

# *Gliding* Australian **SKY**SAILOR

## In this Issue:



### Re-opening the Grampians Diamond Mine



### April Fool's Day at Mangalore



### Kite Surfing



### First Trike into Mt Hotham Airport





c/imax

WORTH WAITING FOR!

A TOPLESS GLIDER FROM

AirBorne  
AUSTRALIA



[www.airborne.com.au](http://www.airborne.com.au)



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

## EDITORIAL CONTRIBUTIONS AND ADVERTISING

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

**AUSTRALIAN** For all Editorial and Advertising contact:

**GLIDING** The Gliding Federation of Australia, 130 Wirraway Road, Essendon Airport VIC 3041, ph: 03 9379 7411, fax: 03 9379 5519, email: <secretary@gfa.org.au>, web site: [www.gfa.org.au]

**SKYSAILOR** HGFA sub-editor: Richard Lockhart

c/o Blackheath Post Office, Blackheath NSW 2785, ph: 0418 130354 email: <skysail@ozemail.com.au>, web site: [www.hgfa.asn.au]

Skysailor classifieds: Mailed or emailed to the sub-editor or faxed to the HGFA on (02) 6947 4328. Classifieds will be included in the next possible issue.

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

## CLASSIFIEDS AND ADVERTISING RATES

GFA classifieds are charged at \$16.50 for the first four lines, \$4.40 for every line thereafter plus GST. HGFA classified rules are set out on the HGFA Classifieds page. Display advertising rates and mechanical specifications are available on request.

All GFA advertisements to be paid prior to publication.

## ALL OTHER MATTERS

Subscriptions/circulation/changes of address:



The Gliding Federation of Australia – ACN 008 560 263 & GFA Sales:

130 Wirraway Road, Essendon Airport, VIC 3041, ph: (03) 9379 7411, fax:

(03) 9379 5519, email: <AdminOfficer@gfa.org.au>, web site: [www.gfa.org.au].



Hang Gliding Federation of Australia

PO Box 558, Tumut NSW 2720, ph: (02) 6947 2888, fax: (02) 6947 4328

email: <office@hgfa.asn.au>, web site: [www.hgfa.asn.au].

## PLEASE NOTE THE REVISED DEADLINE

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

## NOTICE TO READERS AND CONTRIBUTORS

Contributions are always needed. Articles, photographs and illustrations are all welcome although the editors and the GFA and HGFA Board reserve the right to edit or delete contributions where necessary. Articles of unknown origin will not be published. All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

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

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

Advertisements may be submitted in high resolution (300dpi at 100% size) digital TIF or EPS formats. Please avoid sending jpg or gif files, these do not achieve good printing results.

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

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

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

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

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

## CREDITS

Cover: Small friendly gaggle at Mt Borah – Giles Johnson Photography

Design: Suzy Gneist, Gneist & Moffatt

Film, Printing: Pirie Printers, Canberra ACT

Mailing: National Mailing, Canberra ACT



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



# Contents

October 2000

HGFA Editor's Word

2

Kite Surfing

2



Labour Day

4

Funny Caption Competition

4

Gold Ring at Bakewell

5



April Fool's Day at Mangalore

6

Re-opening the Grampians Diamond Mine

8

First Trike to Land on Mt Hotham Airport

10

Wedgies in Tassie

12

Winery Fly-about

13

The Largest Gliding Club in the World

14



Customer Service

17

Review: Moyes Litespeed

18

Pilot Profile: David Humphrey

21

Keepit Continues to Move Up-market

22

Frighten the Horses

23

GFA News

24

Snake and Cat

24

GFA Soaring Calendar

24

Lake Keepit 2000/2001 – The Real Millennium Comps

25

The Handle Goes Back

25

HGFA News

26

Daredevil Granny Takes to the Sky

29

Cystic Fibrosis Charity Fundraiser

29

The Official Observer and the Flight Recorder

30

Gliding Revisited

31

Letters to the Editors

32

GFA Badges & Certificates

32

Gliding Passenger and Introductory Flights

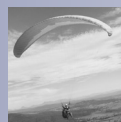
33

The Climax

34

HGFA Board News

36



Canungra Novice

38

HGFA General Manager's Report

39

Engineering Course at Bathurst

41

GFA Classifieds

42

GFA Clubs

43

HGFA Events Calendar

44

HGFA Classifieds

45

Schools in Australia

46

HGFA Addresses

48





## Editor's Word

**F**ind in this issue our first 'Funny Caption Competition' for quite a while. Dave actually sent the photo in for his Pilot Profile, but when I opened the envelope and saw his "better side" (his words), I couldn't resist – time to put the collective membership mind to the test. What captions can you come up with? I'll start the ball rolling with the following: *"Bugger! Cycles up the face and I've forgotten my paraglider."* Or how about, *"Dave Humphrey tries out his wind speed indicator. Rising an angle of 50 degrees, he found the day was blown out."*

Post or email me your captions (including contact number or address). The best (assuming it's better than mine) will win a HGFA cap or something.

If you'd like this to be a regular feature, please start sending more amusing photos right now. Send them even if they're in bad taste (they won't make the mag but I might still get a kick out of them).

**Richard Lockhart, HGFA Sub-editor**

# Kite Su



Photo: Justin Maxwell Photography, ph 0402 427 733

**IAN YOUNG**

**What the hell is this? When the wind is ON and the trip to the coast is much shorter than the trip to the hill or tow paddock, you take up the latest air/watersport called kite surfing. This sport is almost as much of a buzz as flying your glider – and landing on the water is MUCH softer than landing on terra firma!**

**H**ow does it work? Basically you use a very large stunt kite or parafoil to provide the power to waterski or surf with. Kite surfing systems are specifically designed so that the kite can be easily relaunched from the water if you stack it.

Can you go upwind? You bet. With a bit of practise you can rip out and back much the same as windsurfers, except getting vertical is much easier and landings softer as you glide back down. I love to jump and maybe do the odd loop as I hit the ramps going out and wave ride coming back in, but some of the younger studs around are getting into wakeboards and doing tricks you would never believe.

For many decades power kites have been used to provide the traction to pull a person on a wide variety of devices including wheeled vehicles (buggies, etc), snow and ice skis. The origins of kite surfing can be traced back as far as the 70's when attempts were made by Andreas Kuhn to waterski using a paraglider, and local pioneers such as Peter Lynn of New Zealand did a lot of work with boats of various designs being powered by kites. However, the

inability to relaunch a kite from the water prevented the sport from gaining any popularity.

In 1984 Bruno and Dominique Legaigoux of France started developing an inflatable kite that could be easily relaunched off the water. In July 1997 they started to market their Wipika (Wind Powered Inflatable Kite Action) wings.

In the late 1980's William and Cory Roeseler were attacking the problem from a different paradigm and developed a system so that a normal rigid-framed kite landing (or crashing more like it) on the water could be relaunched off the water. They achieved this by reeling-in the kite, applying a brake, then lifting the leading edge until the wind caught under the wing, allowing it to fly just above the pilot's head. Then the brake could be released to pay-out the kite under control to the full length of the flying lines – usually 30 to 50m.

Throughout the 90's kite surfing gained more exposure and more popularity. The sport really took off in 1998 when champion windsurfer Robby Naish took up the sport in Hawaii, got hooked, then started manufacturing his own range of kites under licence from

## Alta Sports

### ALTIMETER WATCH

- Watch with alarm
- Accurate Altimeter
- Program window
- Night Glow
- Water resist.
- Big screen
- Big buttons
- Stainless Steel techno finish



**\$ 269**

**delivered!**

**GST paid**

**AEROSHOP  
.COM.AU**

**(03) 9431 - 2131**

**24 HOUR FAX (03) 9431-1869**



# rfining

the Legaigoux brothers. The rest, as they say, is history... Kite surfing is booming in the Northern Hemisphere and is just starting to boom in Australia and New Zealand.

