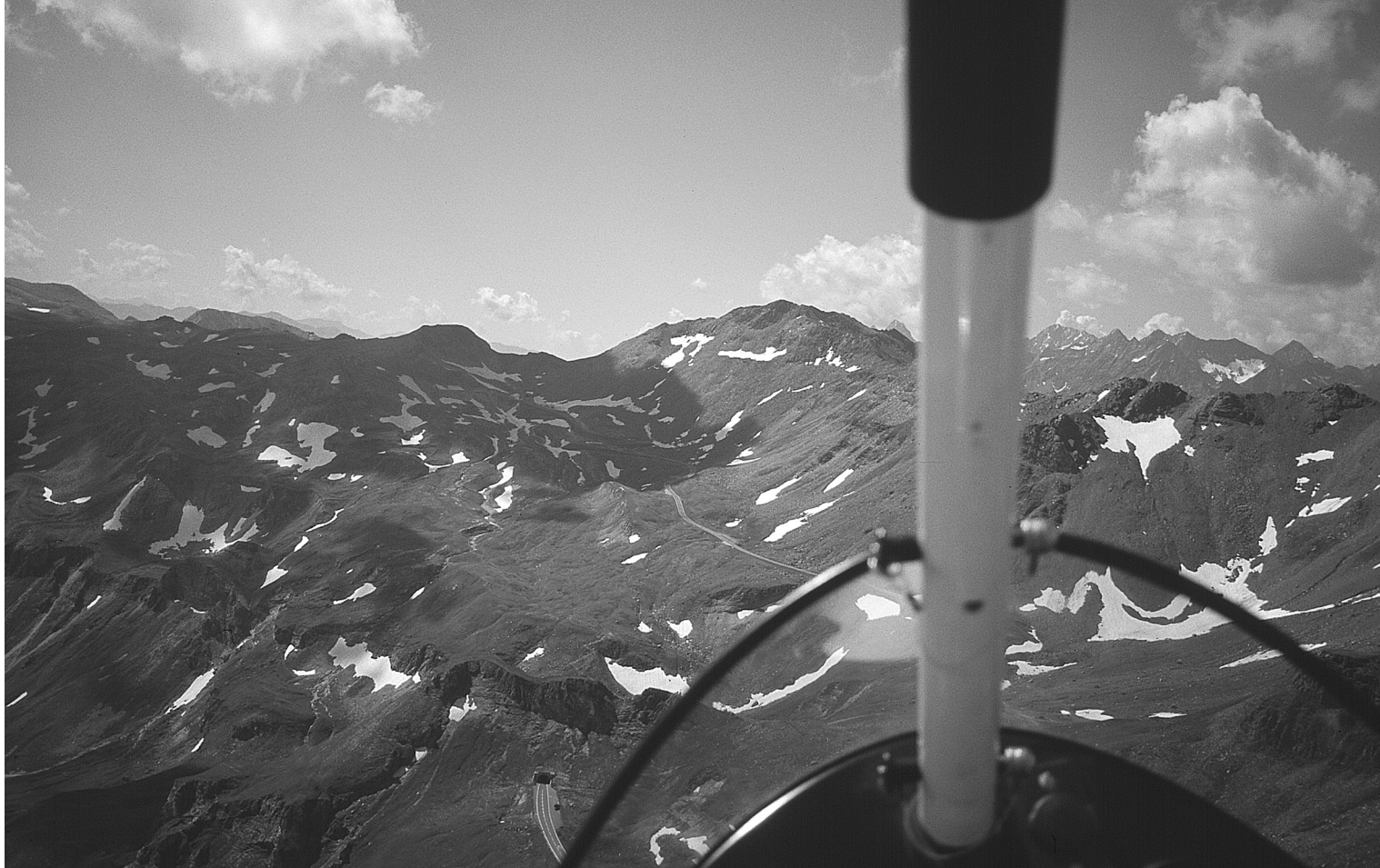
I feel very glad when we set down at the Vöslau airport outside Vienna, and I get out of the trike on my stiff legs. Solid ground under my feet again at last! After a while we get a warm welcome from Peter's parents and a glass of sparkling champagne. Soon we are indoors, warm, dry and well taken care of.

Saturday, 24 July to 31 July • "Home" in Vienna

We stay one week in Vienna and spend the time with family and friends. We sunbathe, swim, eat and drink well, and enjoy our life. The flying requires a lot of planning every day, so it feels good to just relax. I also use the time (and my father in law's sewing machine) to fix the protective cover I sewed in haste before we left Sweden.

During the last days here Peter starts to prepare for our journey towards Czechia and Prague. We need permission, as well as notifying





customs and the border police. We also need to file a flight plan since we are leaving the EU. We are excited to go flying over the old East countries. Before we leave Vienna Peter keeps his promise and takes his parents on a flight over their summer house. Peter's father is 90 this year and I find him brave to fly at his age!

Sub-ed note: Peter now takes over writing duties.

Sunday, 1 August • Landing in a potato field

We have decided to fly home over Czeckia and stop for a couple of days in Prague, although we have been warned by my relatives as well as the media. Pickpockets, swindlers, fake policemen who give people “fines”, dishonest taxi drivers and other shady people are said to rob tourists of their money and belongings. We will not be scared away but decide to be careful. The desire to see the beautiful city of Prague is stronger than the fear of being robbed.

At the airfield I check everything very carefully and file our flight plan. Customs and the border police are due to arrive at 11:30am, half an hour before we head off. The border police, a nice plump woman, arrives right on time. She looks at our passports and checks her laptop computer for a while, then wishes us a safe journey.

Were customs late, or just didn't feel like showing up? We will never know. We leave Vienna and my relatives, who showed up to say goodbye at 12pm sharp.

From the air we can soon see the Danube, cutting its way through the landscape like a silver ribbon. The towns and houses get less and less crowded as we approach the border, which is visible as a deserted railway track in the forest. The landscape is changing. The spread-out buildings in the north of Austria are replaced by small connected kolkhoz-like villages, and the surrounding fields are not rectangular anymore, they are more uneven in their shape. Many lie fallow.

After two hours we set down in Hosin, a small airfield close to Budovice. Customs and border police eventually disrupt our siesta for a few words and a stamp in our passports. The litre price of fuel and the actual litres we get does not match with the final price asked, but we decide not to argue about it.

At 6pm we take off again in the mild evening sun and set course towards Prag-Tocna. We love to fly in the evening. The colours are July 2000

dominated by the red-orange light, and shadows bring life to the landscape below. It feels like a big nice exhale after the warm day. After one hour in the air we can see the contours of a big city with green onion shaped cupola roofs and golden spires in the evening mist ahead. Prague!

Our airfield, Tocna, is located just outside the city. The GPS flashes and indicates that we have reached our destination, but below us all the fields look just the same – no airfield as far as we can see. The position matches the map as well. We descend lower to take a closer look, but we see only fields and some farmhouses. Should we head for Prague International? Suddenly we see something that with some imagination could be an airstrip. An uneven, uncut grass field. The grass seems to be worn more in the middle than along the edges, and close by is a cowshed-like building. In the shadow under a couple of big oak trees we see a tiny tavern. We do a low fly-by to check more closely. The surface of the strip does not look very inviting. It seems to be as even as a potato field, and in between the tufts of grass we see glimpses of larger stones. People wave to us from the tavern as we fly by and we do not want to disappoint them so we decide to land. The wind shifts on the final approach, giving us a downwind landing. But our robust Airborne trike, built for tough Australian conditions, handles it all with ease.

The hangar where we have already booked space in is locked; the boss is out flying. The place is run down and there are piles of old stuff lying around here and there, but hospitality surrounds us. Soon we are enjoying good food and drink. The drink, our first ever real Pilsner beer, makes all plagiat we have had so far taste like dishwater. We have some more before, somewhat clumsily, rigging our miniature tent and crawling into our sacks.

Monday, 2 August • Prague

Breakfast is served at the Balloon Club by Käizek. He is wonderfully friendly and happy. Outside we are served apples and coffee (and also an album with Käizek's achievements in the balloon gondola). Käizek is a professional pilot and lives at the airfield with a female “assistant”. Ballooning is his life. We believe him. We can see it in his whole appearance when he tells us about his flights. We listen with a little envy. He is a pilot, deep in his heart. There is no prestige, only a deep love for the

sport. Käizek makes us wonder if many of us have lost the best part of it in the hunt for more speed, performance and more “tingle tangle”, IFR licence and horse power.

After we have folded down our trike to get it into the low hangar, we order a taxi to Prague. With the warnings of pickpockets still echoing in our minds, we rearrange wallets and other valuables closer to our bodies. Mercur, the three star hotel in the city centre, is our home for the next couple of days.

Thursday, 5 August • Blood money

It has been three overwhelming days in this beautiful city. Museums, the castle, Karl's bridge (or “Ponte Carlo” as our Italian guide calls it) and all the magnificent beautiful buildings have made a big impression on us. In the evenings we went to restaurants, bars, a jazz club and “black theatre”. The deepest impression, however, was from the Alfred Mucha exhibition. He is in our minds together with Klimt, the greatest Art Nouveau painter (who is practically a national symbol here). We did not see any pickpockets or similar, but even so our money for this journey seemed to decrease frighteningly fast.

We wanted to get an early start today to be able to reach the border and Magdeburg in Germany before sunset. The taxi, a Mercedes diesel way past its prime, arrives at 9am. The chauffeur only speaks Czech and looks like a living question mark when I say, “*Tocna airport.*” “*Tocna?*”, he asks. I nod. The morning traffic is slow and the further we go we are more and more certain we are heading the wrong way. We sign the driver to stop and show him on the map where Tocna is. He replies with a “*Sorry, sorry.*” and turns the taxi around in the opposite direction with the taximeter happily ticking away.

Forty minutes and some more wrong turns later we arrive at the airfield and the driver wants close to 1,700 Czech kronor, more than four times the price than the trip three days ago! We refuse to pay what we consider to be usury. The arguing and the situation become more and more hostile. Our friends at the airfield try to help us negotiate, but the driver does not give in. To settle we offer to pay 1,000 kronor. Our driver then threatens to call the police, which we think is a good idea since we do not want to pay anything more than that. Furious he grabs the 1,000 kronor, while at the same time holding his other hand as a gun to his head and speaking angrily. He then disappears in his old, yellow Mercedes leaving a cloud of dust. “*What did he say before he left,*” I ask our friends. “*He said, ‘I can get you shot by the Mafia for 6,000 kronor. Both of you!’ He is crazy. Unfortunately this is not too uncommon here nowadays.*” We feel bad leaving this beautiful friendly country with such a last impression.

One hour later we are on our way to Karlovy-Vary (formerly Karlbud). We have light rain in the approaching warm front. More used to the routine we handle customs and border control well, and register our flight plan to Altenburg in Germany. We fill all our tanks before we leave, as the fuel is cheaper here than in Germany. However, a long list of doubtful “fees” well compensates the cheap fuel.

On our way to Altenburg we fly under clouds heavy with rain. We try to go around the worst but still have to fly through some showers. Even so we stay surprisingly dry. It must be the trike's good aerodynamics that divide the airflow around us.

Altenburg airport, built during the first world war, is well organised. The staff is very friendly and helpful, as if they have just been waiting for us the whole day. In no time they help us arrange a space in the hangar, a taxi and a nice hotel. This is where we stay for the night while the rain pours down outside.

Friday, 6 August • Aviare essesere est

Clear blue sky! We are on our way to Magdeburg. Below we see the farmlands floating by. Paddocks, small lakes and now and then some small woods. Also some small towns, rivers and railway lines as if they were drawn with a ruler.



We feel privileged! To be able to travel so close to nature without any rush, enjoying the view and smelling the different scents from the ground below. This is freedom! We, together with our small aircraft, join into one unit, and to fly feels like the most natural thing in the world. We do not envy the IFR pilot high above us, who just looks at his instruments and follows a predetermined route. His goal is to get from A to B in the shortest possible time. Our goal is the trip and the things we experience on the way. Time is not our enemy, but our friend.

Magdeburg is yet another big airport and a memory from the time of the occupation. When we taxi on the bumpy concrete runway, much like the old German autobahns, we see rows of overgrown concrete bunkers where Mig-planes were kept during the Cold War. We fill up with this trip's most expensive LL100 at DM4.25 per litre, which is somewhat compensated by the low landing fee of DM5. For this fee we are allowed to stay a maximum of four hours, then there will be an extra charge. We relax. A nice lunch in the airport restaurant and then a nap in the shade of our wing. After a while an employee wakes us up and lets us know that there are only 15 minutes left of our four hours. We are welcome to stay longer, but “*Ordnung muss sein!*”

Still a little sleepy we taxi out and head for Lübeck. We see more and more woods as we go north, more headwind as well. We move slowly over the ground. Two hours later, at checkpoint Sierra 2, we call Lübeck control on the radio. The flight leader remembers us from when we were on our way south. We exchange some friendly words as well as the usual dry and formal flight talk. We fill up with fuel and file our flight plan for Maribo in Denmark. I try to buy a bottle of Cognac at the airport: “*Yes, no problems! That will be DM124.*” I decide not to buy, as it is cheaper even back home in Sweden.

The trip to Maribo takes just one hour, but we have to pass the water between Puttgarden and Rödby. Through the mist we can just about see the shore of Denmark. We fly high over the water, as it feels safer that way. In Maribo we take a taxi to the truck centre by Rödby harbour and eat some smörrebröd with Hof beer once again. It tastes so good! Then we spend a last night in our sleeping bags under the sky. We can see the stars. The air is fresh and cool. We can really tell that we are going north and that we are close to the sea. Feeling a little sad that the trip will soon be over, we fall asleep with just the stars above us.

Saturday, 7 August • Homeward bound

We file a new flight plan and head for Landskrona in Sweden without any stops on the way.

It is a nice, slightly chilly late summer's day, but the “feeling” is not really there. We expect to be back home this afternoon but we feel unprepared. Until now the travelling has been the goal, our challenge. We have not known where we were going to sleep at night, what people we were going to meet, what we were going to experience. Now it is back to our home field and back to work on Monday. More than anything we would like to just keep on flying for a couple of months and enjoy our freedom.

The fertile, beautiful Danish farmland floats by below and we make a small leap over the water and land in Landskrona.

There is a lot of glider activity today. Lilian, the Good Fairy, talks us in on the radio, helps us with the fuel, makes some delicious sandwiches and keeps track of most other things as well. Apart from that we can really tell that we are back in Sweden. Things are more relaxed here. Friendly, but a little distant. We miss the spontaneity.

After a short pause we take off and head towards our final destination, Fjärås . We are both mostly quiet, each occupied with our own thoughts. All the wonderful people we have met; the beautiful landscape; the majestic Alps; the nights in the tent... and now all that remains is the last leg home. The excitement is gone. Everyday life is waiting.

In Fjärås our friend Dagge meets us with coffee and something to eat. He is a wonderful person, the best friend you can imagine! Some guys working on a wrecked sea-plane ask, "Are you going to fly this evening?" "No, we have just come home."



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/hour, 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, 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.
Total distance travelled:	~ 5,000km
Total airtime:	48.5 hours

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Military Manoeuvres

CONTRIBUTED

The Queensland Air Training Corps traditionally train at Kingaroy with the Kingaroy Soaring Club, or at Warwick with the Southern Downs Aero and Soaring Club.

During the week spanning 17 to 21 January, the ATC held a camp at Warwick. The records show that 16 students did 170 flights for a total of just under 80 hours in the air. However, that's enough background and statistics. The following first hand impressions show that these camps, whilst unscripted, could rival 'Neighbours' for viewer interest.

Sunday: Most of us have been on these camps before – there's really only Trent who's an actual beginner. He's only 13 and he's small – someone suggests he'd make a good mascot. Personally, I don't think he'll be able to see over the instrument panel.

Beds claimed, food stored, rosters sorted.

The staff arrive, one by one. Long Tall Don – he's been running these camps for decades; Gus, who taught Icarus to fly; Pat the Rat, military and Ansett; Allan, a Group Captain no less; Bill and John, instructors/tug pilots; and Val, who looks after the Pawnee as if it were her own. More than two centuries worth of flying experience here.

Monday: Hangar doors open at 6am. The first flights are airborne by seven o'clock. When are we going to sleep!

The Pilatus B4 does a Form 2 test flight. I didn't know gliders could spend so much time upside down and going up, round and over. I overhear some B4 pilots talking about 'plus six and minus four and a half gees' and 'a fantastic rate of roll'. Okay, I'm impressed. I think I'd like a go in that.

The pecking order is being worked out –

but it's pretty informal. Hornet pilots actually talk to the rest of us sometimes. I suppose they have to have a crew, hey. Pilatus pilots talk to Puchatek pilots okay – but with this secret sort of little smile, you know! Individually, Heath is on top, naturally. Heath's joining the RAAF. He's passed his first interview and has already flown K13s, K21s, Puchateks, single and twin Astirs, the Pilatus and the Hornets – and he's a member of the SDSC here at Warwick.