Today there are three basic types of kites being used:

- Fabric with shape maintained by inflatable spars and battens.  
*Advantages: will stay afloat the longest, easy to fly. Disadvantages: have to pump up, can get punctures, can unintentionally relaunch and power up.*
- Fabric with shape maintained by air pressure (Ram Air) with vents in the leading edge that close off when on the water to leave a fully inflated kite floating until relaunched.  
*Advantages: best power for size and cost, easy to setup and pack-up, very compact, easily repaired. Disadvantages: can be difficult to relaunch if left in the water too long (>15 minutes), bridle lines can get tangled if care not taken, can be a little trickier to fly.*
- Rigid framed kites that can only be relaunched from the water by using a reel-in/pay-out control bar.  
*Advantages: very safe when landed on water or land, kites are very manoeuvrable and fast. Disadvantages: must have a reel bar, expensive, can be a little trickier to fly, a little bulkier when packed up.*

I believe that I was probably the first to get a commercial kite surfing rig (Kiteski) into Australia in 1997. After some trial and error plus a few minor injuries I managed to teach myself to kite surf. I soon got rid of the waterski that my initial system came with and developed a board specifically for kite surfing. As soon as I had learned to go upwind and started jumping, the interest in the sport grew rapidly. Many other pioneers started getting into the sport across Australia and we had our first national kite surfing competition in Adelaide in Easter 1999 – I came second behind Kiwi Kane Hartill.

The sport has now grown significantly and there are men and women all over Australia who have their own gear and get out on the water whenever they can. Kite surfing is most popular in Perth, Sydney and Melbourne, with several annual competitions being run.

Anyway, if you've got some water nearby why not get some more airtime and give kite surfing a go?

Check out [<http://members.iinet.net.au/~ianyong/kiteski.html>] for more pictures and information about this exciting new sport, or feel free to contact me anytime (ph/fax 08 9245 4657, mobile 0414 716812, email <[ianyong@www.iinet.net.au](mailto:ianyong@www.iinet.net.au)>).

Background photo: Ian Young



Photo: Justin Maxwell Photography, ph 0402 427 733



# Labour Day

PHIL CAMPBELL

As is sometimes the case when the wind is very light and it's not very hot, it is difficult to decide where to go and fly. Eventually Bruce Atkinson, Gary Hickson, Eddie and myself went to Mount Lonarch. I also tried to get Rodger the Dodger to join us, but alas he would not (his heart was not big enough and he got some dodgy advice from a nameless source).

A working bee had been held at Mount Lonarch the week before, so it was a pleasure to look at and launch from. Upon launch we were confronted with nil wind and light but regular cycles. Gary was first to go and got up, followed by Eddie followed by Bruce. I was last to launch.

Bruce and Gary, both in EFs, had thermalled to a reasonable height and Eddie had bombed out by the time I got off. I launched with the attitude that if these EF things could get up then I was a shoe in. Five minutes after launch I was heading out to the landing paddock thinking death to all EFs when I flew into a thermal and got up to join them – thank god. It was about this time that we decided to head to the back of Ben Nevis, which was a bit of

a task given there was no wind and absolutely no drift in the thermals. However, we managed to get enough height up and headed off to the Pyrenes Highway.

After travelling to within a few kilometres of Ararat and leaving Gary in our wake, Bruce and I were milling around trying to decide where to go when I got down to 400ft agl (this happens when you carry an EF around all day). As always happens, I flew into a thermal when I was thinking about my final run and decided to practice my getting up from really low skills. After practising to 3,300ft, Bruce and I headed back to Elmhurst in the smooth of the evening air.

It was truly delightful – the thermals were still there but they were light, smooth and large

and the view on the hills as the sun was going down was a truly wondrous thing to see. We tried to explain all this to Gary in the car, but he seemed not to be listening.

Our last thermal of the day was one of the smoothest I have ever experienced and we flew the last 6km to Elmhurst with the loss of only 200ft.

Well, to cut a long story short, we made it back to Elmhurst and landed in the paddock across from the cemetery (won't think too much about that one). I came in first and did a perfect nil wind landing. I was just in the process of thinking, *'Damn! There are never any witnesses when I do landings like this'*, when a voice piped up from the trees, *"That was a good landing."* Seems that a couple of locals were out riding their motor bikes when they saw us flying overhead and decided to watch us land. So my day was complete, happiness was assured – all that remained was for the car to turn up with beer aboard and take us home. This charming and lovely Nicky Shalders did in very short order and we were off home with large idiot-like grins firmly fixed upon our faces (except for Gary, who I must admit was very stoic in listening to the endless recitation of the flight until he could escape to his own vehicle in Beaufort).

Upon reflection we worked out that we had been aloft for four hours on a nil wind day with an inversion at 6,000ft – you reckon we were happy?

I suppose there could be one moral to this story, and that is that you sometimes just have to go out and see what it is like with your own eyes.



## FUNNY CAPTION COMPETITION



Photo courtesy:  
Dave Humphrey

If you have a witty mind  
What funny caption can you find?  
Send to me your words with haste  
Especially if HGFA caps are to your taste!

Send your entries to:  
Richard Lockhart  
c/o Blackheath Post Office,  
Blackheath 2785 NSW  
or email <skysail@ozemail.com.au>  
by 25th October.

The winner will receive a HGFA cap.



# Gold Ring at Bakewell

RICK WILLIAMS

For those not acquainted with Mt Bakewell, it is a 900ft agl, 2km long ridge facing south-east. It is close to the town of York, about 100km east of Perth, and is definitely one of WA's best flying sites. On this day Alice and I joined a number of pilots at the low launch at Lou's place (complete with complimentary paddock of sheep which had uncharacteristically surrounded our stationary cars), whereas Mike Dufty and others had gathered at the launch near the summit.

At first it was totally overcast, as well as a little light and off to the east, which provided the perfect opportunity to sample some of York's famous home made pasties. However, the conditions soon improved with the cloud breaking up into a nice blue sky with large, inviting, puffy white clouds and associated thermals. The wind swung back more sou'easterly and gained a few knots in strength.

Mike Dufty and a few other pilots were already flying around the summit's easterly bowl when Paul and Russell joined them. As the self-appointed duty pilot for the day I made sure our newer pilots were well acquainted with the launch conditions. As they launched they received plenty of verbal advice via the radios (on getting up that initial height needed to successfully soar the mountain) from both myself on the ground and from Shaun above. Today was not the day to bomb out!

Paul and Russell were delighted to find such excellent flying conditions, although Russell had to cut his flight short, having already made commitments to be at Perth Airport for the 1:40pm flight! He left us wondering whether he would get a speeding ticket to match the one he received on the way out to Bakewell that morning! We informed Jason, who arrived later that afternoon, the identity of the speeding vehicle that flashed past him as he meandered his way out to York.

I launched next but found, despite my careful verbal radio checks at launch, that my radio would not transmit and I could not respond to Alice's excited voice coming over the radio. Shaun and I had headed off into wind across the river under a low cloudbase but with a surprising amount of lift under it. I steered toward the usual brown paddock between the river and Mt Brown, and although making it with 2,000ft found no lift so headed across towards the old garbage dump and York airstrip. I finally found some weak lift to circle in and eventually ended up back above the launch still with 2,000ft.

Shaun meanwhile had fared better with "4 and 6 up". He had climbed up to the "wispy

stuff" at cloudbase on the other side of the river not far from the garbage dump. He later landed triumphantly in front of launch, and after declining a lift from Paul stretched his legs and walked Lou's difficult track straight up the steep spur to the right of launch (the same one that 68-year-old Lou told us he walks up with his dogs each morning as part of his fitness regime).

After landing and unplugging my headset I discovered an intermittent connection had caused the earlier transmit problem. I radioed to Alice who was bursting to tell me some exciting news. Apparently while standing next to the car on launch with Alice, and enjoying a nice hot cup of tea, Krista had bent down and picked a "perfectly round object" out of the dirt which Alice soon recognised as my wedding ring! I had lost it some five months previously (after being married only one month!) and had spent the best part of three hours combing the ground with a metal detector which had sympathetically been loaned to me by the friendly landowner of our Toodyay-Noondeening site, Caroline Smart. I had discovered only nails, hang gliding nuts and bolts and "metallic rocks". Thanks again Krista (our geologist extraordinaire) – it seems "Geo's" might have a sixth sense which is better than a metal detector!