At the bottom of the heap is Trent. By collecting all the ballast from everywhere, they can just bring Trent up to the minimum cockpit weight for the Puchatek. He is surrounded by more cushions than the Queen of Sheeba. Heath is heading off in the Hornet to do his Silver Distance today – a 135km task to Pittsworth and return. He has maps, a GPS, food and water, a barograph, and a camera. One of the staff asks if he'd like to borrow a spare camera. No, he's done all this before – dual. He's cool is Heath.

We soar. There are check rides for those who are already solo. Some, it seems, are a bit rusty.

Luke is a K13 pilot, and not all that 'whelmed with the Puchatek. The whispered words 'tin barge' are heard to pass his lips. I too have some time in a K13. Up in the Puchatek I press the rudder bar to try to make the nose track promptly into the turn. Secretly, I sympathise with Luke, but up here at 6,000ft, soaring with a brace of Astirs and a wedge-tailed eagle, I'm not complaining. I just want to fly!

Heath swishes home from Pittsworth. Kerin converts to the Hornet.

Flying ends with some circuit practice. Sam says he's ready for it – did all the sequences at the last camp. Not today, Sam!

De-briefing saw no problems, but Heath's camera had no film in it and his barograph cylinder wasn't locked onto the drum. So, no photos, no trace. Heath is a bit tight-lipped.

Tonight's barbecue was cooked by Dave Donald, one of the 'Dodgy' brothers, Astir pilot and secretary of QSA.

Tuesday: Flying started at 6:30am. Lovely and smooth.

Joe flies the Pilatus and picks up a perma-

nent grin and a single-seat swagger. Luke forgets to break off early enough and elects to fly a right-hand circuit.

Odie forgets to break off early enough and has to do a straight-in approach onto final, just when Sam, who has forgotten to break off early enough, is entering the circuit on the base leg. Odie is lower and claims right-of-way, Sam conforms, watching Odie like a hawk, wondering if there'll be any runway left for him. Their instructors write the words 'break-off' in their logbooks.

Jordan converts from solo in the K13 to solo in the Puchatek. No worries. The day warms up and we soar.

There's a wide, black-based 10km long street between the Leslie Dam and Allora. It goes right past the aerodrome. *"Back to best L/D in the lift, push her along a bit in the sink,"* I hear from the back. There's not much sink. We slalom gently, curving through the lift like lazy surfers. There's nothing to touch this! It's poetry! At one time I could see seven sailplanes sleekly dolphin-cruising. Trent waves as he slides by.

Heath heads off to Pittsworth, but storms are brewing so he turns for home. That's airmanship.

The Puchateks bash the evening circuit until the sun goes down.

De-briefing: Those who doubted that 'breaking off' was an important decision are now convinced otherwise. Lecture on stalls and spins.

Wednesday: Circuits as the sun comes up – and then, for Paul and Luke, ropes start breaking when they answer *"um"* to the question *"Where would you go if the rope broke now?"* There are tail-waggles and wave-offs and release failures – Puchateks are weaving amongst the tree tops, looking for somewhere to land.

The day warms up and we start to soar. It's not too good – a strong inversion lids us in, makes it bumpy and keeps it hot.

Heath heads off to Pittsworth. He's back within the hour – a victim of the inversion.

In my Puchatek, the world swirls, spinning, round to the left and I stop it when I'm told. Then to the right. Then to the left again... and again and again. And again I meet Trent up there in his customised Puchatek, peeking out at us over the edge of the cockpit. Despite his size, he seems to be able to out-thermal everyone! I think he's been practicing with his dad.

More circuits in the evening. After one, the instructor steps out to send Paul solo. *"You're joking, right?"* says Paul. I asked him how he felt afterwards. *"Kind of stunned!"* he said.

Ian flies the Pilatus.

Sam says he's being held back to go solo and he fronts his instructor. The instructor smiles patiently and tells Sam he can fly on his



Participants in the Queensland Air Training Corp camp held at Warwick

own when they both think he's good enough. Up there, Sam glares at Odie's Puchatek as it turns in onto a late downwind right in front of him and, as ever, lower. All Sam's careful circuit planning and now he has to give way to Odie, again! The instructor hears him sigh.

De-briefing: Ian, all enthusiastic about the Pilatus; 'The Pocket Rocket', one of the instructors calls it, but he says not to be overawed by the B4's reputation as an aerobatic machine; "light and responsive, yes, but easy to fly, too," he says. One day I will.

Dave Donald, our chef, has had to go back to Brisbane. There's just about a mutiny! Bring him back! Trent volunteers to cook. We're a bit uneasy. Some cruel things have been said about Trent's size – maybe he wants to get even. Too late we find out that he can't actually cook, as we know it anyway. There were bits of egg everywhere and the charcoal-skinned sausages were red-raw in the middle. And what he did to the Group Captain's muesli in an attempt to create 'apple-crumble' is not for those with weak stomachs.

Thursday: More early morning circuits – post-solo consolidation for some, checks for others. Tyson goes solo. Joe grabs the Pilatus. We soar!

Heath heads for Pittsworth. Today is just like yesterday – not going high enough. Heath comes home and hands the Hornet over to Kerin.

It's quite tiring manhandling aircraft, pulling them back, lining them up and launching them again, 12 hours a day. Trent thought he'd have a little nap – we see him lying in the pie-cart, on his back, amongst his cushions. Odie it is who smears honey on those slightly parted lips; Odie it is who watches and waits while the flies cluster, lapping honey; Odie it is who pokes poor Trent in the ribs and causes him to sharply inhale... Odie hadn't enjoyed last night's tucker.

Now Odie's learning about modified circuits – about sink and wind gradients. His aircraft wheels in early over the trees, straightens, drops gently onto the far end of the runway. Sam crows, he's on a beautifully-judged extended downwind leg as Odie, ahead, starts that first inward turn. "How did he mess it up this time?" Sam wonders. Then the spoilers deploy! Sam jerks wide awake. "Simulated sink," murmurs his instructor. Sam's angle is shot; he banks in over the trees, straightens up, picks an aiming point, rounds out, touches down, rolls along and parks his Puchatek right next to Odie's.

The next few flights are chaotic for Odie and Sam. The rope breaks here, there and everywhere; the tug pilot waggles his tail and rocks his wings at them in impossible places, their releases fail and there is sink all over the circuit area.

Luke goes solo – and has his best landing of the week.

De-briefing and lectures go by in a blur – tiredness sets in.

Dave is back! Proper food again!

Friday: Puchateks follow each other around the circuit in the early morning sunlight. A boy named Belin (it's Scandinavian) goes solo.

The instructor climbs out of Odie's aircraft and does up the harness. Odie looks more serious than ever before in his life. He flies the perfect circuit, touches down like an autumn leaf.

Then it's Sam's turn. "I just want a well-planned circuit and a good landing," says his instructor. "If you can do it twice, I'll get out and you can take it round yourself the third time, okay?" But Sam's not sure he's ready after yesterday.

"Absolutely awesome," said Sam. "I had to look over my shoulder, just to make sure there was no-one there."

By 2pm there are eight-knot thermals to 9,000ft – no kidding. One of the staff can't

resist it any more and disappears over the horizon in a Discus. Heath heads off for Pittsworth. He only needs four thermals for the task. The camera works, the barograph works – Silver Distance! He's still grinning. They all are.

And me? I want more of this! I'm going well. It won't be long. I think I'm going to join this club – the junior rates aren't much and it's an easy drive from Brisbane. I'll hitch a lift with Heath.



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What the Pax Thinks

EMILIS PRELGAUSKAS

"I've always wanted to go gliding."

"My husband has talked about going gliding for many years, and I want to surprise him for his birthday with a flight voucher."

"You really must take me gliding sometime."

Fine. In fact, music to the enthusiast's ears. I know precisely what gliding is. It is standing in the rain while a 30-knot breeze tries to blow the glider away on whose wingtip I am resting all my weight. These people above want to do that? I don't think so. The pax's mental picture of gliding is the sunny autumn day, a five knot breeze blows hence and thence the thin blouse of the ground crew (well, even the pilot can dream), we sit on the manicured lawn alongside the sleek sailplane (\$300k at least) before we gently waft into flight to cruise the countryside at will, without a bump or care.

"My house is just 15km down the road, you can take me to fly around it low enough for me to snap the grandkids on the swing."

— More likely, the realistic pilot knows, it is getting filthy dirty trying to kick the winch into life before broiling under the canopy to take a soggy launch from which to try to climb away when the 12,000ft cu bases are telling us the nearest thermal is five kilometres from the strip.

"It must be so peaceful up there."

— Yeah, right. That tight little thermal pitching me out every turn, and making me lose the whole thing if I dare try to re-centre. The heavy sink all the way off launch till I hit the core in circuit on the way home. Not to mention the feeling in the stomach sitting 60km from the nearest landable paddock over 'pastoral country' in Australia's inland with nothing but cirrus ahead. Peaceful, right. That must be what they are looking for. Those moments of boredom interspersing the almost continuous terror. Oh, it isn't. What a surprise:

"I don't see why you have to bank, why not just float around with the wings level."

"Why all the circling, can't we just cruise for the whole flight." – (after the resultant circuit) "Is that all there is?"

Like gliding clubs, and pilots, pax come in all shapes and sizes. As do their pre-programmed expectations about what gliding actually is. Since I live at a gliding strip, I get all the enquiries. By phone.

After a television program about a Pik20E crossing Australia east to west, a succession of phone calls wanting to know if motorgliders were actually part of the gliding scene (I think they mean control structure) and not powered aircraft (I think they meant GA).

In person. It is usual at almost precisely 3pm on any weekend or public holiday to have a car load of people arrive, unannounced, looking for their gliding flight. Suggestions that the Big Mac & Coke just finished (I can see the empty containers on the back seat) might be contra-indicated with a gliding flight are met with bewildered incredulity. Their response clearly shows that these pax assume that a gliding club is a bunch of people sitting next to gliders at the runway edge waiting for nothing other than the pax's arrival. And the cost?

"But you've got the glider out already; surely we get our flight for free?"

Even when booking flights in advance, there is room for confusion:

"We have our tour booking (there is an open range zoo nearby) at 3pm (a magic number apparently); surely you can fit all three of us in from 2pm."

— It is futile to talk about turnaround times needed between flights, the pre-flight briefing time, or the post-flight time where the AEI might want to grab even just a gulp of water. Everyone has seen the glider being towed sedately into the air (Thomas Crown Affair and other similar movies). One look at the preceding winch launch, or even more scary – the winch itself, and clearly this is not proper gliding.

And let's not talk about the flight length being dependent on the weather, or (shock, horror) pilot skill. With a selection of two-seat

gliders on the strip, the pax wants the sleekest one. Clearly this will give the longest/best flight. At one time our club had fun putting the new AEI in the Blanik, and the old hand in the Kookaburra, and watch the queues re-form as the latter consistently got longer flights, much to the crowd's bewilderment. And it is no use talking about a flapped two-seater being a contest platform and not really suited to local pax sorties; but that is a sexier glider, and I want to fly in that one. So what do pax want?

They want the flight to be familiar, but at the same time unusual. They want it to be perfectly safe, but fulfill thrill-seeking goals. They want value for money.

Some measure that with a stopwatch.

Some measure it by the pleasure of the experience. Some want to see the scenery.

Some want to photograph it (try explaining to the jittery mess strapped in about needing to adjust light exposure when the light comes from all around as it does in flight, or that there should be a part of the airframe in the shot to give a sense of connection to later viewers of the photo). Some want to watch the pilot at work (that means the AEI flies in the front seat on some flights).

Some pax also actually feel re-assured by seeing the person in control up front (not that they would admit to it). Others want to feel out front all on their own (you thrill-seeker you). Some want to hear the quiet (well, the roar of the air over the canopy anyway) of gliding flight, just as they always imagined. Others want to be kept entertained (sorry, the galley is closed on this flight). Talking throughout the flight, mainly about grandkids and their lifetime of illnesses (let's not interrupt that with a thought about breaking the concentration of the pilot alongside in whose hands we've placed our lives.) So you fly passenger flights at your club do you? Do you ask them what they want before the flight? Do you wear appropriate clothing to inspire their confidence (yes, I mean epaulettes with at least 2 gold bars)? Oh, you've just come back from the winch have you. Yes, I have gardening clothes like that as well. Let's be grateful that most of us don't hear what the pax tell their friends on Monday about gliding. ✂

The above arose from an SA Gliding Association meeting discourse where club delegates routinely share thoughts on club activities. Emilis in his 32 years, as founder of five gliding sites, owning a succession of six different two-seat gliders, has completed about 6,000 passenger flights.



Jack Iggulden versus Ron Adair

ALAN PATCHING

Ron Adair (1920-2000) was known to most glider pilots from the early 1950s to the 1970 era, since he was active in every aspect of Australian gliding during that period.

Although Ron joined the VNFG in 1945 while working at the Aeronautical Research Laboratories he learned to glide in Germany, becoming an instructor before returning to work at the Weapons Research Establishment at Salisbury.

He joined the Adelaide Soaring Club and played a major role in the building of not one,

but two Schneider ES-49 gliders by the club.

Then with Cliff Gurr he designed and built the 'Altair', which is the only Australian 18m glider. When it flew in 1958 it was the highest performance glider in this country with a calculated glide angle of 35 to 1. Cliff and Ron flew it in various competitions gaining their Gold C badges and setting national records.

Ron, together with Bob Muller, was responsible for the creation of the National Gliding School at Gawler, which continued to set standards and train instructors and glider inspectors for the next 16 years. The photo shows Jack Iggulden and Ron resolving some

Obituary Ronald Hamilton Adair

major issue in the spirit of those early formative years when ideas were far from unified.

On moving to Sydney to join Victa Manufacturing he became the CFI of the Southern Cross Gliding Club, and held that position until leaving to work overseas. Unfortunately, for gliding, he took up sailing, which involved his family more readily.

He died suddenly while holidaying in New Zealand. Our condolences go to his wife Pam, daughter Sarah, and son Angus. Ron will be remembered for his friendliness, learned opinion and willingness to share his knowledge with others.



Youth Gliding 2000

PHIL HEARNE, Beaufort Gliding Club

"If it is to be. It is up to me"

— a quote from Ron Barrassi drives this program.

It started out fairly innocently from articles in AG. "Why are we losing members?" and "We need more young people in the sport." It seemed like a fairly obvious answer. Let's do something about it.

I approached the principal of Bacchus Marsh Grammar and we tossed around the idea of getting students airborne — local kids, keen, interested, able to get to the airport by themselves without having to rely on mum and dad. It was hard to get the school to make gliding a compulsory subject for Years 10, 11 and 12 students, so we agreed to make it an option.

We, the VSA funded four students from each participating school to receive scholarships, including some flying money to get them started. A total of 23 Victorian Clubs are participating with 23 schools. Scholarships will be awarded to 92 students before September 2000 to start flying training at their local club. The clubs are waiving club fees. The VSA is paying GFA fees. The scholarship is awarded by the school to a student who showed promise at the completion of school studies about aviation.

At the end of the appropriate semester, the 23 schools will be represented at Youth Gliding 2001, a four-day camp being held at Benalla, one week after Easter. The 92 students will attend along with their instructor and club training aircraft to participate in an innovative program of flying, learning and fun.

The camp objective is aimed at establishing a peer group from all over Victoria to grow together through the VSA scheme. A big ask for 16 and 17-year-olds.

All Victorian clubs have received a kit containing presentation certificates, letters to the Principal, participating school registration forms, guidance information and a document outlining the whole scheme, including a disk copy for each club to personalise this documentation.

The day after I formally introduced this to a school, I had a phone call from another school in the same district asking to participate in the scheme. One other school asked for a gliding wing to be established in their school.

These doors are open. All we need to do is walk in.

If you need some help getting your club going... ring Phil Hearne on 03 9364 2460 (h) or email <philcarla@hotmail.net.au>





World Comps - Six months to go

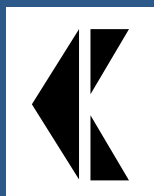
TERRY CUBLEY

As we move to the final countdown, preparation is well under way, thanks to a large number of people putting in a lot of effort. Entries are unknown at the time of writing but our expectation is for 50-55 in the Club Class World comps, plus 24 in the Grand Prix. A total of 80 pilots will make this a significant event in international soaring. We were hoping to use the Gawler Harness Racing Club facilities for the competition, but some major changes in the organisation of harness racing in South Australia has meant that we have reviewed the options available to us. As it turns out, by using the current facilities of the Adelaide Soaring Club, with some minor changes and some creative arrangement, we have been able to prepare an excellent venue which should create a great atmosphere and encourage interaction amongst

the pilots, teams, helpers and public. Although we say the modifications are minor, they require a fair amount of work and some expense from members of ASC. A number of club members have been making a big effort to ensure that the club puts its best face forward. This includes moving some internal walls, building temporary and permanent walls, false ceilings, cleaning, painting, caravan park area for the team village, modifications and expansion to the bar area, internal roadways, and much more. The airfield at Gawler has two cross runways. During the competition, one end of the east west runway will be closed off completely. This will provide a clear area for tie down, enable expansion of the bar area and other observation areas, easy access for cars and pedestrian traffic. It should enable great displays

of gliders for the visiting public and a carnival atmosphere with coffee shops, trade stands, and a relaxing atmosphere out of the heat of the day. Rather than the traditional airshow at the commencement of the competition, with the ensuing dramas of cost, crowds, poor weather, etc, it has been decided to promote sport aviation through an ongoing series of displays during the competition with participation from balloons, hang gliders, ultralights, etc. The period between, when gliders have started and the first finishers return, can be a fairly quiet time at a gliding competition so, hopefully, these displays will provide some interest for team members and visitors. Another planned display will be the datalogger tracking display. A number of gliders will carry transmitters which will send data from the GPS loggers back to the base. This data is then displayed on a large screen map to show location, height, and average speed of the competitor. This really does bring the action into the lounge room of the support teams. The information can be displayed virtually in real time, although there is some pressure to put a time delay to protect any critical data from competitors.

I saw this system used in Germany and there was a constant crowd around the large and small displays. In addition, the display can be shown on the site's web page so that interested glider watchers around the world can view all the action as it happens. For the POST tasks used by the Club Class, we will need to show the actual track undertaken by the competitor so that an appreciation can be made of their performance. It is more difficult to work out relative performances on the Club Class task than on a pre-set task in Open Class or similar. This is because it is not a set task so pilots will travel in a variety of directions (although spotting the benefits of a particular choice of turnpoints should get the radios fairly active) and the handicap factors will need to be factored in somewhere. For the Grand Prix class, there will be a fairly easy analysis of the data. With all gliders starting at the same time, the one in front will be leading at any particular time. Watching the front runners approaching home will indicate the time to head for the finish line. With a large crowd watching the screen, plus a large crowd on the internet, there is a perfect opportunity for an advertiser to get some real mileage out of the system. This system is still an optional extra for the competition, depending on access to the \$20-30k required for the transmitters and software access. We would be pleased to hear from anyone out there with ideas on potential sponsors. This is a great opportunity to promote our sport and give some real value to a sponsor.



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VGA Millennium Expedition to IVSM 2000

Part 2

JOHN ASHFORD
(The Melbourne One)

When Alan Patching said he was going to the IVSM (see June AG/Skysailor) I said, "What is it?" Then, when I was appraised and asked would I like to go too, the answer was "You bet, count me in."

Little did I know what I was getting into! It wasn't long before Patch informed me that the Golden Eagle was going too – big problem, how do we get it there? All the other international entrants were going into Baltimore on the East Coast of USA and the IVSM organisation was equipped to get them from the docks to Harris Hill, Elmira. If we could get shipping to there, all we needed to do was to turn up. Despite a lot of searching, no sponsor could be found so it looked like \$12,000 minimum was going to have to be found, in a hurry, plus our own fares.

Patch started to get gloomy so I said, "*Look, Terry Cubley says he thinks he can help, try him out!*" Thankfully, Terry came good with a sponsor who would ship to the West Coast. We grabbed this with open arms. Because of the uncertainty about shipping the glider we were both already down the drain on airfares, as all the cheap stuff had gone. The prospect of a free ship and container brightened everyone up.

The next thing we ran into was that we needed to get the glider in the container. With the ship only a few days away from sailing, the forwarder informed us the container was being repaired. About this time we had involved Gary Brasher and considered ourselves lucky to have a GFA member 'in the trade'. Patch and Geoff Newlands got the trailer down to the docks, where the container had magically appeared, and I cunningly contrived to arrive there after they loaded it. I was lost in dockland. Everything about commercial shipping is kept a secret from the public, with no signs or directions. "*It's down there somewhere,*" is about all your enquiry to find something will elicit, and there are great trucks and forklifts as big as a house whizzing all around you.

We thought we were getting a high bay container. We didn't, but when it's free you just have to improvise so off came the wheels and Patch, Geoff, bystanders and a very enthusiastic forklift driver pushed and skidded it in on the hubs. The trailer was subsequently lashed down

in the container where it was noted that there was considerable room left in the front of it.

The next job was to go off to Melbourne city to get a customs inspector, who turned out to be a lady. Patch took her back to the container, got it inspected and said: "*Okay, close the doors and seal it please.*" "*Nah, do that later,*" says the forwarders man. We weren't real happy about that, but had little choice.

At that stage, what we thought was free was found to be not quite right, as we received a bill for \$1,200 for 'various port charges'. This is like getting a bill from a lawyer for 'crossing the road to speak to you and finding out it wasn't you after all' – \$50!

While all that was going on I was finding out about the internet, and had contacted just about everyone I could think of who would help get the container from Long Beach to Elmira, 2,700 miles away. Then it dawned on us we were going to have to trailer it right across the USA ourselves. Well, at least having made that decision we were able to book airfares that, incidentally, were now about \$400 more than if we had been able to do it earlier.

Then this chap Greenspan (Big Al) starts monkeying with the US Federal Reserve Bank rate and our dollar got all shot to hell as a consequence. 'What have I got into?' I asked myself each evening, as the news showed the Aussie dollar heading for half a US one. One thing though, Patch just breezed along and was an inspiration.

Back on the keyboard and friends were coming forth with help to get the thing off the docks in LA, finding a car, and planning barbecues in our honour. The gliding movement is really an international wonder when it comes to getting help for its travellers.

The ship left late and the best estimate was that we would have four days to get the thing out of Long Beach and across to Elmira. Disappointing, as we thought we would be able to take 10 days and get a bit of a look at the USA on the way. Meanwhile, I had dot-commmed my way all around California looking for cars. Yanks are full-on for international business but don't seem to be able to come to grips with the idea that other countries are a little bit differently organised. When you put "VIC" in the box marked "state" it proclaims "please enter state correctly" over and over, then I remembered that in the US you only need two letters for a State, CA = California, etc. Similarly, try entering a four-digit Australian postcode; they are all five digits in the USA. (One day I will find one of these internet

'register with us here' web pages with "do not put anything in this place" and I am going to put 'anything', right in the centre of the box. The disappointment with the internet is that you can't rub candle grease all over the bit marked 'For office use only!')

By the time you read this we'll be over there. Bill Wright 'Toyota dot-com' in Bakersfield, California has proclaimed "Boy, have we got a deal for you." My superannuation has been raided for funds to buy a car which, hopefully, will be sold back to Bill, giving me something to live on again back in Australia. We certainly won't have time to sell it when we get back to LA because now the return journey is longer – why? EAA wants us to exhibit at Oshkosh. This is starting to look like one of these "Mission Impossible" stunts all over again.

Well Patch was right, you have to look on the bright side of things. His daughter Rosemary got us some cheaper fares; the shipping company allowed the captain of the PAC Princess to kick in another motor, and our Aussie Reserve Bank equivalent to Big Al has said "no rate rise" and the Aussie dollar has got off being flat-lined and shows some recovery although pretty much a basket case still.

We can still use any donations, which can be sent to the Honourary Treasurer, VGA, 11 Sunnyside Crescent, Wattle Glen VIC 3096.

In the meantime we would like to thank IMT line and shippers Macarthy and Co. for sponsoring us, and Terry Cubley for finding them. Gary Brasher deserves the Iron Cross with double oak leaves for his tireless efforts in co-ordinating the mystery of dockland and getting us on our way and Kevin Chamberlain on insurance matters, Janice Hagen and Dan Armstrong in Tehachapi for the work they are doing on the other side of the Pacific regarding cars, Kevin Manie of ADI for giving us an introduction to an LA company to handle the import to the USA and Raul Blackstein of SSA in LA for his offer to help us get the thing off the docks. There are quite a few others too but I can't go on forever. Thanks to you all.

Last but not least, the GFA inspired us to do it, and show to the rest of the world that we are no "Johnny come lately" when it comes to world gliding. Regrets? Yes, I've got one regret, and that is that Geoff Richardson, designer and GFA man through and through, can't be with us to see his pride and joy paraded with the rest of the world's oldest and best.

More news of this expedition will be revealed in this journal as it unfolds over the next weeks.



SkyHigh Millennium Cup – Round 3



Apollo Bay

HAKIM MENTES

If you want to find paraglider pilots in a small town, try the flying site first then the pub. This order is the other way around for some. Arriving at Apollo Bay Friday night, there were a number of pilots sitting in the pub with huge smiles embedded into their faces, talking about their excellent day's flying. We had to listen to their flying stories all night.

The weather did not look great Saturday morning. North-easterly wind – bugger! Despite the gloomy conditions we had our first briefing at Wingsports school at 10am. Hans from Wingsports went through the rules and conditions regarding the site and provided valuable information. Hoping that a sea-breeze would kick in, we were at Mariners Lookout by 11 am.

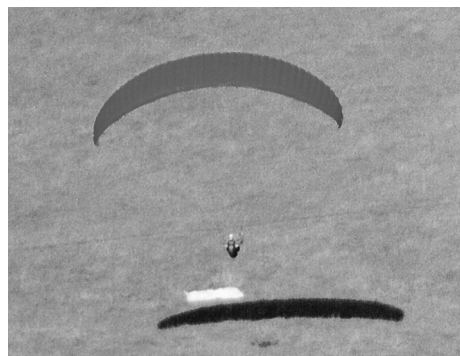
The wind was still blowing from the north-east and Alister, the man in charge of the competition, adopted a wait-and-see approach. Later the wind slightly changed its direction and there was just enough lift to ridge soar. A few of us managed to get in some ridge soaring and top landings, while most people waited for better conditions. Eventually the wind started coming straight up the face, but its strength wasn't up to our liking. More waiting didn't make any difference, so Alister set an easy task: fly to the beach (first turnpoint); then turn to the right towards the town; fly over the circus tent set for the Apollo Bay music festival; confuse the acrobats or trapeze artists performing, stuff up their show and land. The bigger the stuff up, the better the points. It was Apollo Bay music festival weekend and there was plenty of action in town. We were trying to add one more dimension to the festival.

Unfortunately none of us managed to get that far, but a few of us got close.

A few early pilots bombed out and came back to launch to try again. Garry Stevenson was the first pilot to get to the turnpoint and made half the distance to the goal. Then a few other pilots followed him. Even our competition director managed sneaking in a late afternoon flight and shared the longest distance flight with Rick Keating. Some novice pilots followed him and managed to get to the turnpoint and a little bit further. A novice pilot tried to shortcut the turnpoint in front of the very eyes of the comp director, comp organiser and a fellow pilot on the ground near the turnpoint. His excuse was that he was so excited with his achievement that he forgot to fly over the turnpoint. But we gave him the turnpoint score, purely because we are a good bunch. The other allegation was that Greg also shortcut the turnpoint, but there was no official observer at the turnpoint to substantiate the claim. Again, we gave him the score he claimed, purely because we are a good bunch.

At the end of the day everybody was pretty tired as a result of the many sleddies, but the day was not over yet. We were thinking of all having dinner together and watching some street shows afterwards. While getting ready

PHOTOS: HAKIM MENTES



What a society! To our surprise everybody managed finding their way back to the accommodation place, Wingsports hostel. We spent the rest of the night sitting on the balcony watching the moon rise. Alister had returned from Canberra a couple of weeks ago, therefore he was full of fireworks (the variety allowed in Victoria, of course). You can guess the rest if you were at the 'Not The Vic Open Competition' last year, although not quite that far.

Sunday morning didn't look much different, though the wind was even lighter so the task was spot landing. Owen was the first pilot to land on the target. The competition showed some interesting landings, mostly from experienced pilots keen to land on the target.

The weather did not improve for the rest of the day, and we decided to finish the comp around 2pm and head back to Melbourne with the option of flying at Bells Beach or Spion if it was on. Some pilots had already left and were sending us back positive feedback. At around 5pm everybody was at Spion, with some pilots already up flying. Due to the light wind only a handful of pilots managed to stay up, the rest bombed out. Spion is one of the most interesting sites you can ever fly. Especially flying along The Great Ocean Road, just above the vehicles travelling, is great fun.

The weekend was over, but not the competition. This round fuelled the challenge even further. There are now 27 keen competitors, mega prizes to win and one more round to go. I heard Steve mumbling something like, "I am gonna' win this comp. Gonna' cut lines, gonna' slash gliders". Last time I saw him he was acquiring a pair of sharp scissors and blades. I don't think he was talking about slashing his own glider, so his nearest competitors (Zoltan especially) should stay on high alert at the next round!

Jeremy did it again, turned up at the site with a few students on Saturday, but he did not fly this time. Just paid the money and registered for the comp. He is still one of the runner ups!

for the big night out everything went black. There was no power. Initially, everybody blamed Carolyn for blowing the fuse with her hairdryer. Half a dozen paraglider pilots walked downstairs to replace the fuse. (So now you

know how many paraglider pilots it takes to replace a fuse). They came back empty handed; there was no power. For the rest of the night the town was pitch dark. The only places with power were pubs because they had generators.

Name	Class	Week 3				Overall Score
		Sat	Sun	Bonus	Total	
Alister Johnson	O	548	400	25	573	1,831
Zoltan Toth	N	536	370	25	561	1,760
Owen Jourdain	O	350	520	25	545	1,745
Steve Meagher	N	350	500	25	525	1,719
Rick Keating	N	548	350	25	573	1,482
Jeremy Torr	O	250	0	0	250	1,451
Greg Payet	O	534	450	25	559	1,374
Barrie Shaw	N	0	0	0	0	1,175
Carolyn Dennis	N	516	350	25	541	1,056
Darryl Veitch	N	544	350	25	569	919
Nic Hauf	O	0	0	0	0	901
Clinton Arnall	N	500	350	25	525	895
Brian Mill	O	0	0	0	0	886
Barbara Scott	N	365	350	25	390	740
Phil Giddings	N	350	350	25	375	725
Fabrice Millet	O	0	0	0	0	700
Garry Stevenson	O	534	500	25	559	559
Robert Zachnar	N	0	0	0	0	559
Jamie Harrington	N	516	0	0	516	516
Alister Dickie	N	0	0	0	0	515
Collin Skidmore	N	0	0	0	0	350
Rick Vanderburgh	O	0	0	0	0	350
Ross Lupton	N	0	0	0	0	350
Jeff Sim	N	0	0	0	0	350
Peter Welsh	N	0	0	0	0	350
Mick Renshaw	N	0	0	0	0	350
Geoff Guest	O	350	0	0	350	350
Margaret Clark	N	350	0	0	350	350

CARTOON by Jules Makk



Gameboy Convention?
Nope... GPS Programming!

Here are the round three and overall results:

Thanks for the Memories

A Farewell to CMac

PAUL MOLLISON

When Poolie was lost in a hang gliding accident a note appeared on the door of our refrigerator at home.

"Do not be sad with thoughts of what might have been, but rejoice in the memories of the times that you have shared."

I thank Mrs McDonald and his brother Barry for asking me to reflect on some of the memories that Chris has left us.

Chris was born in March 1949 at Kurri Kurri hospital where his mother had worked as a nurse. When he was just three months old his family moved to Belmont, a southern suburb of Newcastle. This was to become his home for the rest of his life.

Even from an early age his quiet manner was evident. His mother recalls on his first day at school:

*A young Chris,
Sitting on the fence,
Sucking his thumb,
Deep in thought.*

For all of us it probably comes as no surprise that his school reports read "Good at Mathematics. Poor at English." When pressed, he told his teachers that he wanted to be a carpenter... but they knew what he really meant, he wanted to be a Master Builder!

Chris was never one to overstate his ambitions or his achievements.

In another manifestation of his placid nature Barry remembers his early days free of the sibling squabbles that are so common. I think I saw him angry once, and that was in 1976.

His childhood interests included anything that went up in the air. He kept the kids of the neighbourhood entertained with his balsa wood models, his box kites, and other (sometimes explosive) attempts to make things fly.

For young Chris was a trier, someone who rose to challenges, many of which he set himself. In his room, even today, there is a sign, a very old sign, made from cardboard and a piece of string. The markings are hard to read but you can make out the words:



Photo: Dr Peter Ebeling

"The greatest pleasure in life is doing what people say you cannot do."

Drops of water have obscured some of the letters. My guess is that this was sweat from some project long ago. Determination was one word that describes Chris' approach to life.