Gary had made his triumphant return to Bakewell (following his serious disagreement with Bakewell's top launch some time ago) sky-floating at least 100ft above me and over the summit. On landing Gary celebrated his flight with a glass of bubbly especially reserved for such an occasion, while the rest of us joined him in the landing paddock and sipped on our thermos coffee and munched chocolate chip cookies...

After spending so long in the air to break the long "wet spell" and general lack of flying this winter, all of us ended our flights in Lou's paddock with excellent landings. Last in the air were the "Sky Pigs" Mike Thorn and Jason Kath who flew till after 5pm. We later caught up with them in the local York pub, where we rounded off a perfect day's flying.

## GPS!

It's NEW, top of the range eTrex SUMMIT. The world's smallest handheld GPS with an electronic compass and a barometric altimeter. Includes altitude gain and barometric trend. Full info displays, you don't even need to move!



**\$ 569** GST paid

**GARMIN eTrex \$ 299**

**GARMIN 12 \$ 355**

**GARMIN 2+SP \$ 520**

**GARMIN 3 \$ 695**

## RADIOS

### ICOM A4

ON SALE, ICOM's new airband radio at an unbeatable price only while stocks last with ni-cad battery and wall charger.

**A4 – Call**

### ICOM 40S

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

**40S  
\$ 439**



All prices quoted GST paid.

**AEROSHOP  
.COM.AU**

**(03) 9431 – 2131**

24 HOUR FAX (03) 9431-1869





# April Fool's Day at Mangalore

YVONNE DEERING

April Fool's Day. It's a sunny morning at the Locksley airfield, home of the Mangalore Gliding Club. Blue skies, a scatter of puffy white clouds, a light breeze. Perfect weather for jumping from sailplanes.

Yes, today the Mangalore Gliding Club is host to a group of people who prefer to jump from aircraft, rather than stay in them. They are members of Freefall United Skydivers, a skydiving club with a difference.

The day is starting off serenely. Sailplanes are being taken from hangars and inspected before being towed to their launch point at the north end of the airstrip. One sailplane, a Blanik L13, is singled out to be used by the skydivers. The canopy is carefully removed, to allow the jumpers to get out, and the aircraft is towed to a separate launch point on the other side of the airstrip.

The sailplanes being used for normal gliding operations will be winch-launched. The Blanik is to be aerotowed. Normal gliding operations will be kept to the east side of the airstrip; parachuting to the west. Each will circuit in opposite directions.

The tug plane, a Pawnee crop-duster named The Red Baron, taxis out to the take-off point. Skydivers are already arriving and are watching the operations with interest as well as eager anticipation. The rest arrive in dribs and drabs. This is a laid-back bunch of jumpers.

But that's not to say they aren't well organised. A Drop Zone Safety Officer (DZSO) has been appointed and he is checking that all the safety requirements will be met. All the jumpers must have their gear checked and their licenses and log-books perused. They're briefed on the route the plane will take, where the hazards are and where they should land.

One of the first jumpers to arrive was Richard. He's not actually a member of Freefall United yet. He tells me he found out about the club from its web site and is interested in joining. *"It sounds like they have some interesting weekends instead of just going to drop zones."*

Ash, a founding member of Freefall United, gives me a bit of background on the club. *"Freefall United started up four or five years ago. It started*

*mainly because the drop zone (DZ) we were jumping at didn't offer enough for continuing students."*

They started, he tells me, with 18 or 20 members. Some members left, but they have gained members as well, and now they number about 30.

About 30% of the club are non-jumpers. Brian, another original member, tells me they wanted a club that would accommodate non-jumpers as well as jumpers. *"We thought there was a need for a club that's more social."* There's also a good mix of ages in the group, from those in their early 20s to the most senior member, Jim, who's in his 70s. He says he enjoys jumping with Freefall United because they are very friendly and they have an esprit.

Chris and Vonnice ready for take-off  
Photo: John Giddy





◀ Geoff enjoying himself. Photo: Chris McGough

Geoff (the DZSO for today) is preparing to do the first jump. He practises an exit from the plane whilst still on the ground and will ease himself up out of the cockpit to sit on the wing. Then he'll edge out a little along the wing before launching himself off into freefall. It's something entirely different from the usual exit from a powered plane, so each jumper will try it out on the ground. They want to be sure their climb-out and exit won't cause any damage to the sailplane or problems for the pilot and that their rig won't get caught on anything and accidentally pull the pin of their parachute.

Freefall United is fortunate to have Les, an aircraft owner and pilot, as one of its key members. Many of their weekends away are organised around jumps from Les' Cessna and appreciation of his role runs high. These weekends have included Mt Beauty, Riddell's Creek, the Grampians, Lovely Banks and Apollo Bay. On other occasions the club has organised jumps from hot air balloons or simply arranged a get-together at one of the mainstream DZs operating around Victoria.

Not all of their outings are jumping; they have plenty of purely social occasions as well – evenings at restaurants, film night, picnics. *"Even the club meetings are more like a social event,"* says Graham. He is acting as Target Control Officer (TCO) today. He will monitor conditions on the ground, checking that they remain safe for jumping, and will be responsible for ground-to-air communications. He has a parachutist's licence himself, but his enthusiasm for skydiving has been overtaken by a passion for sailplanes and he now flies here with the Mangalore Gliding Club.

The skydivers are gearing up – colourful jump suits, goggles, gloves, altimeters, helmets for some. And, of course, their rigs. When a jumper is geared-up and ready to go, he or she gets a last-minute gear check from one of the other jumpers.

Everyone stands around and stares into the sky. They watch as sailplanes are winch-launched steeply and released to glide away gracefully in search of thermals that might keep them in the heavens for hours. Then they turn their attention to the tug plane. The engine is running; the Blanik is behind with its pilot and the first jumper. John, another glider pilot, holds the wingtip as the tug starts to move. A cloud of dust envelopes the aircraft and then they are lifting into the sky.

The sailplane releases from the tug at about 3,000ft and flies over the landing area, into wind. Watching from the ground, a figure can just be made out climbing onto the wing of the aircraft. And then he's in freefall. Some six or seven seconds later the parachute opens and is piloted down to land in the designated area.

As Geoff gathers up his parachute, I ask him how the jump went. *"Great!"* he beams. *"Different!"* he adds.

By the time the Pawnee and the Blanik are landing, the next skydiver is geared up ready to go. With each parachute landing the atmosphere of enjoyment increases. The excitement of the jumpers is contagious. Richard says, *"I just loved the whole feeling,"* and Ian grins, *"That was fabulous!"*

And the pilots seem to be enjoying this as much as the skydivers. Fergus, the Chief Flying Instructor (CFI) of Mangalore Gliding Club, is flying the tug plane; Chris, with over a 1,000 hours in sailplanes, is in control of the Blanik. *"It's so much fun,"* he says. *"Just to see the expressions on their faces when they get out on the wing."* Chris has done a few jumps himself, a while ago, so he has some idea of the buzz the skydivers get from this.

But you don't have to jump, it seems, to get a high from being in this club. Annie, a non-jumper now, tells me how much she enjoys it. *"I get to see places I haven't seen before. And I get to go for aeroplane flights."* While jumps are being done from the Blanik, Annie goes for a joy flight in one of the other sailplanes. *"That was fantastic,"* she says afterwards. *"It was the high point of my year so far."* The next minute Annie is booking in for a Trial Instructional Flight (TIF).

Pilot Chris with skydiver John  
Photo: John Giddy



Freefall United members like to refer to their club as FU. There's more than a touch of irreverence about this lot; they don't take themselves too seriously. They operate within the rules of the Australian Parachute Federation, of which they are a member organisation, but the club is not for profit and all for enjoyment.

There's a *"Yahoo!"* from above. Another skydiver has jumped from the Blanik and is parachuting down to land. It's Ash and he's folded over with laughter now. The others laugh too. Gipp says, *"This is the way skydiving used to be - friendly and for fun."*

FU get together about once a month and are always coming up with new ideas. *"I couldn't pass up the opportunity to have a jump from a glider,"* says Brian. *"It's something a bit different that's all."*

A few of the other pilots take a turn at flying the Blanik for the jumpers. It's something different for them as well. The pilots and skydivers are each as interested in the others' sport.