Rugby League played a large part in Chris' teenage years. There is a trophy on the mantle

shelf that reads "Under 10 years – Most improved." He played with the Lakes United Football Club until he was eighteen. When he stopped playing he was presented with a briefcase that was to serve him well. Now well worn, it was all he ever used to tote his books and papers for more than 30 years. Chris was well known for getting good value from his possessions.

On leaving Belmont High School, with prizes in mathematics to his name, he obtained a cadetship with the Hunter District Water Board. He applied himself to his study of Civil Engineering at Newcastle University, and graduated with honours in time for his twenty-first birthday.

His childhood dreams of flight were realised around this time. At Aero Pelican he gained his private pilot's licence. He obtained an endorsement that allowed him to fly his mother and Barry around the Hunter Valley. His Dad, Col, "Would not be in on it!" preferring to stay on the ground.

It was also about this time that Chris began experiments with the then new and emerging sport of hang gliding. Now here was something that Chris could really get into... something that people said you could not do. His work mates from the Water Board talk of his car park lunchtime trials, with models that he had built earlier in the day. In the absence of other local participants, Chris enlisted the help of his Mum and his Dad as ground crew as he launched himself into this new activity.

Chris was one of the pioneers of this sport. Many of us will have seen his early film clips of flights in King Edward Park and of gliders made from black plastic. This glider was dubbed 'starry night', by virtue of its appearance as it flew overhead.

It was not too long before Chris was building his own equipment and the sport was starting to grow. Others, entering the sport, wanted this new equipment, and soon McDonald Hovering Craft was formed.

Chris took leave from the Water Board to concentrate on the manufacture of hang gliders in the garage under the family home. I suspect there was some dismay upstairs with this sudden career change. There was, however, a determined master builder at work.

It was around this time that I first meet him, and Chris was instrumental in the founding of the Newcastle SkySurfers Club. This was ultimately to grow into the Newcastle Hang Gliding Club we have today.

The hang gliding business in those early days was difficult. Rapid changes in construction and design, variable levels of pilot skills and many other factors made business survival difficult. After a few years Chris had had enough of this manufacturing business! He returned to work at the Water Board. I suspect a certain beast of a new prototype glider, with handling qualities that made it difficult to tame, contributed to this decision.

Free of the worries of business, Chris was able to concentrate on enjoying his flying passion, and oh what a passion it was for him! As the sport moved inland from its coastal beginnings there was a wealth of new

challenges for Chris. New goals were set and new milestones were passed.

- Ten flights more than 1000 feet above launch
- Ten flights of ten kilometres or more
- To fly 1000 kilometres in a single season
- To fly a hundred miles in a single flight
- The list goes on.

This was an exhausting time where it seemed as if we had to retrace on foot our every XC flight, back to the very place we launched... sometimes with all our gear... just to make the challenge complete.

Places to go and places to fly. Chris developed an affinity for Far North Queensland. Annual pilgrimages were planned and executed to Eungella, to the Gillies and more recently to Bourketown.

These missions were often performed on a diet of cornflakes and peanut butter, a last minute request to his Mum. His company on many of these trips was Pete Duncan, a kindred spirit who shared Chris' economy in the necessities of life. Chris was deeply moved by Pete's sudden passing.

Chris' practise, physical fitness and patience saw him develop legend status. His name featured prominently in competition results and record books. His flight of "about 230 k's" inland from a site near Rockhampton was especially precious to him. In a typically understated article he wrote¹ about this flight. He describes a visit to the electoral office of a certain Queenslander called Joh. Here he pleads for the Premier's permission to attempt a flight of more than 100 miles. He says, "But Joh, I've been coming to Queensland for the last nine years trying to break the record." On receiving Joh's blessing Chris goes on to say, "Upon which I kissed the pavement that Joh walks on."

And then in parentheses he continues "(Actually, I tripped in the gutter and fell flat on my face.)"

Chris' writings showed an articulate, creative and humour filled side of his character that was rarely revealed in face to face conversation. He obviously took no notice of his, "Poor at English" school day reports.

But the greatest pleasure in life is doing what people say you cannot do. After a series of articles in European hang gliding magazines claiming that hang gliding flights in the Morning Glory were not possible, came Al Giles' report "A 100 Miles before Breakfast." Chris had done it again!

Chris' quiet nature in company belied another side of his character, that of Chris the performer. With little encouragement he joined in activities that involved dressing up or performing. I recall:

- his theatrical attempts to walk on water at Eungella at the behest of one of his disciples;

- a well timed "accidental" stumble that mashed the vegetables at a Gunnedah Rotary Club hungie, all in one fell swoop. Others remember:
- His 'Red Faces' parody of the Bush Tucker man at Canungra.
- Painted faces and balloons for his birthday at the Royal Hotel in Manilla.

Chris was always energetic. We would see him running at lunchtime through the city, carrying weights in his hands to make it a little more difficult. But nowhere was this energy more evident than when Chris took to the dance floor; he had his own style, and his own special partners. Anna Price was one of them.

He threw himself and his partners into the dance, and occasionally into the furniture. He used up plenty of space on the dance floor, especially after a flying day when he was wearing those "boots".

With all this energy, his routine exercise program and a "clean living" lifestyle, it shocked us all when his illness was diagnosed late last year. Chris attacked his illness in the same manner as he attacked the other great challenges in his life – with determination, with courage and a complete lack of self-pity.

Those who nursed and treated him found him to be a patient who lived:

- without complaint;
- with concern for those around him; and
- at all times with hope (he was the master of the low save)

He maintained his positive outlook to the very end, an end that came all too soon.

I leave you with a few words from a poem that encapsulates the passion of life that Chris shared with so many of us.

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling
mirth
Of sun-split clouds-and done a hundred things
You have not dreamed of – wheeled and soared
and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew
And, while in silent, lifting mind I've trod
The high untresspassed sanctity of space,
Put out my hand, and touched the face of God.*

Chris, you have now slipped the surly bonds of earth, and you may well have reached out and touched the face of God.

Thanks for the memories, CMac.



¹Attributed to Macs Hyte in *Skysailor* of December 1987

Paramotor Wings

GRAHAM SUTHERLAND

I've been testing some wings with the view to finding a good wing for paramotoring. I have learnt the hard way (I've just bought my fourth wing) that the requirements for a good paramotor wing are quite different than for free-flying.

Initially I used my performance free-flying wing. It was fine for reverse launching on the coast and flying in smooth air, but was too difficult to forward launch and unenjoyable when it got rough. When I bought my second wing (Santana 25) I only had the opportunity to test how it forward launches. My previous wing, an Airwave Fusion, had gone dangerously porous (Porcher Marine fabric) and I couldn't forward launch with the motor in nil wind on flat ground at all. I assumed that any DHV 1-2 wing would be good for paramotoring and all I needed to check was how easy it forward launched. Forward launching in nil wind on flat ground is the most difficult part of paramotoring. My naive assumption was an expensive mistake, as stability under power is also very important. Paramotors under power fly at a higher angle of attack than when gliding. Some wings can be wonderfully stable at gliding angles of attack but can be unstable under power. In Germany wings need a special certification for paramotoring.

For a start there are two different types of wings that are used for paramotoring. Wings such as the Reflex and Silex were designed specifically for paramotoring. They are generally fast and stable but have a high gliding sink rate, which also increases fuel consumption. Speed is important on a paramotor as we so often are flying against a headwind. Paraglider wings with their better sink rate and fuel consumption are also commonly used. Some paraglider manufacturers produce paramotor versions of one of their wings. This usually is different only in that the risers are shorter to compensate for the higher attachment points

and have trimmers. It can get very tiring punching headwind for an hour on speedbar.

I was given an APCO Fiesta and a Swing Arcus on trial which I tested over a week or two. Both can come with paramotor risers, although the wings I tested didn't have them. I tried them both alternately in varying conditions multiple times until I was fairly sure of their characteristics. The Fiesta is DHV 1 in all sizes, even on speedbar. The Arcus is DHV 1-2 in all sizes with and without speed bar, except the medium which I flew, which is DHV 1 on trim. I was lower on the weight range on the medium Arcus than on the small Fiesta (second size of four).

Unfortunately I never got enough nil or very light wind to adequately test how they both forward launched. Also, living on the coast I don't get much nil wind, so my forward launches are not very experienced. However, I tried to simulate forward launching by wearing the paramotor harness with its high attachment points and without the motor. I then clipped in backwards so that I could hold my hands where they would be for forward launching, but I was reversed and could watch the wing as it came up. I spent about two or three hours pulling up both wings repeatedly and alternately. The Fiesta is more likely to drop back when ground handling and pulling up. This is probably the other side of the compromise that makes it less likely to overshoot on pull-up. The Arcus was more likely to overshoot and fold a side of the wing under. The Fiesta was less sensitive to holding the A's down too far for too long and hence causing a frontal collapse. The Fiesta didn't respond quite as well to steering it up by varying pressure on one A or the other.

To test their stability I would fly in a strongish wind of 12-15kt and see how low I could comfortably fly. The turbulence near the ground is more repeatable than trying to use thermals. The Fiesta is incredibly pitch stable but can roll a bit more in turbulence. The Arcus is less pitch stable and would sometimes pitch back and up quite a bit when hit by a gust. Both wings were noticeably more stable in level flight than my Santanas or Fusion. I found I could fly lower in stronger wind than I had thought safely possible.

Thermalling both wings with the motor was a dream. The Fiesta had the higher brake pressure while thermalling. The brake pressure on the Arcus just keeps increasing, and it actually required a wrap and the higher brake pressure to make it spiral. The Arcus looks and

feels like a higher performance wing compared to the Fiesta. The Arcus is more "aspecty", has more cells and has diagonal bracing in the wing, which the Fiesta doesn't. I couldn't compare sink rates and L/D but this is not as important as for free flying, as even when turning off the motor you can (hopefully) restart if you're likely to bomb.

I tested airspeeds with the GPS by flying straight headwind and downwind in level flight on the coast, adding both ground speeds and dividing by two. Both wings had trim speeds of 34km/h. Full speed system gave 42km/h on the Fiesta and 45km/h on the Arcus. Note that these speeds are lower than for gliding due to the increased angle of attack (less likely to collapse). The Arcus has a lot more travel on its speed system. I didn't try the paramotor risers, but I would still expect the Arcus to be the faster with trimmers etc. The Fiesta had a slightly greater tendency to turn right due to the propeller torque (P factor). The Arcus had amazingly little tendency to turn right.

I went free-flying on both wings on a coastal site to try sixty degree wingovers, then releasing the brakes at the highest point of bank. Both wings were incredibly stable and would just return to normal flight without overshooting (unless I leant in the opposite direction). I pulled on collapses (on trim) and both wings were equally mellow in their response (the medium Arcus I flew is DHV 1 on trim). A collapse close to the ground on either of these wings would be about as safe as a paraglider could be. Considering flying close to the ground is one of the most fun aspects of paramotoring this is important. The Fiesta feels a bit more like a truck than the Arcus in that it is a bit more sluggish in turns etc. My personal opinion is that a truck is the best type of wing to first experience inland flying, as things happen more slowly, it is harder to overcorrect, and more forgiving of errors. My first hang glider and paraglider were both trucks.

The biggest disadvantage of the Fiesta was its behaviour with full throttle. It would often build up a roll oscillation where the wing was moving from side to side above me by about two metres. It could not be damped with the brakes. It was necessary to ease off on the throttle for the oscillations to die down. However, I prefer not to run the motor flat out on long climbs anyway. With heaps of thrust the Arcus wasn't as stable as it was in level flight, but it only rarely oscillated in roll. Some insight into some of the propeller effects on paramotors can be found at [www.xplorer.co.za/articles/]. There are also other informative technical articles on paramotors at this site. Although it doesn't specifically mention this effect (as my propeller is vertical when I hang up in the

harness) it does mention a related effect called asymmetric blade thrust. It is possible that this effect won't occur with other motors and harness configurations. Also, I am a little bloke with quite a powerful motor, so heavier pilots on the same motor may hardly notice it. Although, the fact that it hardly happened at all with the Arcus shows that the Arcus is less sensitive to it occurring.

The biggest advantage of the Fiesta is that it is made of Gelvenor double silicone coated fabric. This means it will last a lot longer than other wings. Jean-Luc's APCO Futura has 550 hours of mostly coastal flying with sand and salt, but it still looks okay and is very non-porous and tear resistant. You won't have to worry about the fabric when laying the canopy out on dewy morning grass, or packing up after sunset. You will still have to worry about line shrinkage though.

The biggest advantage of the Arcus is an extra 3km/h of top-end speed. Having found myself in situations with kilometres to fly headwind, but with a ground speed of only 5-10km/h, 3km/h can be heaps. However, collapses at full speed have a DHV1-2 rating on the Arcus and DHV1 on the Fiesta. Collapses on a paramotor are less fun than when free-flying, although they are less likely under power due to the higher angle of attack. I have 500 hours on paragliders and fly a high performance Bagheera for free-flying but prefer something much more mellow for paramotoring. The Arcus has also been getting good reports as a paramotor wing on the internet. I bought the Arcus. The paramotor risers are on order.

Another wing I looked at is the Ozone Electron (DHV 1-2). A few months ago I tried one for a couple of short motorised flights. It too seemed very stable under power, but I didn't get the opportunity to really put it through its paces. It too is made of Gelvenor fabric, although the silicone coating doesn't feel as thick as it is on the Apco wings. According to its DHV report it is slower than the Arcus, but it's definitely another wing worth test flying.

I'm using an Apco stuff bag for my paramotor wing. This bag is interesting in that it is almost flat, with a cord through eyelets around the edge. When I am packing up my Arcus after sunset (wing can feel a little damp) I just throw the bunched up wing on top of the spread out bag and tighten the pull cord. When I get home I loosen the pull cord to let the bag flop flat and fluff up the wing a bit and leave it to air.



Links: USA powered paragliding mailing list [www.poweredparaglider.com/group.htm], Australian Pico-light Flying Club run by Jos Weemaes, email <jweemaes@albury.net.com.au>.

The End of Selective Availability

From the White House, Office of the Press Secretary

"Today, I am pleased to announce that the United States will stop the intentional degradation of the Global Positioning System (GPS) signals available to the public beginning at midnight tonight. We call this degradation feature Selective Availability (SA). This will mean that civilian users of GPS will be able to pinpoint locations up to ten times more accurately than they do now. GPS is a dual-use, satellite-based system that provides accurate location and timing data to users worldwide. My March 1996 Presidential Decision Directive included in the goals for GPS to: "encourage acceptance and integration of GPS into peaceful civil, commercial and scientific applications worldwide; and to encourage private sector investment in and use of US GPS technologies and services." To meet these goals, I committed the US to discontinuing the use of SA by 2006 with an annual assessment of its continued use beginning this year.

The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide. Last year, Vice President Gore announced our plans to modernise GPS by adding two new civilian signals to enhance the civil and commercial service. This initiative is on-track and the budget further advances modernisation by incorporating some of the new features on up to 18 additional satellites that are already awaiting launch or are in production. We will

continue to provide all of these capabilities to worldwide users free of charge.

My decision to discontinue SA was based upon a recommendation by the Secretary of Defense in coordination with the Departments of State, Transportation, Commerce, the Director of Central Intelligence, and other Executive Branch Departments and Agencies. They realised that worldwide transportation safety, scientific, and commercial interests could best be served by discontinuation of SA. Along with our commitment to enhance GPS for peaceful applications, my administration is committed to preserving fully the military utility of GPS. The decision to discontinue SA is coupled with our continuing efforts to upgrade the military utility of our systems that use GPS, and is supported by threat assessments which conclude that setting SA to zero at this time would have minimal impact on national security. Additionally, we have demonstrated the capability to selectively deny GPS signals on a regional basis when our national security is threatened. This regional approach to denying navigation services is consistent with the 1996 plan to discontinue the degradation of civil and commercial GPS service globally through the SA technique.

Originally developed by the Department of Defense as a military system, GPS has become a global utility. It benefits users around the world in many different applications, including air, road, marine, and rail navigation, telecommunications, emergency response, oil exploration, mining, and many more. Civilian users will realise a dramatic improvement in GPS accuracy with the discontinuation of SA. For example, emergency teams responding to a cry for help can now determine what side of the highway they must respond to, thereby saving precious minutes. This increase in accuracy will allow new GPS applications to emerge and continue to enhance the lives of people around the world.



Sub-ed note: Now we will know exactly how lost we are.



He's Back!



Mike Valentine resumes working for the GFA

The GFA executive is pleased to announce that Mike Valentine (pictured) has been appointed to the position of Senior Technical Officer Airworthiness. He took up his appointment on 5 June 2000.

As well as the airworthiness work, Mike's considerable knowledge of the GFA and gliding will bring into the office the experience that is needed to be able to attend to members' needs.