Tristan is the last to jump. *"I've been looking forward to this all week."* He says his work-mates think he's crazy. Well, April Fool's Day or not, a group of people enjoying themselves as much as this must have their wits about them.



A parachutist descends  
Photo: Chris McGough





Terry Bellair following his successful flight  
Photo: Jarek Mosiejewski

# Re-opening the Grampians Diamond Mine

TERRY BELLAIR

Since returning to gliding with the Geelong Gliding Club after a 30-year break from flying, I have been determined to gain my Diamond Badge. Although I completed a 300km triangle in an Arrow for my Gold Badge in 1966, only two “legs” could be claimed from any one flight then, so I had to start again from scratch.

I was fortunate to be able to purchase DG-400 (HDE) from Ken Parker in September 1999. I managed to knock off the Diamond Distance and goal legs during GGC's annual camp at Nyah in early January 2000. Diamond Height was always going to be the hardest one to get, and I wanted to get it at “home”. I had a taste of wave flying when I took a Schweizer 1-26 to 20,000ft at Pikes Peak in Colorado in 1966, but the gain was only about 8,000ft.

I attended five “wave camps” at the Grampians over the past year, at the Noehurst and Colefield private strips. These camps were arranged by the Grampians Soaring Club (GSC) and the GCV/Wimmera Soaring Club, respectively). This allowed me to gain some local knowledge and make some very enjoyable winter flights, mainly involving ridge soaring in the spectacular terrain. The only decent wave during these particular camps was during GSC's annual Queen's Birthday weekend camp at Noehurst on Monday, 14 June last year, when a number of flights of over 10,000ft were achieved and Bill Johnston was forced to abandon his climb in the DG-300 at 16,500ft due to canopy and airframe icing (of course, this was the day I had to be back in the office!).

It was apparent from my experience at these “waveless camps”, as they are known in our club, that I may not live long enough (I am 61) to get my Diamond Height unless I could substantially improve the odds. As I am fortunate to have a self-launcher and reasonably flexible working arrangements, the most important issues were to work out when the wave is likely to be on and organise a base to operate from at short notice (with a local official observer).

I went through over 10 years of synoptic charts at the Bureau of Meteorology to get a feel for the occurrence of periods of strong south-west to westerly winds which appear to be associated with many wave episodes in the Grampians (although the locals talk about

spectacular lenticulars also appearing during periods of north-westerlies, even during the warmer months). The records showed that strong south-west to westerly wind conditions generally last for little more than a day and 14 June 1999 was one such day, which was re-assuring. Episodes of strong south-west to westerly wind extending over two or more days (when a number of diamond gains have been achieved in the Grampians in the past) seldom occur.

I figured that the best location to operate from was the GSC's base at Ararat, as they are a very friendly bunch and a number of pilots have experience in the wave. Despite being about 35km downwind from Mt William (3,830ft) during wave conditions, a number of good wave flights have been achieved by working upwind from Ararat (some from winch launches directly into the wave). I took HDE to Ararat for a weekend in early August to check out the “system” and make an exploratory flight out to Mt William (in a 40kt NNW wind with no wave). GSC very kindly made a space available for HDE in the hangar for a few weeks while the Libelle was undergoing its Form 2. This meant that I wouldn't have to put my faith in my (as yet unproven) one-person rigging contraption.

The four-day MSL pressure prognosis issued on 5 August suggested that 9 August was a strong possibility. After checking the AVFAX MSL chart for 1000 EST on 9 August on the previous day, I decided to give it a go. Bill Johnston and Wayne Mackley had expressed interest in joining me on such an expedition, but neither could go on this occasion (Bill had

taken a bargain Impulse flight to Sydney, while Wayne was rotary-hoeing his backyard).

As I left for Ararat at 0600 hours on 9 August, the news reports described a series of violent thunder storms which had created a bit of excitement on the previous evening, including ripping the roof from a stadium in Sunbury and dumping hail over wide areas – at least this wasn't shaping up to be an uneventful day!

I arrived in Ararat at 0815. There were no signs of wave and Brian Wood (GSC tug-master) was not too hopeful, but I felt that there had to be wave, although did not really expect it to be diamond grade. However, I am a great believer that if you don't try you won't succeed, and prepared for take-off.

I launched just before 1000 hours (Ararat AD elevation is 1,050ft). By this time cloud cover had increased to about six-eighths with bases at about 3,500ft and there was still no sign of wave. I climbed up through a clear area to about 7,000ft, which placed me 1,500ft above the cloud, about 12km west of the AD. I soon found some 3kt wave lift, just upwind of a ragged line of cumulus aligned SSW-NNE. I opened the brakes and stayed in the lift zone as I descended in a series of steps to 5,000ft which was at about the bottom of my comfort zone under these conditions. I climbed back and forth along this line of lift, which extended towards Great Western, until I was at 11,000ft. The wind was 50kt from 260 degrees, and from this height I could see three lines of wave ahead, around 10km apart, marked by the rounded tops of the cumulus at about 6,000ft. I did not see any lenticular clouds at any stage during the flight.



I pressed on upwind, reaching the next line of lift at 8,000ft, and climbed to 12,500ft at up to 3kt before moving forward to the primary wave, which I contacted at about 8,500ft around 10km downwind from the Mt William Range and almost directly above the Noelhurst strip. It had taken me two hours to get to this point, as I wanted to remain well clear of the cloud as I pressed forward into the 50kt headwind towards the next wave.

As I climbed through Level 150 in steady five knot lift, I requested airways clearance to Level 250. This was granted by the time I reached Level 175. The rate of climb soon started to fall and was below one knot by Level 185. The best-looking cloud was upwind from Mt William (presumably generated by the Victoria Range) so I headed for it but turned back after about 10km because of the height I was losing, bashing into the wind, and knowing that the tiger country below has already consumed a PIK 20E. This excursion cost me 5,000ft and I felt a bit embarrassed when making my next half-hourly position report: *"Melbourne Centre, Hotel Delta Echo is five miles east Mt William, climbing through Level 135"*, at which point I was asked if I wished to maintain the clearance, to which I replied: *"affirmative"*.

I struggled for the next two-and-a-half hours to get to the required height (about 21,500ft) exploring along the primary wave between Mt William and Lake Fyans, and making another unsuccessful upwind excursion. However, the best height I could manage was 20,500ft. It was still a fantastic experience, perfectly clear sky above and almost complete cloud cover below, broken by a "window" about one kilometre wide extending from near Mt William to Lake Fyans. The air was so smooth that few control inputs were required once established in the lift. I encountered some small patches of slight turbulence over 20,000ft, which came as a bit of a surprise and suggested that the vertical extent of the wave may have been restricted by wind shear. It was difficult to stay in the best lift by visual reference to the ground and cloud so far below, so I relied primarily on the GPS and vario, usually heading upwind if in doubt. The band of lift was over one kilometre wide at the top, but the strongest lift was more localised, and seemed to move around (or perhaps that was me!).

I did not feel cold at any stage of the flight, having dressed in cold weather bushwalking gear (polypropylene underwear, inner socks and gloves) plus a couple of layers of "Polartec" clothing, a Polartec "helmet" with ear flaps, gloves and fleece-lined boots (this garb probably looked a bit strange, but didn't come close to Bill Johnston's Russian fur hat, which keeps his ears warm but makes him look like a cocker spaniel). The large DG canopy provides for excellent solar heating (including the feet).

My 1.5 litre water bottle froze solid and the lower port side of the canopy (away from the sun) iced up, but I was able to keep the rest of the canopy clear by increasing the ventilation rate whenever ice crystals started to form in a triangle below the yaw string. I had no problems with airframe icing or stiff controls, and cracked the air brakes every now and again.

I used a Mountain High electronic demand system (EDS) with nasal canula, set to cut in at 10,000ft. This worked very well and gives a reassuring "pft" every time one inhales. I used only 160 litres of oxygen, despite being above 15,000ft for almost four hours. I had two back-up systems in case the EDS failed:

- 1) *a spare (warm) battery in an inside pocket with a lead hanging free which could be quickly plugged into the EDS unit; and*
- 2) *an emergency mask with 1 L/min capillary which by-passes the EDS.*

By 1530 hours I was about to give it away, having used 70% of my oxygen, but decided to make one last effort when I realised that the wind speed had increased to about 60kt. I managed a climb at about 1.5kt from 20,000 to 21,000, followed by a painfully slow struggle to reach Level 218 at 1615 hours (mainly using will power and prayers in the final stages!). At this point I was about two kilometres due south of Noelhurst. I then opened the brakes, lowered the wheel and advised Melbourne Centre that I was descending through Level 200, departing the Mt William zone, tracking Ararat, and thanked them for their patience.

It was not until I was spiralling down from 18,000ft towards a gap in the cloud over the town, that I was able to relax a bit and start to savour the experience – similar to the feeling of relief and exhilaration I felt as I commenced final glide for my first 500km flight. When I landed, after almost six hours and 52 minutes in the air, I had one cold-soaked DG-400 with frost growing over many metal fittings such as wing pins.

Phil Hearne kindly re-calibrated my Cambridge logger. This showed that I had achieved an altitude of 22,052ft QNH and a gain of 16,977ft, which meant that I had over 500ft up my sleeve and needn't have offered up so many prayers near the top of the final climb.

We all know that the Grampians is capable of providing wave to Diamond Height and beyond, but the reality is that such flights have been relatively few and far between (I understand that there has been a gap of at least five or six years since the last diamond gain there). It should be possible to re-open this particular diamond mine on a more regular basis with a bit of organisation. The GSC is keen to assist by providing tows out of Ararat and local advice, while tug pilots are often available for mid-week tows at relatively short notice. Noelhurst is clearly the optimal strip

under these conditions, as a five-minute tow (or even a winch launch) can drop a glider into the primary wave at no more than 2,000ft agl. However, this is a private strip (with cabin) and would require more pre-planning. I intend to make many more wave flights in the Grampians, and would be pleased to participate with others in establishing an informal group (with GSC involvement) to explore the wave.

#### **I learned a lot of things from this flight, including:**

- *Have faith in the weather forecasts, and don't be deterred by the lack of visual signs of wave from the ground (the most reliable ground-viewing location would be under the primary wave window) – on the basis of this flight, I suspect that the Grampians produces good wave more frequently than most people imagine.*
- *The Noelhurst strip is perfectly located to be able to hop straight into the Mt William wave, while Ararat is also a good starting point, providing one has enough time to work upwind (this will come as no surprise to GSC members).*
- *I didn't expect to be up for so long, and the water in my 1.5 litre bottle froze solid. For future wave flights, I'll carry a small bottle of water in a pocket of my clothing.*
- *Next time I will tape a watch to the panel, as it is a nuisance to have to keep peeling back layers of clothing to check the time for making position reports – the controller reminded me when I missed one scheduled report by about two minutes.*
- *Perhaps I should have established a new (lower) low point after reaching the primary wave, which may have enabled me to achieve the necessary gain earlier – however, I was mindful of the fact that the engine would be very cold by this stage and may not start, while there may have been cattle on the Noelhurst field (with no-one to assist on the ground if I had to land there).*
- *I will aim to squeeze more height out of the wave next time – analysis of the flight log showed that I was not compensating enough for the increasing wind speed with height, and tended to drift back out of the best lift zone as I approached the top of each climb – at the time I believed that the decrease in climb rate was simply attributable to the wave "topping out".* ✂





Stephen and Lisa Ruffels of Eagle School flying over a snow covered Mt Buffalo with Mt Feathertop in the background

## First trike to land on Mt Hotham airport

STEPHEN AND LISA RUFFELS

It was a trip that had actually been in the pipeline for a while, and it could not have been more perfect! We had the time and there was heaps of fresh snow.

The weather conditions couldn't have been more perfect if you'd ordered it. Winds were light and variable, and conditions in general were very stable and clear with a visibility of at least 200km. Also, our new Streak wing had arrived and needed to be run in. What more could you ask for? So we donned our new wing, fuelled up, punched in the appropriate MBZ frequency for Hotham Airport and sought the necessary permission. Rugged up we then set off from Porepunkah at 1:20pm with camera and Snickers bars on board.

We followed the Wandie valley up to Harrierville and hung a left

to climb up over Feathertop, following the sharp snow-capped ridge lines. We could just as well have been somewhere in the Rockies or Himalayas. Although we were within easy gliding distance back to Harrierville, we spotted the road on top of Hotham and made a bee-line for it. Once we were over the road we were able to fly quite low and follow it all the way to the Resort and main ski slopes. As we approached where the skiers were we became the main attraction, especially for those on the chairlifts who had nothing else to do. All heads cranked upwards and ski poles started waving as we flew overhead, whilst testing our new wing's tolerance in steep banked turns. It would have been quite a sight from the ground. It was a truly amazing feeling flying above the ski slopes with skiers whooshing down the slopes below.







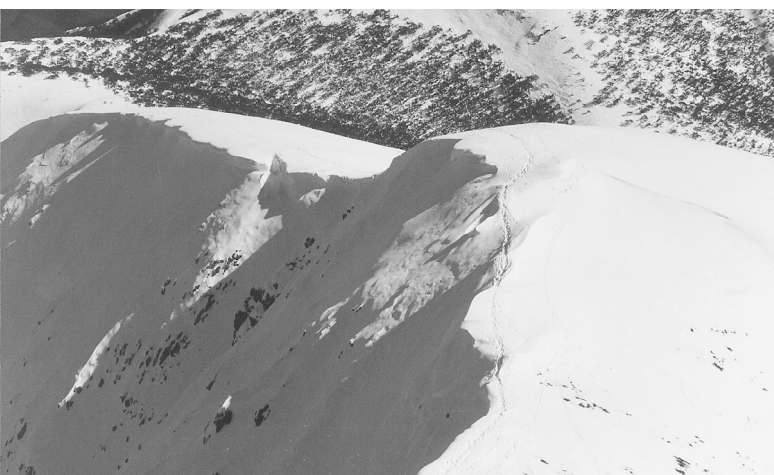
**Mt Bogong from the south, looking north up the Kiewa Valley**

**PHOTOS: STEPHEN AND LISA RUFFELS**

After having fun with the skiers we headed for the airstrip – the highest bitumen airstrip in Australia. And what a welcome sight an airstrip is when all that surrounds you are mountains and snow. I must admit that we did wonder a couple of times in some more remote areas whilst flying up here, what it would be like to land in snow. Was it as hard packed as it looked or would it be like landing in sand? What was underneath it and how deep was it? Would you slide or just dig in and come to an abrupt halt? Anyway, we didn't spend long on these thoughts, concentrating instead on the reason we came – to be the first trike in Australia to land on Hotham amidst the snow.

We gave our inbound call and set up a downwind for a 'touch and go' on runway 29. Because it was mid-week we had the sky to ourselves and on the airstrip there was only one other small twin engine plane in the parking bay. The length of the runway is 1,500m and faces pretty much east-west 110-290 degrees, with just a small terminal building. We touched down, waved to the maintenance guys then headed back to Hotham.

We were once again overcome by the beauty of these meringue covered high plains. It was like flying over a huge pavlova, and when the sun shone on it, it glistened like fairy dust. As you fly over this meringue, so smooth looking, it's easy to assume that it would make for a perfect landing area. However, what's underneath it is not so smooth and judging from the little streams running just beneath the snow it wouldn't support much weight. It would seem that a forced landing on the road would be more favourable.



Once back at Hotham we flew along the razorback to Mt Feathertop, with Mt Beauty now an easy glide away. In the distance we spotted the well groomed runs of Falls Creek and Rocky Valley Dam and decided to climb in order to safely make it over there. Falls Creek Village itself is amazingly compact and nestled deep in a natural mountain bowl. Unlike Hotham there are no long stretches of bitumen road, instead the road leading to the foot of the village is very windy and comes to an end at two large car parks. On this particular day there were only about 10 cars at the most, and the rest of the car park would have made a suitable emergency landing area (there wasn't much else to choose from).