John Ashford, who has been holding the fort on a part-time basis since Tobias Geiger left, will take up the position of Chief Technical Officer Airworthiness, working in the office on an 'as required' basis.

Airworthiness Directive

GFA AD 533 – Issue 1

Types affected: LS8-a, LS8-18

Subject: Drain tube of outer tank in wing leading edge

Airworthiness Advice Notice

GFA AN 80 – Issue 5

Type affected: Standard Cirrus all variants

Subject: Miscellaneous airworthiness information

Special Notice

Expressions of interest – Chairman Sports Committee (CSC)

Due to the current chairman standing down at the next annual meeting, the position of Chairman of the Sports Committee will become available. The CSC is a member of the Executive and Council.

- He or she is responsible for the operation and development of the sporting aspects of gliding, through a core sports committee plus a series of subcommittees such as National competitions, International representation, FAI certificates and records, trophies, decentralised competitions, sports coaches.

Responsibilities include:

- Attendance at Executive and Council meetings
- As part of the executive, manage the day to day operation of GFA
- Chair the sports committee and support the operation of various sub-committees
- Provide vision and direction for the development of the sport

Members interested in taking on the position of Chairman of the Sports Committee are invited to express their interest to Terry Cubley RMB 400, Ballan VIC 3342. Or email <cubtv@netconnect.com.au>.



GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

FORM 2 NOTICE

- ☐ A Form 2 inspection is due
Cheque for \$137.50 is enclosed
- ☐ A 20, 30 yearly, etc is due
Cheque for \$302.50 is enclosed with copy of aircraft log book
- ☐ An initial C of A inspection and initial registration is due
Cheque for \$511.50 is enclosed

(tick appropriate box)
on the following aircraft.

TYPE

VH

Please forward relevant airworthiness documents to:

.....

.....

.....Postcode

Forward to:

GFA Secretariat, 130 Wirraway Road,
Essendon Airport 3041

FAI Badges & Certificates



19 May 2000

A Certificate

TORRINGTON David Trevor 10412 NSW AIR TC

B Certificate

JOHNSON David Keith 10354 Byron Power

HANNAFORD David Leonard 10367 NSW AIR TC

MILLER Patrick Leslie 10372 GCV

ROBJOHN Anthony Peter 10399 Adelaide

POONPOL Jonathon 10368 NSW AIR TC

C Certificate

HOWELL Adam Paul 10375 Adelaide

KARP Maja 10190 Adelaide Soaring

DAVIS Martin John 10388 Beverley

SMITH Brendan James 10370 NSW AIR TC

A, B & C Certificate

FALKINGHAM Robert 10411 Lake Keepit

LEMMON Victor Paul 10413 Whyalla

A, B & C Certificate continued

RAPPELL John Robert 10415 Orana

KING Raymond 10416 Murray Bridge

MacFARLANE Rowan 10418 Narrogin

Silver C

HURST Martin Jesse 4318 Tarwan

DOBSON Peter John 4319 Waikerie

SLAVEN Anthony James 4320 Beverley

HEDLEY Stephen Lawrence 4321 Lake Keepit

LANE Lesley Annette 4322 Beverley

JACOB Robert Erich 4323 Bendigo

Gold C

PARK Douglas Winston 1531 Grampians

HANNEMAN Peter Bathurst

Diamond Distance

BACKMAN Noel Denis Grafton

750 Kilometres Distance

BUETLER Rolf A 94 Geelong

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

Changing

EMILIS PRELGAUSKAS

For the quarter century that I have been an instructor, I have advocated to pilots that a little care for the sailplane they are flying would give measurable return in terms of longer flight times, success in climbing away in weak lift, and so on.

This approach was validated by the 1950's work by MIT and Dr Raspet in the US, who took a plain sailplane of the day (which reputedly achieved 1:26), and achieved almost 1:40. Admittedly, an extreme example where the full resources of an aeronautical institution were brought to bear.

My audiences have at those times consistently looked sideways at me, and instead looked to convert to the more advanced sailplanes in the club fleet, as the easy way to get more performance and better flying for the pilot.

In the process they have all consistently missed out on that magical interaction between man and machine where the hours of elbow grease entice better pilot attention in flight. When you believe you have the better sailplane, you fly accordingly.

This interaction is particularly important to pilots who are still building flying hours and experience, at which time their attitudes are also crystallising and calcifying. If they get to believe that the first solo ship has shorter flights because it has less performance, then the opportunity to self critique personal flying standards will be lost to them for their entire flying careers. At that point the better glider won't do the pilot much good.

Too many glider pilots believe that performance can only come out of the business end of a cheque book. That approach serves pilots like myself well in the contest scene. Go ahead and believe my older mount can't keep the pace, I'm happy to let the scoresheet tell the story. (In particular it helps if the ship has a discoloured faded yellow paint scheme).

In this winter weather, these truisms have been brought starkly home to me in flying at home. We are a three-person syndicate of a former club first solo ship, which came to us

as a sadly undernourished nag. The coat was no longer shiny, it was reputed to have a limp, and the saddle was threadbare and worn.

The differing reactions of the three owners to the knackers yard candidate has been a revelation.

Myself, I know what that sort of ship can do, and immediately on arrival the ship got an intense work up in the workshop, focussing on the important things rather than the cosmetic. We then went off and competed: the scores reflecting my expectations of the glider.

The second partner came to believe that he should have spent his money on something shiny, and his contribution to the ship's renaissance, then progressively his flying in it, both declined. In the end he saw his benefit as the one third of the glider's new capital value, rather than in return of his investment input.

Eric, number three partner, made an informed choice both in the capital and refurbishment work investment being called for. Beyond the necessary work, he began to extend onward to the glider's appearance, and fettling for personal comfort.

It has been informative to watch his flight times get longer, despite the weather moving from summer to winter, as the weeks passed accruing new cushions, a routine of wing sanding giving way to successive polishes.

The flights now make use of the merest wisps of lift; I'm told these are now noticeable whereas they were swamped by the glider's moans and groans previously.

It's all in the mind you say. Possibly so. Who cares. The outcome is what is important. What previously was seen to be unsatisfactory as even a first solo conversion is now a glider which is bringing noticeable pleasure to its pilot. The satisfaction comes not only from

the flight outcomes, or the act of flying. It reflects also the response to the close interaction on the ground between man and machine, the reaction to noticing the effect of this morning's polish.

Which is where we came in at the beginning.



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Cairns Coastal Pilots Learn to Tow

JAMES SIMPSON

The hang gliding fraternity must be one of the most optimistic groups of people around during the summer wet season, especially the Cairns Hang Gliding Club. Usually the only time that gliders are unzipped from their covers is to check for mould. The lack of the south-east trade winds producing soarable lift is the culprit.

To remedy the off-season blues, a pay-out winch training day was scheduled. I paid no real attention as the preceding week was riddled with constant rain, showing no sign of improvement. However, Thursday dawned without the usual downpour and I knew we were in with a chance.

Joe Reyes, the club's resident expert mechanic, dragged out the winch and blew off the dust and cobwebs. A new line was added and we were in business. Brod Osborne supplied everyone with the latest in tow bridle technology.

The venue chosen for the towing venture was the Innisfail airstrip. At over two kilometres in length, it is an ideal venue for towing. It also has excellent thermalling and cross-country potential.

Mount Bartle Frere is Queensland's highest mountain and often has perfect cloud streets running to it from the Innisfail strip, so Ken Wright was looking forward to some interesting cross-country. Brod soon put a stop to any cross-country ideas, however, as this was to be a day for towing practice. We were to spend as little time in the air as possible so as to maximise the number of tows.

With high hopes of a great day we loaded the gliders on the cars and headed south. At the strip we made our way to the downwind end with strict instructions from Brod to watch out for the landing lights hidden in the knee-high grass and for the occasional plane practicing crosswind take offs.

With much excitement we started to set up, and soon discovered the major downfall of the day. The caretaker was on holiday, so the strip had been left unmown and the knee-high grass had produced seed heads. The seeds stuck and caught in everything including harnesses, helmets and the inside of everyone's jocks – nothing escaped, resulting in a very itchy day.

Brod, after giving a briefing on how to tow, gave a demonstration. Unfortunately, putting the theory into practice proved to be a challenge. Brod experienced a series of weak link breaks, but eventually succeeded in taking off. His resulting climb was very steady and he released the tow, making a good landing approach. However, just before touchdown a thermal lifted him into a climbing stall and he landed heavily, breaking an upright. This was our first lesson of the day. I have only ever flown coastal sites with beach landings and a steady ten knot headwind. Nil wind landings needed a much improved technique.

Dave Keough was next, braving the grass seeds to give an excellent demonstration on how towing should be done. He had an excellent three or four tows, although there seemed to be some difficulties at the top of the tow when it came time to release. Lance Keough was on the VHF radio informing the local air traffic of our intentions, and we kept a good eye open for any other traffic, particularly when the tow vehicle was traversing the crosswind strip.

PHOTOS: LANCE KEOUGH

Opposite page: David Keough tows skyward...

Left: ...and is happy with his effort!



Ken Wright was already in his harness. He was lucky to escape his first take off with no glider damage when his tow bridle broke, due to faulty stitching of the quick release. The high angle of attack changed very rapidly into a steep dive, which Ken managed to pull out of before landing. I think that if this had occurred at a lower height, he would have been in trouble. I would suggest that all new releases be pre-tested to avoid this potential equipment failure in flight.

I was next in line, and with much trepidation settled into my harness. With hang check completed I was ready. I found the take off remarkably easy into the five knot headwind, so long as I kept the bar in trim. The bar has a tendency to be a lot further out when towing, due to the high angle of attack. The glider was easy to control, as long as my inputs were slight. There is a real tendency to over-correct; this results in the glider yawing away from the downwind position behind the tow vehicle, which could result in a lockout. I found that by pushing the bar out slightly I could increase my rate of climb, and was pleasantly surprised to discover 1,700ft on my altimeter when it was time to release.

The new three-strand twisted line on the pay-out winch was causing its fair share of problems. Brod noticed that as soon as tension came on the line, it would twist. A swivel was installed and this alleviated the problem to a large extent. When I pulled the quick release, nothing happened. The towline had twisted causing the bridle to twist, thus trapping the quick release line. However much I pulled, I was not going to release. The solution was to either cut the bridle or pull the whole bridle in and pull the pin out of the quick release manually. I opted for the later, which meant that I had to let go of the basebar, which is really tricky if one wants to remain flying



Preparing to tow



Above (bottom): David Keough, John Creswell and Joe Reys at the tow vehicle



Sharing the airstrip

straight behind the tow vehicle. After a few anxious moments I was free of the tow.

It was my first time to have a good look around. Innisfail is on the coast, so the view across the cane fields to the Coral Sea is magnificent. The Barnard chain of islands stretched towards the Great Barrier Reef, sparkling invitingly.

I turned downwind towards the landing area and prepared for my first inland landing. Pull on heaps of speed and prepare for a giant flare. Success!

The twist in the towline seemed to worsen the more tows we did. No one else was prepared to play like a fish on the end of a line as they attempted to unravel the twisted mess in their bridles, so we packed up – safety comes first. The drive home was spent pulling grass seeds out of our clothes and looking wistfully at Mount Bartle Frere. It will have to wait for another day.

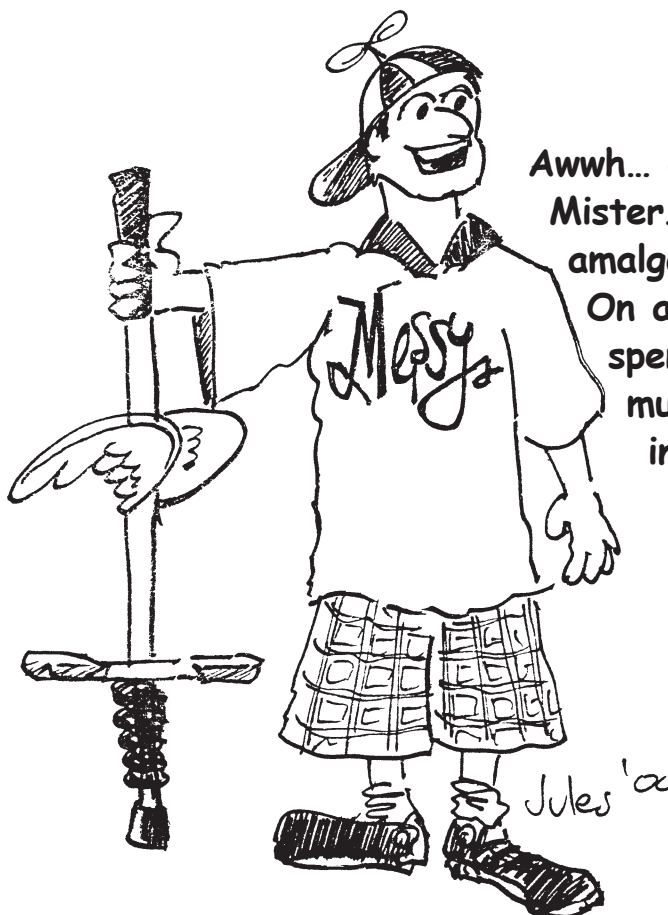
I, for one, am looking forward to the next session. The club has purchased a new braided towline, which should stop the release difficulties.

The airstrip at Innisfail is also the trike training facility for Brod Osborne, our local trike instructor. He runs Cairns Microlight Adventures and has many years instructing in trikes and aerotowing. I can't wait until I get a few more hours up and give the aerotow a go.

Many thanks to Brod Osborne, Joe Reyes and Lance Keough for dedicating their time and expertise.



CARTOON by Jules Makk



Awwh... Come on
Mister... We wanna
amalgamate too...
On average we
spend just as
much time
in the air...



Email Contact for Tumut Office and Executive Director

TUMUT OFFICE:

<hgfa@tpgi.com.au>

For memberships, pilot certificate applications, payment of accounts, change of address information, registrations, etc, the <hgfa@tpgi.com.au> email address should be used. Margaret is the primary contact at the office, and can also be reached via the usual office phone and fax numbers.

EXECUTIVE DIRECTOR: <hgfa_exec@bigpond.com>

For Executive Director matters and questions please use <hgfa_exec@bigpond.com>. These should be policy questions, issues for the board, club and association matters, insurance and legal issues, sites, competitions, pilot development, etc (if not for the Operations Manager). The direct line for ph/fax is (02) 4285 7444 or mobile 0412 597 694.

POSTAL MAIL:

All postal mail should still be directed through PO Box 558 Tumut 2720. Mail will be forwarded to Ian Jarman or Craig Worth as required.

Byron Bay Hang Gliding Club Notice to all Visiting Pilots

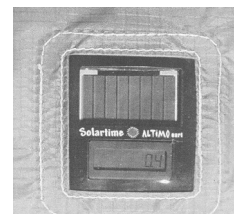
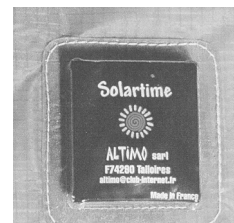
The Byron Bay Hang Gliding Club would like to welcome visiting pilots to fly both hang gliders and paragliders at our sites. A fee of \$5 per day is valid for all sites, or \$20 for new membership valid till the end of the financial year. Pilots will be asked to show their HGFA card before being permitted to fly. A recent incident where Angus and Russel Prior visited our coastal sites has caused trepidation, and the club would prefer visiting pilots to be informed before attempting to fly in the area. Please contact a club member from the contact list in the back of Skysailor and we would be happy to share our sites. We look forward to seeing you.

Andrew Polidano, President

Club News

Hill Flyers

Autumn in Perth has seen mostly light and variable winds this year, with many pilots choosing to try their hand at aero tow. Some of us though have still managed some great flying. Dave Eck and myself had some excellent flying out at Noondeening mid-May, climbing to cloudbase at around 5,000ft and cruising the Avon Valley for over one and a half hours. The light conditions have been both conducive to great thermals and



good launch conditions for those pilots trying the Hills for the first time, with many new pilots having their first inland soaring flights at Gin Gin and Bakewell.

A few Bronze Badges have recently have been awarded, and I'm happy to announce I'm one of them, now the proud owner of an FAI Bronze Badge and Certificate. Many of us will now be working on achieving the Silver Badge (and who knows, maybe even a Gold for some). By the time you read this I'm sure there will be many more Bronze Badges out there.

Well, I look forward to seeing you all on the Hill for those winter westerlies at Toodyay, and maybe even Noondeening...

Rick

Product News

Ozone Octane: 'Fuelled for fun and ready for lift off'

Ozone Paragliders are proud to announce that the final certification of the Octane M is now complete and the other sizes are close behind. The Octane is our new 'sports wing' aimed at experienced pilots looking for Ozone's smooth, dynamic handling but with DHV2 security.