We took one last snap, climbed up a bit and headed for Mt Bogong. The terrain between Falls and Bogong was pretty rugged and needed a lot of altitude to safely get there. Once having reached the summit areas we were well within gliding distance to Mt. Beauty and had plenty of fuel left, so we thought we might have some fun! We descended to within a couple of metres from the surface of the snow and followed the gentle rolling saddles and ridges topped with whipped cream; there wasn't even a thermal to bother us from this serene experience. The best feeling of all was skimming the surface a couple of metres above and then suddenly having the land drop away from under us into shear ice covered valleys over which we'd crank another turn and do it again. It's a pity that we'd run out of film here because it was the most perfect photo opportunity. But isn't it always the way? You either haven't got your camera or you run out of film. Anyway, as we skimmed the snowy surface and circuted the summit wall of snow we flew so close to the top that with the sun behind us a perfect silhouette of the trike followed us, perhaps the only proof that we'd actually been here. Oh well, we'll just have to wait for the next perfect day and do it all again.



**Author's note:** For anyone contemplating a similar flight, pick your weather carefully – it may be calm at ground level or even at 5,000ft, but above that (up to the 9,000-10,000ft which is needed to safely do this crossing) get an AVEFAX to check out the wind speeds (a Wizard wing, for example, would have difficulty penetrating strong high level winds). Also note that rapid changes in weather around the high plains can occur even when not forecasted.

**Sub-ed note:** Rumour has it that Steve and Lisa have had some more great adventures recently, including a flight over Ayers Rock in Central Australia (hopefully with film in the camera this time). Stay tuned...

- ◀◀◀◀ Shadow across the summit of Mt Hotham
- ◀◀◀ Skiers looking up at us near the summit of Mt Hotham,
- 13 June – an early start to the ski season
- ◀◀ Mt Hotham airport 15nm east of Mt Hotham
- ◀ Tracks across the summit of Mt Feathertop show up the winter cornice



## Wedgies in Tassie

JAYSON BIGGINS

Perhaps I shouldn't have flown today – something didn't seem quite right about it. And yet, all the necessary ingredients were there: a solid southerly breeze, no time constraints, an eager pilot and a paraglider. So off I went.

"I'm coming with you," my partner, Kate, called as I was loading the car. "What? But you won't have any fun just watching me, and besides, I may not even get to fly," I responded, knowing the fickle nature of our sites here in Tassie.

Accompany me though she did – which should have told me that the day might prove to be abnormal, but I simply shrugged off the peculiarity and headed for Winton Hill just north of Hobart in Brighton.

As we crossed over the Derwent River, I noticed that the wind had a significant westerly bend in it, and my hopes of starting the day with a high and lengthy ridge soar started to dwindle.

Arriving at the main landing paddock the windsock showed good strength (13-15kt) but definite sou'west. Aaargh!

Oddly enough, the windsock on launch had less west in it, so I decided to set up and try and dig up what lift I could out of the ridge.

Just as I was doing my checks, a large wedge-tailed eagle flew across launch and turned into the wind, soaring easily in the ridge lift.

"Hmm," I thought. I knew that the eagles sometimes bothered the local hang glider pilots, but paragliders look less bird-like (or so I thought).

I moved a bit down the hill, excited with the new-found knowledge that the soaring eagle represented: good lift! As I turned to launch, I noticed another wedgie joining the first and together they moved further down the ridge. More the merrier. I launched and after a couple of turns, found myself in fairly rough air. However, the steady beeping of my vario made the less-than-relaxing ride up to 600ft above launch more than bearable.

I had little time to enjoy the view of Hobart off in the distance before I spotted one of the wedgies circling, somewhat sinisterly, below me. I turned and headed the other way along the ridge losing about 400ft in the process. Thinking that perhaps the wedgies had decided since I wasn't leaving that they would investigate further, I considered top-landing.

Just as I was nearing the front of the launch area, I hit some more lift and couldn't resist. The wedgies were nowhere in sight now so I eagerly climbed back up to over 500ft.

The wind got a bit rough again and, dampening a surge, I was shocked to see one of the wedgies directly out in front of me! I looked around for the other one and could just make it out over the left tip of my wing, claws out-

stretched! Man, but they can move quick! I turned and weight-shifted, trying to see the one above me, but it just turned, mimicking the canopy effortlessly.

Heart pounding, I reached for my whistle and blew it loudly. I could see Kate far below waving her arms frantically, trying to draw their attention, but they stayed focused on me. The one out in front turned and stared right at me, screaming out in its wedgie voice (I interpreted it as "Time for you to leave!").

As a last effort I pulled both of my brakes down quickly to get the wings to 'flap', but that didn't seem to have any effect. Big ears time.


I held big ears and drifted out away from the ridge, expecting at any moment to feel the eagle's talons ripping through the cells. For some reason, it didn't happen. I had a hard time losing height (which is a rarity at Winton) and once I finally dropped below 100ft, the eagles decided to leave me and flew back to the ridge.

Now back on the ground, I laid down flat out on my back and looked up at the sky. I could feel my heart still pounding away. I sat up and waved to Kate so that she knew I was okay and then began, methodically, to fold up my wing. Did that just happen? Am I actually safe on the ground, glider intact?

When Kate pulled up she quickly jumped out of the car, "That was amazing! When can I do it?!" "What?!" I replied in disbelief. "I mean, oh yeah, see how I out-maneuvred those wedgies?" Right. (Kate is now scheduled for a two day introductory course with Alpine Paragliding in Bright at the end of the month. In addition to my encounter with the wedgies, she was attracted by the reference to one of the instructors, Ted Jenkins, as "Dirty Dog" in the March 2000 issue of AG/Skysailor).

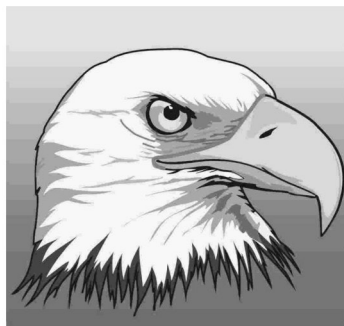
As we drove back to Hobart, I commented that perhaps we should have gone surfing. "I think that you did great to escape from the battle unscathed," Kate said with a grin.

It was an experience, there is no denying that, but not one that I am interested in repeating. The image of that wedgie with <gulp> a 2.2m wing span, staring straight through me, is something that I will never forget.

I did head back up to Winton later that day. This time I had reinforcements: three other paragliding pilots. The wedgies stayed home. 

**Author's note:** I did some research on the wedgie and learned that Tasmanian wedge-tailed eagles have been isolated for 10,000 years from their mainland counterparts and have become a separate subspecies. With only about 100 pairs successfully breeding each year in Tasmania, the wedge-tailed eagle is listed as vulnerable. With this in mind, I plan to fly only when they are nowhere to be seen (you can tell your flying mates that it is for the environment's sake and not because of fear that you give them space <grin>).

There are some good wedgie photos at: [www.parks.tas.gov.au/wildlife/birds/wteagle.html] and [www.fbe.unsw.edu.au/exhibits/scientia/wwwjul98/hughes/].



### "Ol' Eagle Eyes" Flight Glasses

From North Coast Avionics Pty. Ltd.  
ABN 61003732492  
PO Box 741 Byron Bay NSW 2481  
Phone / Fax (02) 6685 6287  
email [cummings@nor.com.au](mailto:cummings@nor.com.au)

Check out our web page

<http://www.nitroaustralia.com.au/eagleeyes.html>

Frames - Glider, Hangglider, H/g Small and World's Specials  
Tints - Original Red 6, Red 4.5, Amber 6 and Purple 6

Australian Dealers

Moyes Delta Gliders - NSW

Steve Blenkinsop - SA

International Dealers

Nixon Beltrao - Brazil

Johnny Carr - England

Hiroshi Mamiya - Japan

Dealer inquiries Welcome





# Winery fly-about

JOS WEEMAES

**Location:** Rutherglen, north-east Victoria. Land of vineyards and famous for its dry wines and ports.

**Date:** Queen's Birthday weekend.

The Queen's Birthday weekend is traditionally the "Winery Walk-About" weekend, where thousands of tourists flock to the region to sample the liquid grapes. During this weekend all the wineries open their cellar doors and play host to the many tourists keen to try the Cabernet, Shiraz and Chardonnay.

This seemed to be the ideal weekend to promote the sport, so we organised the "Winery Fly-About". We invited all paramotor and hangmotor pilots, through the Picolight email network, to join us in helping show thousands of tourists what paramotoring and hangmotoring is all about.

The result was fantastic! There were five paramotor pilots in all: Steve Marshall, Tilo Schmidt, Jeff Hoffmann, Adam Colville and myself. Base camp was at All Saints Winery in Wahgunyah, near the border town of Corawa in NSW.

The first few flights were a bit iffy until Steve suggested we move away from possible turbulence induced by a large row of trees. As a result we packed up camp and moved to the other side of the winery – much better result! The trees in our original position were several hundred meters away, but nevertheless it impacted on our ability to launch. Even seasoned pilots are never too old to learn!

The weather was excellent with plenty of sunshine and a light breeze – magnificent for

paramotoring. There were heaps of tourists around who were "working the wineries", and hopefully we will get some aspiring pilots out of our "showing off"!

The scenery was magic with the Murray River meandering through the landscape and small townships dotted on its shores. We flew around as if we were born to fly.

Later in the day we encountered a few problems. Jeff lost his spark plug mid-flight (this must be one for the record books!) and had to make an emergency landing close to a vineyard. I broke the crankshaft on the Whisper, flying 10 metres above the ground.

Adam did not fly; he came to the event to show his "home engineered" Kawasaki powered paramotor. As always, there was no shortage of advice.

Steve surprised us all with the ease with which he could bring his glider up to 45 degrees and not higher. Then, when finally he had the glider above his head, he ran into the windsock and made an awful mess of the lines, streamers and fibreglass. Steve will now be known as Don Quixote, with a slight variance to the theme of fighting windmills.

Nevertheless, a good day's flying was had by all, and we look forward to a repeat Winery Fly-about next Queen's Birthday weekend.

Our next event this year will be the Annual National Picolight Fly-in. This year the event will be on 23 and 24 September in Milbrulong (south of Wagga Wagga, NSW). This is the same location as last year, and impossible to miss once you have made it to Milbrulong. This will be the third year the event has been run, and it just seems to get bigger and bigger. All paramotor and hangmotor pilots are hereby invited. Please give me a ring (02 6026 5658) or email <jweemaes@albury.net.au> for more details.

## Originality only in the ORIGINAL

Leading paraglider development since 1986

EFFECT  
Novice-Inter-  
mediate/DHV 1



RELAX  
Intermediate  
DHV 1-2



TARGET  
Performance-  
Intermediate/DHV 2



MAD MAX  
2000  
Competition



CARRIER  
Tandem  
DHV 1-2



The latest innovative designs come from PRO-DESIGN:

- V-rib technology\*
- Spanwise reinforcement tape
- Ram-Air pockets
- Differential line strengths
- Complete rib reinforcement

High tenacity Skytex Nylon-Ribstop material of highest quality. Low stretch hard finish rib-material.

No copy is equivalent to the original!

Guaranteed for 3 years or 400 hours!

Contact: Peter Bowyer  
at Australian Paragliding Centre  
ph/fax 02 6226 8400  
austparacentre@ozemail.com.au

**PRO-DESIGN!**

Internet: [www.pro-design.at](http://www.pro-design.at) • email: [office@pro-design.at](mailto:office@pro-design.at)





# The Largest Gliding Club in the World

MARTIN SIMONS

This gliding club has over 800 paid up members and is expanding steadily. Membership costs around \$60 (Australian) per year. Among the benefits is an insurance scheme with special rates. The members own and fly several hundred airworthy gliders and sailplanes, but the club has none of its own. There is no CFI and no formal training programme although many of the members are instructors. The safety record is outstandingly good. The club has a high quality, well designed and professionally printed quarterly magazine with colour covers and photographs. The sales department catalogue includes video tapes of gliding, books about gliding, clothing, badges, transfers and other trivia. Profits are fed back to the club.

Tibbenham airfield, the site of the VGC Rally 2000 – taken from the Condor IV at approximately 3,000ft



**PHOTOS: MARTIN SIMONS**


- ▲ This Skylaunch winch, manufactured in England, gave reliable launches every day throughout the VGC Rally 2000. Two winches with a total of four cables were used
- ▶ A rare bird indeed: The Phoenix was the first glass-plastic sailplane, and flew first in 1957. The Phoenix T, with T-tail, followed and a total of eight were built. This is number three, now owned by Hans Disma in Holland. The glide ratio is 1:40



**T**here is no club site or clubhouse. Rather, many different sites and facilities in many countries are used. The Vintage Glider Club is truly international with members scattered through 35 countries. The President is English, the two Vice-Presidents Swiss and Dutch, the present Council members come from the USA, Germany, Belgium, France, Italy, Slovakia, Hungary.

At the most recent, 10-day meeting of the Vintage Glider Club, at Tibenham airfield in Norfolk, England, there were over 80 sailplanes. I did, one morning, walk along the line and checked off 80 trailers marked with the VGC club stickers, knowing that at least two additional gliders were present without trailers. (These had been brought in a truck from the docks, after their voyage from Japan.) The others gliders came from most of the countries of Europe including Denmark and Sweden, of course Britain and just one from the USA.

Allowing for some comings and going during the week, perhaps as many as a 100 flew at some time. On one day alone, when I checked, over 200 launches were logged, about equally divided between winch and aerotow. Despite a couple of days when operations were restricted by thunderstorms, similar numbers of flights were made on most other days, starting early and finishing at dusk. The total of hours and the number of kilometres flown, is not known because nobody was counting. What was very clear was that everyone was having a wonderful time; lots of flying, friends, thermals and beautiful sailplanes of every imaginable kind (and a few that no one would have imagined except that someone did).

Perhaps most importantly, the meeting was wholly lacking in the element of competition. It was a rally, a regatta, call it what you will, it was fun. In a time when the orthodox clubs seem to be going through a gloomy period with declining membership and waning interest, the VGC is flourishing as people find themselves drawn to it.

Various explanations can be given for this growth and perhaps all of them are correct. What some VGC members refer to as 'Tupperware' gliders seem all alike. They handle so easily that flying one is almost like flying any other. They have marvellous glide ratios and fly fast but they are not, in themselves, specially challenging. Soaring has perhaps become so easy that interest in flying as such begins to fade. To fly 300km in a modern sailplane on any sort of moderately good day is easy. Try doing it in an Olympia. Costs of flying in plastics have become astronomic. Ian Dunkley, writing recently in *Sailplane and Gliding*, points out that the price of a single instrument for a modern contest sailplane, an LNAV v5.7, may very well exceed that for a complete outfit, wooden glider with basic but adequate instruments, and roadworthy trailer. To justify such costs competitions, championships and record breaking efforts seem essential. But if the object is to have fun, such expenditure is ridiculous.

The old sailplanes themselves are fascinating in themselves. Flying one is not like flying another. They look different and have their own special control idiosyncrasies. They require care and attention even when, or especially when, they are not flying. They are cheap to operate in terms of cash although certainly not in terms of time. The pilot's rela-





▲▲ The 18-metre wingspan Weike 50 – a top contest sailplane of the period 1938 to 1950  
▲ This Rhönsperber flew in 1936 and was almost destroyed by being kept in a leaky trailer during World War 2, but is now fully restored and flying again in its original colours

tionship with the aircraft acquires a special colour, not found with the plastic machines. At Tibenham the old Skylark 2, Phoenix, that I rebuilt more than 30 years ago, was flying as well as ever. I did not manage to get my seat into it this time, but I did fly four other old timers, Petrel, Condor 4, Mu 13 and Schweizer 1-26. Each provides a memorable experience. That the owners trust me with their precious aircraft is a great compliment.