Flown across the Himalayas by Rob Whittall and Bob Drury, and with over 700 hours of R&D behind it, the Octane combines impeccable handling and performance to rival competition gliders, and is our most refined glider to date, the ultimate XC wing.

The Octane will be in the shops by mid-May, so get to your nearest Ozone dealer and try one – we hope you'll be impressed.

Solartime – A Paraglider Safety Innovation

The Solartime counter, including a photovoltaic cell and hour counter, is sewn onto the paraglider's upper surface (see above photos). After inflating, the cell is exposed to ultraviolet rays which starts up the counter automatically. No batteries are needed. As soon as the glider is hauled down, the counter switches off. The counter's non-volatile

memory stores all data between flights.

The Solartime counter therefore gives you the exact operation time of your wing, thus enhancing safety. Pilots can now buy or sell secondhand equipment with full knowledge of flight hours, doing away with the necessity of relying on verbal assurances or hand written flight time reports. Manufacturers will now be able to offer customers a warranty based on operating hours.

- Automatic start after glider inflation
- No batteries required
- Precise indication of hours and tenths of hours, up to a maximum of 99999.9 hours
- Fully waterproof and dustproof
- Resistant to shocks and vibrations
- Operating temperature range: -40°C to 80°C
- Small dimensions: 52 x 47 x 10mm
- Light weight: 20g
- Easy sew on installation
- Serial numbers for unit identification

Skorpion Harness

The Skorpion is a new competition harness made in Australia by Dynamic Flight.

Features:

- Full continuous webbing tested to 15G+, Stubai buckles, 5,000kg steel carabiner.
- Curved, light weight aluminium backplate for ultra smooth lines.
- Internal slider for excellent upright position on landing.
- Single riser, sailplane style flush rubber riser seal.
- Hands-free head up and down.
- External pockets to fair in the pilots arms and taper off into the harness.
- Integrated radio/switch box/camera pocket.
- Full length inside pocket to fit all XC gear.
- Internal zip up/down ropes for less drag.
- Velcro zip for easy replacement, and in case of a jam the pilot can actually get the velcro apart.
- The smoothest, most aerodynamic shape on the market.
- Integrated boundary layer trip strips as proven in speed skating and downhill skiing.
- Unique system to flip the tail up out of the

way when pilot is in hang.

- The production harness will be supplied with an airfoil riser fairing.

External pockets were chosen because:

1. Internal chutes require the harness to be considerably thicker at an aerodynamically unfavourable point well past the 50% chord point (25-30% is ideal).
2. To fit an internal chute the harness is fatter at the hips, which means they must hang lower. This is an uncomfortable position because it requires the pilot to arch their back. Added to this, the chute is generally a very tight fit.
3. Pilots have arms which must stick out. Not only can we take advantage of this fact to place the pockets, but we can use these pockets to fair in the pilot's arms. Fairing the arms has huge potential, as they represent about $\frac{1}{4}$ to $\frac{1}{3}$ of the total parasitic drag of a glider.
4. External chutes come out – either hand, no worries. Internal chutes are inevitably harder to deploy, no matter how well designed.

Dust Devil

Introducing the Dust Devil "Competition" wind direction indicator. The Dust Devil is a CO₂ actuated wind direction indicator for hang gliding, paragliding, or any time when a reliable wind direction indicator is needed. When dropped from altitude, the Dust Devil ejects a large cloud of chalk upwards, making the wind direction clearly visible from great distances. Whether dropped from high above or close to the ground the Dust Devil is very reliable and poses no threat of fire like pyrotechnic devices.

Made of durable 6061 aluminium it's built to last for many seasons. The Dust Devil takes seconds to reload, using standard 12g CO₂ cartridges and chalk or talcum powder available at most hardware stores. Its small size (about 10cm long by 1cm diameter) makes it easy to carry on your harness, downtube, pocket, or anywhere you need it. It contains a CO₂ cartridge and a quantity of orange chalk. When landing in a field without a wind indicator, you dangle the small tube from its ten foot long ribbon tape and release. The Dust Devil always tries to orient itself straight down to hit squarely on a hammer that punctures the CO₂ cartridge and raises a dust cloud two or three times a man's height, making it easy to determine the wind direction.

To order one (for sales outside of the US): US\$44.95 + US\$10 shipping and handling (US\$54.95) by international money order in US currency. Send to: Bauer Aviation Products, PO Box 23462, San Diego, CA 92193 USA.

For more information phone +(619) 715 8410 or email <rbauer1@san.rr.com>.

FAI News

FAI Class 0 Record Claims

Sub-class: 0-3 (Paragliders) – Multiplace

Type of record: Distance over a triangular course

Course/location: Steiermark (Austria)

Performance: 85.6km

Pilot: Amon Christian (Austria)

Paraglider: Type to be advised

Date: 10/5/2000

Current record: 78.15km (23/5/99, Roland Würzler, Switzerland)

Sub-class: 0-3 (Paragliders) – Multiplace

Type of record: Out-and-return distance

Course/location: Melchboden Kiosk (Austria)

Performance: 130km

Pilot: Jürgen Stock (Austria)

Co-pilot: Manuela Konold

Paraglider: Flight Design Twin 2

Date: 15/5/2000

Current record: 104.2km (25.1.99, Howard Travers, UK)

Sub-class 0-1 (HG with a rigid primary structure/controlled by weightshift) – General

Type of record: Distance over a triangular course

Course/location: Stubnerkogel (Austria)

Performance: 212.2km

Pilot: Josef Brandner (Austria)

Hang glider: Icaro Laminar 14ST

Date: 12/5/2000

Current record: 205.0km (17.6.96, Jo Bathmann, Germany)

Sub-class 0-1 (HG with a rigid primary structure/controlled by weightshift) – General

Type of record: Speed over a triangular course of 200km

Course/location: Stubnerkogel (Austria)

Performance: 33.8 km/h

Pilot: Josef Brandner (Austria)

Hang glider: Icaro Laminar 14 ST

Date: 12/5/2000

Current record: 28.64km/h (16.7.96, Jean Souviron, France)

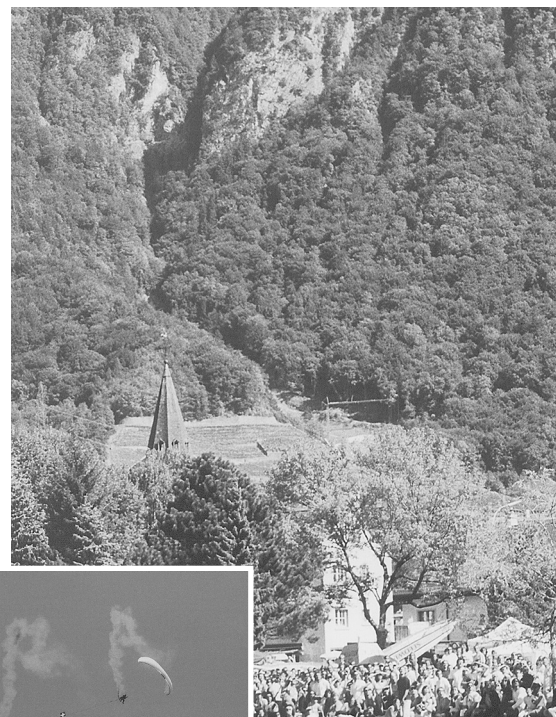
The details shown above are provisional.

When all evidence required has been received and checked, exact figures will be established and the record ratified (if appropriate).

World Records for Unmanned Aerial Vehicles

The FAI Air Sport General Commission (CASI) is working at the moment on drafting rules to govern World records for Unmanned Aerial Vehicles (UAVs). The latest draft of these rules will be presented at the next meeting of the commission.

We have now set up a dedicated email list to keep interested people informed on future developments in this area. Details about the



Events at the Red Bull Vertigo 1999
Photos copyright Daniel Stucki



implementation of these rules and information about UAV World Records will be circulated through this new list.

To subscribe to this list, go to [www.fai.org/general/subscribe.asp?list=uav-info]

Seventh Women's World Hang Gliding Championship – Greece

We are very pleased to announce that we already have full registrations for the Women's World Championship from the following countries: USA, Germany, France, Japan, Australia, UK.

We also have official advice from the relative federations that the Russian and Kazakhstan teams will attend.

Please ensure that all the lady pilots in your country are informed and give them all the support you can in order to ensure a large participation.

On behalf of the Organising Committee,
Lillian LeBlanc



Australia

Eungella Hang Gliding Competition

25-30 September 2000

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

Canungra Classic 2000

21-28 October 2000

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

Canungra Cup

4-11 November 2000

A short drive from Surfers Paradise & an hour from Brisbane, Canungra has for many years been the epicentre of foot-launched free-flying in Queensland. The proximity of the Gold Coast with its many tourist attractions & the superb flying in & around Canungra has made the region a popular flying holiday destination for people from around the world. This year the Canungra HG Club is pleased to invite PG pilots to participate in the inaugural Canungra Cup (QLD State PG Championships). This event has been awarded AA sanction by the HGFA, Category 2 status by CIVL & will be the first sanctioned PG event of the Australian season. All sites used in this event are accessible by 2WD. Prizes & trophies awarded in all categories. You'll need: GPS (for flight verification), UHF radio, int. rating, \$140 registration fee (\$170 after 30 September). For this you get access to the sites, maps, a T-shirt & a presentation dinner. We'll also throw in a bunch of National Ladder points. For more info visit [http://home.iprimus.com.au/plenderleithm/canungracup.htm] or email <canungracup@hotmail.com> or phone Keith Allen on 07 3378 2149 (fax 07 3876 7988).

Gillies Hang Gliding Competition

11-12 November 2000

This is Round 2 for the North QLD Championship (Eungella is the first round). For more details contact Bernie Zwahlen <zwahlen@ledanet.com.au> or Ian Graham 07 40954466.

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

HG Pre-World Championship (Test Event for WAG 2001) – 25 June- 8 July 2000

Algodonales, Andalucía, España. The test competitions 2000 are intended as a preparation for the WAG 2001 as well as the 2001 World Championships. We guarantee a very pleasant stay in a region which is renowned for its tourism interest, food (neighbouring the land of Sherry wines), folklore & enjoyable character of its people. Events hosted in Algodonales (Cádiz), 90km ESE from Seville, are Pre-World Hang Gliding Championships in Class I & Class II. Entry fee: EU300. Official entry forms (available from your national sporting federation) must be completed & submitted to the Real Federación Aeronáutica Española no later than 1 March. Entries received after this date may be accepted if there are vacancies, with a late entry fee of EU50 per person. There will be a max. of 12 pilots per nation. Contact information

for this event: Real Federación Aeronáutica Española, Carretera de La Fortuna, s/n 28044 Madrid; ph: +34 91 508 2950/508 5480; fax: +34 91 511 0310; email <rfae@mad.servicom.es>.

World Speed Gliding Championship

28 July – 5 August

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

German Open 2000

29 July – 6 August 2000

Kössen, Tyrol, Austria. Officially 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 HG club in the world) & the Kössen HG School. Entry fee: DM200, incl. films, maps & transport to take-off. Supported by the Tyrolean Government, Kössen Council, tourist management & sponsored by Austrian Airlines & major local banks. We hope many international pilots take the opportunity to enter the German Open 2000, exactly 25 years after the 1st (unofficial) World HG Championship which took place in Kössen in 1975. For further info & entries please email <Lukas.Etz@t-online.de> or <fly.koessen@tirol.com>.

20th World Aerobatics Championships 2000 (WAC 2000) 7-20 August 2000

Muret-Lherm aerodrome (near Toulouse), France. This large scale event is shaping up strongly, with partners such as Breitling, Air France and Renault already secured. The event will close on the 20th with a finale in which the "Patrouille de France" and the "Patrouille du Maroc" (Marche Verte) will be present.

Red Bull Vertigo, Aerobatics Competition – 25-27 August 2000

Villeneuve, France. This competition for HG & PG gives the opportunity for the public to see & understand the excitement of our sport. All aerobatics & manoeuvres will be flown over the lake into a predefined safe area. For more information see [www.acrovertigo.ch]. See photos opposite.

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>.



Letters to the Editors



Board Election Voter Response

► Yes, it is a horrible response to get only 14% of eligible votes, but to a certain extent the HGFA has itself to blame. In my case I went to the comp circuit and the voting papers and material came after I left, and when I got back it was too late as the closing date was over! I am sure there were a few pilots who never had a chance to vote due to the elections being in the comp season. There could be a better response if the elections were held in the off-season when everybody sits at home and reads Skysailor and dreams of the next flying season.

Bernie Zwahlen



Great Article

► Great article (The Good Fight, May issue) about the Board's happenings, Richard – I loved your insight and honesty, and the article's extreme readability! And I felt a justified kick up the bum about the 14% return vote.

Also, thanks to Mark Plenderleith for his news item – again an interesting read. Thanks for agreeing to write this column (with contributions from other Board members).

And lastly, thanks very much to all the Board members for being willing to put time and effort into guiding the HGFA. I guess members are aware that these are totally voluntary positions. I know from experience that the time spent doing this can really add up – for starters just giving up a number of weekends a year to go to a meeting for two days is quite a sacrifice in itself – let alone all the work that occurs between meetings. Thanks everyone,

Heike Hamann



Thank You Graeme

► On behalf of all WA hang glider pilots I'd like to publicly thank Graeme Wishart for his efforts over the past years in administering the affairs of HGAWA.

Graeme recently passed the HGAWA Administration role over to Ric Williams, after filling that position since we re-structured some two to three years ago. Over that period of time, Graeme has shown that with good financial management and a common sense approach to things, a lot of good outcomes can be achieved for WA pilots with a minimum of fuss.

I believe that Graeme has decided to concentrate his energies on flying gliders and has handed the job over to a worthy recipient in Ric.

I know that all pilots will support Ric in his new role, as we all appreciate the efforts of the volunteers who help to keep things ticking over. I also know that Graeme would be quick to acknowledge the assistance he has received from the various volunteers who have made his task that little bit easier.

So, thanks Graeme for your support and business management skills over the past years, and we wish you well in your gliding activities.

Keith Lush



Skysailor Questionnaire

► Greetings from WA. I am very pleased with the Airmanship article in May and advise that Air Safety Australia magazine will run an article and photo on page 7 of the next issue (March, April 2000). We have Ben Firkins of CASA to thank for that. Circulation of 70,000 with a good number going overseas.

I am waiting on a quote for the Airmanship bags to be made off shore in quantity and will forward the



Proposals to Restructure the GFA

► As a result of my abiding interest in promoting gliding and strengthening the GFA, I moved motions at well-attended pilots' meetings at the last Queensland and NSW State competitions, the National Club Class championships and the FAI championships to the effect that non-salaried executive officers of the GFA be elected by optional preferential postal ballot.

The scenario discussed was that positions of power within the GFA, including State Councillors, be elected in a similar manner to countless other national and state non-profit mutual organisations representing common interest groups such as motoring and professional people.

Nominees for such office would have their personal details relating to gliding, policies and perhaps photographs published in Australian Gliding/Skysailor. Voting material could also be possibly circulated in conjunction with the magazine assuring minimal costs. The belief was that by putting effective voting rights directly into the hands of members, where they rightly belong, interest and participation in the GFA would be enhanced.

It was stressed that this proposal was not the slightest reflection on the many people who over many years have generously donated their time and effort to GFA executive positions. Currently the tyranny of distance effectively disenfranchises the

majority of our members and the GFA is effectively run and principal officers elected by less than 100 members Australia-wide.

In Queensland, NSW and Victoria the motion was carried unanimously and in SA the lesser affirmative vote seemed to reflect the opinion of the pilots in that state as to our current overall structure, rather than the merits of the proposal.

In view of this overwhelming support and the blindingly obvious advantages of electing our governing bodies by democratic process and the rights of our members to have a direct and practical say in such matters I was astonished to find that the proposed restructuring of the GFA appears to offer the same old power structure – election of Councillors (the real power within the GFA) through medium of state annual general meetings.

These are notoriously poorly attended if for no better reason than members have to travel up to 1,000km to attend them.

To ensure our relevance as a viable organisation and sport into the century, we need more than just a bit of polite window dressing.

The above letter has had limited private circulation prior to submission for publication. Although generally well received some comments were made which deserve consideration. They are: *"That the competition pilots who voted were not representative of pilots generally"*

The response would be that meetings of competition pilots represented the only forum available where the proposal could be openly discussed by a

substantial number of pilots. Competition pilots almost invariably have involved themselves seriously in club or GFA activities.

"Under the proposed system, The GFA could be taken over by unsuitable elements"

The proposal only goes as far as promoting a voting method, it does not suggest a suitable structure. My personal belief is that each state should be a separate entity or electorate and elect their Councillors or whatever to represent them. This, as well as protecting the interest of smaller states, which I see as desirable, would make it extremely difficult for a special interest group to take over the GFA.

"The present system is democratic"

To defend a system which puts roadblocks in the way to such an extent that less than four percent of members are able or wish to cast a vote is democratic, stretches credulity.

Over many years, a small band of dedicated GFA officials has defended and administered gliding, but it is commonly agreed that we need an improved structure. We also need to become proactive to a greater extent in marketing and promoting our sport to increase membership. Please, fellow pilots, this time of re-structuring is for you to play your part and take an interest within your club or at state association level.

H. Medlicott,

President Lake Keepit Soaring Club

Did You Know?

...that HGFA members flew a guesstimated 104,585 hours during 98/99 (50,397 by hang gliders, 24,205 by paragliders and 29,983 by microlights). This represents an annual average of 32 hours per hang glider pilot, 26 hours per paraglider pilot and 51 hours per trike pilot.

As not all members provide the HGFA office with accurate annual hours on their membership renewal form, some extrapolation is used in determining the above figures. More accuracy could be obtained if pilots were more conscientious in filling this section out.

details when they come to hand. Feedback from WA pilots is good thus far and I am banking on the Skysailor article to generate some more momentum. The bags are already being seen at sites around WA.

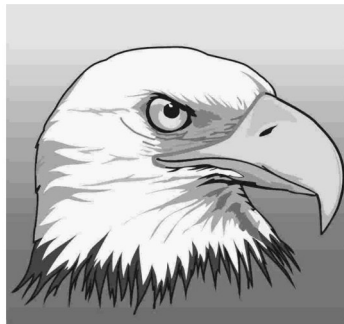
On a less positive note I have received the Skysailor Questionnaire with mixed feelings. On the one hand you might be justified in saying "you had your chance on the Board, didn't get voted back, so butt out." But on the other hand, I have an opinion to express as a general member and I believe I have an alternate view to offer that just might add another dimension to your thinking. I want to raise a few issues regarding this questionnaire, which I hope the Board will receive with a collectively open mind.

Firstly, as Richard so eloquently highlighted in Skysailor (The Good Fight, May issue), our members do not have a good track record in responding to solicited feedback. So unless you get at least a 51% return on this questionnaire you can not in all honesty take the result as something to base your decision on.

Secondly, a number of your questions appear to hold a hidden agenda, or to be blunt are loaded. Questions 25, 26, 28, 29 just to name a few that I have issue with. You are placing unsubstantiated fear, uncertainty and doubt (FUD) into people's minds with some of these questions.

For what it is worth, in four years of Board membership and many years with the State Association I have learnt one thing: regardless of what you do with Skysailor – the one thing that is beyond doubt with the magazine conundrum is that you cannot expect to gain a satisfactory direction for our magazine by asking the general membership. We are far too diverse a group. We are not a group of 3,000 accountants or council workers or computer buffs who all happen to also fly. We are all of those and many more with only one thing in common, we like to throw ourselves at the ground and miss.

I have been in a business that used to give employees questionnaires every two years so management could get a handle on employee satisfaction. The questions were developed



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Dealer inquiries Welcome



by professional psychologists who made their living out of providing companies with surveys, and as all too often turned out, engineered results. Fortunately that era died a natural death because of a very important factor – a manager is in that job to make decisions based on his/her skills and then to back their judgement. As soon as they started going to the people they were supposed to be managing for apparent ratification of their directives, they lost credibility.

Some managers backed their judgement and if they got it wrong too many times, were no longer managers in that area. Others backed their judgement and made it. Those people who weren't prepared to back their own judgement either didn't make it very far or failed miserably at their first real challenge.

So I am suggesting to the Board that while I commend you in starting your term with great flair and enthusiasm, please move your focus to what is best for HGFA and the sport by looking from above and not below which is where I fear this appears to be heading.

You are the managers of our sport and you need to back your judgement. If you feel you do not have the skills to make the decision, solicit input from other groups who have been through it all before. Or listen to the people who have struggled with this problem for many years and have arrived at the same conclusion that I believe you inevitably will.

You will not get your answer by sending out a questionnaire, regardless of how well you

think you have formed the questions. If you use what feedback you do get to justify a direction, you will be missing a number of very important issues and risk basing your decision on responses borne out of 'FUD'. The mistake we as the past Board made was that for a long time we nine could not even agree amongst ourselves how Skysailor should be. Nine different opinions in nine people. But I do believe that

we were finally very close to a good direction with the way the magazine was heading this time with the joint venture and potential news stand visibility. GST removes the financial disadvantage we faced with that in the past.

In closing, here is a valuable lesson I learnt in my management life in the IT industry.

When faced with a problem that seems impossible to solve, that you know you have to solve yourself and you know you can't walk away from, this is how you manage it: You write your own set of criteria based on the information you have at hand and then make your decision based on that criteria. Back your judgement based on the fact that you were empowered to make the decisions. Then when you announce that decision, you firstly highlight the guidelines that you set then show how your solution has met those criteria.

I wish you well in your endeavours over the next 24 months.

Keith Lush

Easter at Benalla for Microlights

TONY DENNIS

(CFI, The Right Altitude Microlights)

It was a great time over the five day Easter holiday break for trike pilots to enjoy flying together around NE Victorian lands. Room was made at the 'inn' (hangar) for the visitors' trikes, making a colourful spectacular in the large Bellman hangar (21 in all). On Saturday John Waite flew in to claim the new 'Come and Get It Trophy' available from this day. It's a great looking trophy with a GPS feature. He returned with it in his trike to Tyabb, where it will no doubt have left by the time of printing of this story. On the way back he joined a group of us flying to Milawa for breakfast – the home of Brown Brothers Winery. Five trikes formed the group, and Shane Gleeson with his brother Patrick caught up with us in his Drifter, flying from his airfield at Wangaratta. It was a glorious sunny day!

On Easter Sunday morning a group of trikes flew from Benalla to Locksley, returning just before sunset that night. Wally and Karen Wiener, Stan and Jeanette Walker and Les Tyack all in the Edge X trikes met John Oliver's crew at Locksley.

We had good local flying around Benalla on Monday, and Tuesday we were due for yet another fly-away breakfast; to Shepparton this time Tony and Therese Dennis, Michael Rose, Barky (Barry Wood), Les Tyack and Wally and Karen Wiener. We were received at the airfield by resident trike pilots Stuart Malone, Bob Hinchliffe and Linda Taylor. After admiring their spotless hanger with painted cement floor (completely dust free) we were escorted in two cars to Europa Deli in Shepparton Central for brunch. It was a very pleasant return flight at 5,000 feet above the haze. Ben DeJong flew into Benalla from Tyabb on Tuesday, and met



Above: Stan and Jeanette Walker "share" the pilot's seat of their Edge X trike, named 'Skywalkers'

us in the air at the end of his 2.5 hour flight as we returned from Shepparton. He was a little late for the 'Come & Get It' trophy. Drewe Bellmaine also dropped in, in his Searay amphibious aircraft.

Thanks to all the pilots who came to Benalla over Easter – we enjoyed the company

very much. Barky told me he clocked up 10.5 hours over the few days – not bad for a pilot with just over 60 hours. And Wally and Karen Wiener told us they've got shares in Mobil after burning over 120 litres of juice over Easter. Fly, fly, fly!

PHOTOS: TONY DENNIS



Barry "Barky" Wood clocked up 10.5 hours in his Edge X over the Easter break



Trikes ready and rearing to go for a breakfast trek

Experiencing Wind Shear

PAUL COFFEY

"Let's try out the conditions before we get the students flying," said Brendan. "OK, that sounds good," I replied.

With Brendan Watts in the pilot's seat and yours truly acting as ballast in the back, we took off.

A moderate SE had been coming in all day, but now the SW sea-breeze was just starting to make its presence felt and there was some mild turbulence for the first 400 feet. *"Yeah, not too bad,"* Brendan commented, *"another half an hour and this will die down nicely. Let's try a simulated engine failure."* Power off, no drama,

we'd make it back down onto the runway without a problem. So, with power on again we completed the circuit. Both of us were keen to see what the conditions were like higher up.

We crossed the end of the runway on full climb-out at about 350 feet when... WHAMMO! The wind shear we hadn't seen clobbered us full force! One wing and the nose was thrown high while the other wing seemed to twist the other way – it was like going over the top of a roller-coaster. Brendan was thrown sideways (and would have gone out of his seat but for his harness) and both his feet were thrown off the pedals. My harness went tight, then loose as I 'went over the top'. Brendan then reefed the nose down and we were looking at the tops of the closest trees, which were rapidly coming closer. His right foot had become entangled **under** the pedals and it took a second or two to get it out and apply full power again.

Even without power we were in a position to land safely in the paddock ahead, but recovery at less than 100 feet is too close for comfort.

We continued the circuit but the turbulence continued to get worse as we climbed to circuit height. Going downwind we were bounced around like a cork in the ocean. So, after deciding that conditions were not yet suitable for students, we landed and headed back to the hangar to check out the wing – it was well that we did.

We removed the battens and compared each with the profile. The inner six battens on one wing had been slightly 'flattened' and needed to be bent back again to match the profile, while the inner six on the other wing had each been 'tightened' and we had to bend them **out** to match the profile – we've never seen anything like it! To top it off, four of the lower surface battens also had a slight bend in them and needed straightening. When you see results like that, it gives you some idea of the forces involved in the phenomenon called wind shear.



Board News



MARK PLENDERLEITH,
HGFA Board Secretary

Exciting news this month, with the organisation receiving \$87,000 (over two years) from the Sports and Recreation Development Grants Program of the Australian Sports Commission. The application was prepared by HGFA Executive Director, Ian Jarman, and provides funds to facilitate improvements in club structure and site development. This grant comes at a ideal time, with our Strategic Planning Meeting held in March having identified clubs and sites as key elements for our future development. Specific strategies funded by this grant include the nurturing of club-instructor interactions, the initiation of club development workshops and the implementation of nationwide site access agreements with land managers. The person (or persons) charged with implementing many of these strategies should be appointed in the second half of this year.

Whilst on funding, members will also be pleased to hear that the HGFA has managed to retain current levels of funding from the Civil Aviation Safety Authority (CASA) for the 2000/2001 financial year. This funding is to enable the organisation to provide the administration to comply with the regulatory framework stipulated by CASA. In a period of fiscal restraint in all areas of Federal affairs, retention of current levels of funding must be considered a satisfactory outcome.

July 2000



Issues are contemplated at the March HGFA Strategic Planning Workshop. Foreground: Jeremy Torr and Paul Mollison. Photo: Richard Lockhart

The long-overdue review of our executive employees' contacts and conditions is now complete, with the Board offering both Ian Jarman and Craig Worth significantly improved salary packages and a 12 month contract effective from 1 July 2000. This follows a detailed analysis of their performance by the previous Board (co-ordinated by Peta Roberts), consideration of salary packages offered by other not-for-profit organisations and a realistic assessment of what the organisation can afford. A sub-committee has also been formed to review travel and subsistence allowances for all HGFA employees, as these have not changed since 1993 and clearly require reconsideration.

At its last meeting the Board also approved a request from the Hang Gliding and Paraglid-

ing Association of Canada (HGPAC) to utilise our Towing Procedures Manual. This request is recognition of the expertise that exists within our organisation with regard to towing procedures, and is a credit to all the people who have put so much time and effort into the production of this document over the years.

Finally for this month, in response to a request from a member, the HGFA has started lobbying the International Air Transport Association (IATA) to have paragliders recognised as sporting goods when they are taken on international flights. Sporting good baggage allowances are significantly higher than the norm, and if successful this initiative could make travelling with your glider just that little bit less of a hassle.



Fledgling • Part 1

DAMIEN 'TEX' GATES

I am no expert. What follows is something of an account of what I have learnt and experienced in the initial stages of learning to fly hang gliders. I hope it might be a source of information for those new to flying, a familiar story for those in a similar position to myself, and a reminder for those of more experience.

As you progress in flying experience you tend to lose the feeling of your own pioneering hours and experience, as you head for larger goals and knowledge with that initial firm knowledge and experience base. I hope to recapture some of those past feelings and log it all to memory for future reference.

I first learnt to fly about five years ago, but in terms of actual practical flying time I have only been active in the sport for a total of three years. It's been a somewhat drawn out process, essentially as a recreational weekend pilot. If one thing is true, it is that regular solid experience quantifies your ability and learning curve. I have truly learnt this over the last six months.

Having not flown for nearly a year I purchased a new intermediate glider and set out to fly as much as humanly possible... well, as much as I could, weather, work and study permitting.

It was back to the training hill for me. Setting up the new Sonic was great; a nice crispy wing, tidy hardware and shiny new surfaces. I had previously been flying an older high performance wing. The first thing I noticed was the familiar feel of a lighter wing, and after a nice strong launch run and short flight it was all familiar again (or so it seemed, as walking back up the hill with a glider was decidedly unfamiliar).

When I think back it is amazing how little we know when we first commit aviation as students, and yet we cope quite well. This to me is a re-enforcement of how fundamental and simplistic our sport really is at its base level, and also of the vast amount we have to learn.

Those first high flights are most nerve racking just prior to flight, right before we commit ourselves. Once in the air everything changes. It is aviation at its purist, and as it is a completely new experience mentally and physically, most tend to take little steps initially while we sort out our safe parameters. We work out how close to the hill we can comfortably sit and ridge soar, then are amazed and scared by the heights we reach (only later do we realise height is actually our best friend).

I think most restricted pilots initially think in terms of launch-flight-landing, hence we are thinking of our landing before we have even launched. I have always contemplated my landing well before executing it. It used to be on the hill before launching, now it is an assessment of

conditions whilst on the hill storing them in the memory bank for future reference *should* the flight section of the process not become a realisation. Once you have reached this stage you are more concerned with staying up than a safe *over* thought-out landing. (Let's face it, initially getting back on the ground safely, even if you can stay up, can be an ongoing concern for inexperienced pilots.) Then, after you have had, say, 5-10 hours in the air from ridge soaring, you can move on. You are confident in a good strong launch *always*, and feel that you can leave the real landing concerns until later. Your flight plan has expanded – it now centres on the flight. You want some thermals. You want some more height...

So, you have watched a couple of pilots launching, paying close attention to what they do, right and wrong. You run through your launch as you harness up and move the glider ready to go. You make a last assessment of conditions and other gliders in the air as your STAY UP flight plan emerges. You pick a likely flight path to maximise your chances of finding lift, then it's eyes up, lean in, run hard and away.

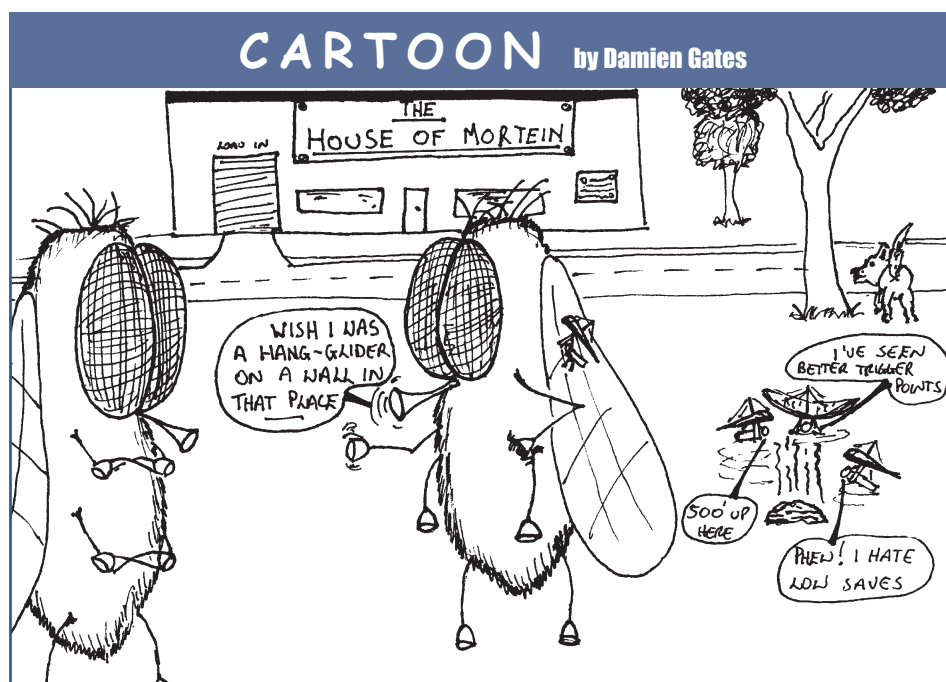
You get settled in your harness, then initiate a light turn with a little speed as you set yourself up running the ridge, a few glider spans away as a safe margin. Then you encounter some moderate turbulence and all of a sudden you think you are too close to the hill. As your outside wing lifts a little you correct towards it and start a turn away from the hill. Punch out a little from the hill and you realise that you are still going up. Somewhere in your mind you can hear "Turn! Turn!" as you move away from the

hill. Hang on... the cries of "Turn! Turn!" are coming from the pilots on the launch.

Bumping the glider around a bit you are heading back towards launch and look back into the hill. "Crikey, I am flying back towards the hill." Reflexively pulling in a little you try to get the glider around a bit quicker, and then you co-ordinate it and around it comes. You stopped going up momentarily as you pulled on the speed and slipped a little, but you realise the vario is chirping again as you push out a little again. "Man, that was not so bad," and you send the glider around again, this time gauging your circle well as you get a bit closer to the hill with the drift of the thermal. On the next turn you can circle to the top of the ridge and fly right over launch in a now well-cored thermal. Maybe you lose it and fall out the front, not willing to drift behind launch. Maybe you keep with it as it lifts you straight up. You have had your first fix, watched the world grow smaller. Leonardo's famous words strike home and true.

Now we start thinking on efficiently continuing this practice. Thermalling skills are our bread and butter. Tighten in lighter lift, open up a bit when it surges. Get the bank, speed and lift working as efficiently as possible together. You will go high. Maybe you will go too high and get scared, flying away from the lift. Eventually you will be awed and have to get up there again. Soon you will thermal up a few times in the same area, perhaps for hours. Maybe you have come to fly in rougher air, and after running once or twice now you have conquered it. You start to think, "I need to fly somewhere else. But where...?" and the training hill is a distant memory. If you haven't already, it is time to get much more advice...

Next: Tex continues next month with fledgling cross-countries, hassling the jets, read, staying up and landing somewhere else.



HGFA Operations Manager's Report

One of the early pioneers of hang gliding lost his fight with cancer recently. Chris McDonald will long

be remembered as a truly "quiet achiever". Always a man of few words, CMac let the kilometres speak for themselves; the Newcastle hang gliding scene will never be the same. Rest in Peace CMac.

Changes to HGFA Administration

I have recently been working with Ian Jarman to implement major changes within the administration of the HGFA. Ian has found another opportunity to further his career; and his current job will be made redundant. We plan to restructure the administration so that I take on some of Ian's current duties, with Margaret Crane in the Tumut office also increasing her responsibilities. It is planned to utilise several long-term members to carry out some of the operational and safety functions that I normally look after. This restructuring is in the early stages as yet; I will be in a better position to detail the proposal in my next report (looks like I will have to call it the "General Manager's Report").

Currency Requirements

In my report last September, I mentioned that in accidents which involved pilots with 20 hours airtime or less (total of 186), 50% of these pilots had not flown in the past 90 days. I also advised that the HGFA Safety & Ops Committee would be asked to consider introducing requirements to address this problem. The Committee decided that currency requirements should be introduced as follows:

Restricted Pilot Certificate holders and microlight pilots with less than 20 hours experience are required to undergo a check flight with either an Instructor or Senior Safety Officer if they have not conducted three flights in the past ninety 90 days.

I recommend that these low airtime hang glider and paraglider pilots go back to a training slope to sharpen up their launch and landing skills. Turning up on a site where conditions may not be ideal for launching is certainly inappropriate. These requirements are introduced in the interests of safety, and though the Operations Manual has not yet been amended, I ask that pilots comply for their own sake; the accident stats make it common sense to do so.

Microlight Accident Reports

It has been some time since we have published any microlight accidents, thankfully due to none being reported that carried a message. Paul Haines usually carries out the task of reporting

(thanks again Paul), but is busy with his microlight training at present. Therefore, a couple of recently reported accidents follow.

Accident Reports

No. 1

Pilot: Microlight instructor
Experience: 560 hours
Hours previous 90 days: 45
Aircraft: Late model microlight
Aircraft Damage: Extensive damage to front pod, base bar of trike base, damaged keel, hang point and nose wires
Weather: Nil wind and turbulence
Location: Inland paddock
Pilot injury: Small cut to leg

Description:

After a cross-country flight of an hour, the pilot decided to land to 'use the bathroom'. The chosen paddock was large and looked clear of obstacles. On final approach the pilot had a blurred sighting of a powerline directly in front, and quickly lowered the nose as far as possible in an attempt to fly under the line. The aircraft hit the line front on, which forced the nose up and broke the powerline. A stall ensued, the nose of the base hit the ground first, and the aircraft rolled gently onto a leading edge.

Comments (by the pilot):

I should not have been content with the area just looking good and should have done a more thorough search over the paddock from height. No power poles were visible, the line stretched from between trees on each side of the paddock, spanning at least 300 metres.

No. 2

Pilot: Microlight pilot
Experience: 115 hours
Hours previous 90 days: 30
Aircraft: Late model microlight
Aircraft Damage: Extensive damage to wing
Weather: Light wind, nil turbulence
Location: Beach landing
Pilot injury: Nil

Description:

The pilot was attempting to land on the wet sand near the water's edge. As the aircraft touched down the rear wheels landed on an incoming wave, the nose wheel dug in immediately and the trike rolled over.

Comments:

On approach the sand was clear, though the incoming set of waves pushed up the beach further than expected. A power-on approach

may have allowed a go-around to be successfully completed.

No. 3

Pilot: Intermediate paraglider pilot
Experience: 50 hours
Hours previous 90 days: 3.5
Aircraft: High performance paraglider (around 5-6 years old)
Aircraft Damage: Nil
Weather: Approx 20kt, moderate to strong turbulence
Location: Coastal cliff site
Pilot injury: Fractured pelvis, hand, ribs and five vertebra; internal bleeding and concussion

Description:

Flying in an increasing strength wind approx 100 to 120ft above the cliff when a 2/3rd asymmetric collapse occurred. A violent swing to the right occurred and the glider spiralled into the cliff top.

Comments:

The pilot has no memory of the event other than doing a quick height check immediately after the collapse and noticing that the canopy was already spinning rapidly. The pilot had broken the speed bar a few minutes before the collapse, and said that in retrospect he should have landed immediately. He also said that the protective harness saved him from worse injury. Older high performance gliders are not suited to intermediate pilots.

No. 4

Pilot: Restricted hang glider pilot
Experience: 17 hours
Hours previous 90 days: 0.5
Aircraft: Novice hang glider
Aircraft Damage: Control frame damage
Weather: 10-15kt, light turbulence
Location: Inland mountain launch
Pilot injury: Minor injuries to knee and leg

Description:

Pilot launched with inadequate pitch control and "popped" the nose as the glider entered strong lift immediately after launch. The pilot was unable to level off and the glider turned over launch and hit the ground crosswind near the launch point, narrowly missing trees and bushes.

Comments:

The pilot had flown little in recent months. Though this incident resulted in little injury or damage, it could well have been a lot worse. Currency is critical for low airtime pilots.

**Fly safely,
Craig Worth**



GST and The Gliding Federation of Australia

As from 1 July 2000, all fees and charges from the Gliding Federation of Australia will be subject to GST.

Please note the new charges of standard advertised items in Australian Gliding/Skysailor. These reflect inclusion of GST.

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

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

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

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CIRRUS B VH GOU, 1/2 share Benalla based, instruments & chute, new in last 4 yrs, wings just refinished, very good trailer, 1,700 hrs. Ph: Stu 03 9819 1079.

ES 60 BOOMERANG VH-GQY 1966. 2,504 hrs, immaculately restored fuselage. Wings stripped in preparation for refabricating. New homebuilt trailer includes full roll in, roll out cradle. Standard instruments incl. Borgelt vario & Radair VHF radio. \$9,500. Ph: Rod 08 9641 7045 evenings.

ES60 Boomerang GTL top condition, 30 yearly completed & current Form 2, with enclosed trailer & always hangared at Balaklava, \$18,000. Ph: Rob 08 8447 8011.

STD TANTAR 2 VH-CQS vg cond., no prangs, basic instr./360 ch radio, g/h gear, covers & encl. trailer, must sell. All offers considered. Further info ph: Stephen Kittel 08 8642 0709 (w), fax 08 8642 0614, email <Kittel.Stephen@flinderspower.com.au> or 08 8642 2318 (h).

PAGC is offering for sale individually or as a package the following gliders: G102 Single Astir, G103 Twin Astir & Blanik L13, all gliders in good cond. & incl. trailers. All offers considered. Further info ph: Stephen Kittel 08 8642 0709 (w), fax 08 8642 0614, email <Kittel.Stephen@flinderspower.com.au> or 08 8642 2318 (h).

The GCV is having a clean out to make way for a new set of gliders for next season. The following are offered for sale ex Benalla: **Hornet H206 VH-GMW** with trailer, radio & basic instruments. Glider is in fair condition but needs a bit of TLC, \$16,000.

SZD Junior VH-XOA with basic instruments, no radio, no trailer, new canopy. An ideal club glider or entry level glider, \$25,000.

IS28B2 Damage in heavy landing to front cockpit and wing root. Basic instruments & radio. \$10,000 ono.

Super Arrow/Boomerang canopy \$500 (never used).

IS28B2 (2 piece) canopy front piece little used, main piece as new never used \$700.

Kestrel canopy front piece \$400.

Hornet canopy front piece \$500.

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

Two-Seaters

KA7 GQP, very good condition, 30 yearly & Form 2 complete, re-sprayed, gap sealed, dual instruments & trailer. Contact Ron, ph: 02 9759 3086 (w), 02 9543 5222 (h).



Blanik IZD excellent condition, radio, wing mod done, reduced to \$12,000. Inspect at Central Coast Soaring Club. Ph: Murray 02 4977 2740.

NIMBUS 3 DT excellent record beater complete with trailer. Urgent! 03 9432 2921.

Motor Gliders

Super Ximango ZBN, Rotax 912, 490 AF hrs, 390 E hrs, always hangared, KLX135 nav com, 6"x4" Skyforce GPS, folding wings, retractable under-carriage, toe brakes, 31 to 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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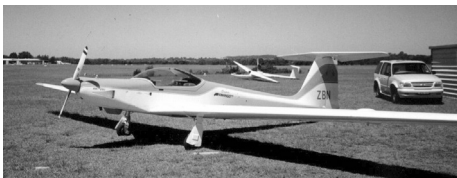
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General

Waikerie International Soaring Centre is looking for tuggies to tow mid-week from Monday, 6 November until 30 March. This need not be one person but comprise several persons who will tow in allocated blocks. Accommodation provided. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 4120.

Waikerie International Soaring Centre will be conducting the Immediate Post Solo Course & Beginners Cross-Country in the first two weeks in December. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 4120. These courses have proved extremely beneficial to participating pilots in recent years.

Waikerie International Soaring Centre will be conducting Ab Initio Training in week blocks from Monday, 6 November until end of February. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 4120.

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.

July 2000

VACANCIES

Gliding Club of Victoria

MANAGER, BENALLA OPERATIONS

The Gliding Club of Victoria located at Benalla, Victoria, seeks the full time services of a Manager to administer and develop its operations.

The person we are seeking will be a "hands on" administrator with excellent business capabilities, along with the facility to promote the club to both Australian and overseas markets. Ideally, the person will have an Air Experience Instructor rating and be an Official Observer or be willing to attain a rating.

For further information, please contact either Gary Brasher on (03) 9399 1249 or Vivienne Drew on (03) 9583 7469.

SUMMER CROSS-COUNTRY COACH

The Gliding Club of Victoria located at Benalla, Victoria, seeks the services of a Summer Cross-Country Coach (November to March) to ensure the ongoing provision of the excellent "Novice to Expert" training and Advanced Cross-Country Courses provided at the Gliding Club of Victoria. These courses are provided to encourage, maintain and develop cross-country skills and attainment of gliding badges and records.

The person we are seeking will have the ability and experience in a full range of gliding techniques such as thermal, ridge and wave flying and have the ability to demonstrate and teach these skills. Ideally, the person will hold and maintain a GFA Qualified Instructor rating of not less than Level 2 and be able to attain and maintain Level 3.

For further information, please contact either Gary Brasher on (03) 9399-1249 or Vivienne Drew on (03) 9583-7469.

Forward written resumé to:

Email: <brash@eisa.net.au> or <vivienne_drew@netspace.net.au>

Snail Mail: Unit 4, 156 Lower Dandenong Road, Parkdale VIC 3195, Australia

Fax: GCV Club Office 61 (03) 5762 5599

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.

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

GFA Soaring Calendar

Queensland State Gliding Championships – 23-30 September 2000

Held at "the friendly club": Southern Downs Aero and Soaring Club, Warwick, Queensland. Practice and registration day is Saturday, 23 September, followed by seven competition days which will be contested in Open, 15m and Standard Class. Separate prizes are also awarded in "Club Handicap" classes.

The competition organisers are keen to receive applications as early as possible to facilitate the provision of adequate tugs and appropriate catering. Please contact Michael O'Brien, 12 Playfair Street, Tarragindi 4121, phone: 07 3892 3473 (h) for an information pack, or email: <mob@ieee.org>.

Australian National Gliding Championships – 10-23 February 2001

Gulgong NSW. Enquiries to Christine Meertens, phone: 02 9452 2777, fax: 02 9453 0777, email: <hkmxor@msn.com.au>.

Australian Grand Prix Championships 10-23 February 2001

Gulgong NSW. Enquiries to Christine Meertens, phone: 02 9452 2777, fax: 02 9453 0777, email: <hkmxor@msn.com.au>.

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Victoria



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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.)

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CARTOON by Jules Makk



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)

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Rohan Grant (VP & ASAC Delegate)

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John Reynoldson (Treasurer)

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Executive Director: Ian Jarman

ph: 02 4285 7444, fax: 02 4285 7444, email
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Operations Manager: Craig Worth (Safety & Operations Committee, Pilot Development & Training Committee)

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

States & Regions

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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,
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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
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NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladswood Gdns,
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Pres: Graeme Beplate 07 49552913, fax: 07
49555122, email: <sitework@mackay.
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South Australian HG Association

Pres: Stuart McClure 08 82973452; Sec:
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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, Glen-
haven 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
Causier 02 42948110, <timcau@ozemail.
com.au>; SSO: James Nathaniel 02 4262
7677, 0413 730777.

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.comrad@hunter.
link.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/~gbeng/Hang_Gliding.html

QUEENSLAND

Cairns Hang Gliding Club

Pres: Ian Graham 07 40954466; Vice-
Pres: Russell Krautz 07 40541085; Sec:
Lance Keough 07 40912117, 31 Holm St,
Atherton QLD 4883; Trs: Nev Akers
07 40532586 (h), 07 40512438 (w).

Canungra Hang Gliding Club Inc

Pres: P Beard 07 33487150; Vice-Pres:
Shauna Purser 07 66793404, <shauna
purser@yahoo.com>; Sec: David Pearson
07 55437252; Trs: Fran Ning 07 55773260,
<ning@ausinfo.com.au>; SSO: Andrew
Horchner 07 38707709, 0412 807516,
<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, <prbarry@tpgi.com.au>;
Sec/Trs: Natasha Atkinson 07 49726840, 16
Far St, Gladstone 4680; SSO: Geoff Craig 07
49923137, <gjcraig@tpgi.com.au>.

South East Queensland Hang Gliding Club

Pres: Peter Beard 07 33487150,
<Peter_Beard@msn.com.au>

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581;
Pres: Gary Allan 07 54940543; Vice-Pres:
Duncan Whyte 0418 714618; Sec/PG SSO:
Jean Luc Lejaille 07 54863048, 0418 754
157; Trs: Michael Powell 07 54425970;
HG SSO: Tony Giammichele 07 33584101.

Townsville Hang Gliding Association Inc

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

Whitsundays Hang Gliding Club

Pres: David Nash 07 49531817;
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
Pres: Geoff Tozer 03 97583250 (h); Sec:
Andrew Medow 03 98227861, 16/25-29
Brougham St, Cnr Swansea Rd & Mt
<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

<skyyhigh@vhpa.org.au>; Pres: Hakim
Mentes 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.
cygnus.uwa.edu.au/~madmike/paraglid.
html>; <cloudbase@paragliding.org>; Pres:
Dave Humphrey 08 9574 5440, 0418
954176, <paradive@avon.net.au>; Sec:
Michael Duffy 08 9382 3036, 0417 923741
<madmike@cygnus.uwa.edu.au>.
Meetings: Last Wed/month, 8pm at the
Sportsmans Association, Woodsome Rd, Mt
Lawley.

South West Microlight Club

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

WA Hill Flyers Club

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.

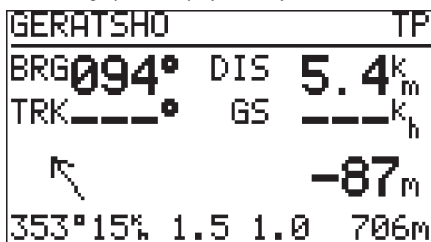
Western Soarers Hang Gliding Club

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

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