The old-time gliders also inspire the constructive soul. It is possible for anyone with some relatively simple tools and training, to service, repair, restore and even to build a vintage glider. There are plenty available for sale and prices are relatively low. Given the time, a workshop and a good deal of determination, a small group or an individual can purchase a damaged or deteriorated old glider for a few hundred, rather than many thousands, of dollars, and restore it to its original condition. There are, even now, some astonishing discoveries to be made in old barns, sheds, hangars and, sometimes, leaky, rotten old trailers around the world. Unpromising boxes full of bits can be saved, cleaned up, brought back together, patched, spliced, replaced. After months or years, a rare and wonderful dragonfly re-emerges from the chrysalis.

There are some dedicated, almost fanatical people who build, entirely from the ancient plans, brand new sailplanes of the old days. A new Rhönsperber has been created in Germany, a Habicht aerobatic sailplane from 1936, a Reiher, best of all contest sailplanes of 1938, is well on the way to completion. In England a Hols der Teufel was built from scratch. John Lee, who constructed much of the famous Colditz Cock replica, has already built, new, two Hutter 17s. He now has a project, so far little more than a deep-seated urge, to build a Vampyr from 1920, if only he can find the drawings. The achievement of flying such a creation is sufficient reward. Who cares if it won't go as far or as fast as the tupperware? The old timers fly and it is fun to fly them.



▲▲ All the way from Japan, the Momonga is a training two-seater and quite unknown outside Japan, till now  
▲ Lily, the redoubtable woman pilot from Switzerland, designed and built her own trailer and a 'one person' rigging system for her remarkable Elfe S4

The Tibenham meeting, organised in early August with brilliant expertise and friendly efficiency by the Norfolk Gliding Club, was a huge success. There will be many more smaller vintage glider meetings around the world during the next 12 months, including one in Australia. The next big international meeting will be in the Czech Republic at Zbraslavice in 2001. The following year the meet will probably be at Achmer in Germany and then, very possibly, the feast will move to Finland for 2003. Might Australia be properly represented at one, or all, of these? The Golden Eagle was at Elmira in July. What about taking a Kookaburra or a Boomerang to Europe next year?

For more news and details of how to join, contact Ian Patching, 11 Sunnyside Crescent, Wattle Green, Victoria 3096, or email direct to the VGC Membership Secretary, <geoffmoore@cwcom.net>.

▼ The Skylark 2, modified by Martin Simons, was rebuilt from a wreck in 1966-67 and is still flying. The front fuselage was re-designed to improve the airflow





# Customer Service

EMILIS PRELGAUSKAS

At each of its general meetings, the gliding association in South Australia has a standing item. This is termed 'club promotions', but is much more a general forum for broad discussion about how glider pilots, gliding clubs, and state association are finding, retaining and attracting members. Out of these forums always come key comments which are worth passing on to a broader audience. The Gliding Federation of Australia was formed at a time when there were few glider pilots with extensive expertise, standards were low, and there was substantial demand for entry to the sport by people with no aviation experience. The processes that were put in place thus focussed on pilot training and standards setting.

Today, the gliding community consists predominantly of pilots of long standing with a large body of expertise. This is characterised by the large numbers qualified to hold independent

operator status (whether they have actually sought that rating or not).

To that body of pilots, the training and standards focus is out of step with their own needs. It is even arguable that the loss of some members is traceable to some level of resentment from that mismatch. Certainly, traditional processes are still relevant to new people entering the sport. But it is debatable whether the cost of the customer service to that market segment should be loaded onto all glider pilots; and whether that may be an element in the dissatisfaction by some. Pilots with expertise notionally demand little from the gliding system. While rated independent operators can be expected to own their sailplane, there are club pilots of similar expertise levels flying the club fleet. Their access to their flying might be possible on a similar basis. Core gliding administration services should form a minimal barrier, be that

in cost, administrative complexity or onerous requirements terms, on those pilots' ability to simply get on with it. Flying might be arranged irrespective of whether there is an underpinning 'club training' operation going on. This creates opportunities to broaden the amount of use/number of flying days of the club fleet. Opportunities for 'hire and fly' more broadly may be possible, although there is the residual background concern of damage to equipment from use by a broader general pilot market.

The administrative support structures too may usefully be rearranged for this large segment of gliding's membership. Rather than emphasising training and standards per se, the emphasis might be on expertise linked freedoms/responsibility for the pilot. This may reduce the murmurs of 'do I need this sh...', which in turn can lead to longer term retention of existing members. While this approach will not be suited to every gliding club, some clubs may find servicing this customer segment brings favourable outcomes. The Gliding Federation has a role to play in expanding the IO approach more broadly to distinguish customer services provided to experienced pilots from the hand holding/mothering traditional services provided to the newcomer to gliding.



**AUSTRALIA**

Sole Australian Agents for DG GLIDERS and PARTS

**Geoffrey Lumb** - Director

Sole Australian & New Zealand Agent

**Glasflugel 304 CZ**

New Zealand Agent for:

**Filser Electronic GmbH & Colibri**

**Anschau**

**Komet**



**DG - 303 - AMS** New with Winglets. LD44.....**64,000 DEM** (Ex. Factory)

**Glasflugel 304 CZ** New. LD44.....**64,000 DEM** (Ex. Factory)

Agent for: **NATIONAL & STRONG PARACHUTES.** **JAXIDA Glider Covers.**

World Agent: **SOURCE Drinking Systems.**

Australian Agent for **REMF Tranceivers and Transponders**



Sole Australian & New Zealand Agent for **Anschau Komet Sailplane Trailers**

**OPENING SOON - WINGS AUSTRALIA CLASSIFIEDS**

[www.skynary.com/wings-australia](http://www.skynary.com/wings-australia)



Agents for:  
**"Ol' Eagle Eyes"**  
Flight Glasses

**Phone and Fax: (03) 5229 3890**

**Mobile Phone: 0427 520 120**

[dg\\_aust@yahoo.com](mailto:dg_aust@yahoo.com)

[wings\\_aust@yahoo.com](mailto:wings_aust@yahoo.com)

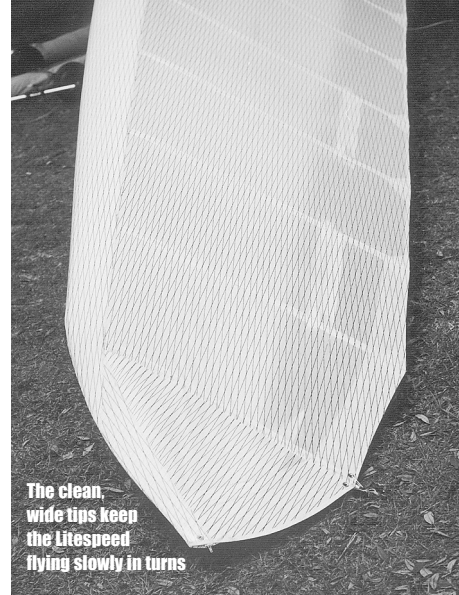
[filser\\_new\\_zealand@yahoo.com](mailto:filser_new_zealand@yahoo.com)

P.O. Box 3030 Geelong Victoria. 3220





Jamie Canon displays the Litespeed's impressive planform



The clean, wide tips keep the Litespeed flying slowly in turns

## Review: Moyes Litespeed

# A new era of Lite

Published with kind permission of the author, DENNIS PAGEN

**W**e define eras by their singular characteristics. In the microcosm of hang gliding there have been a number of eras in the past two decades definable by specific gliders that either redirected design progress, dominated competition, became immensely popular or all three. Since 1980 we can list the eras as that of the Comet, Sensor, Magic, HPs (II and AT), Xtralite, and the Laminar (note that I am not considering rigid wings here, and am generally confining the discussion to the US, which is why the HP supplants the XS).

In the past three years or so the advent of topless gliders sparked a flurry of new designs with incremental improvements. Most of the top companies have second or third generation offerings that are fine gliders. But if I read the tea leaves correctly, I believe we are entering a new era: the era of the Litespeed.

The Litespeed is a Moyes glider first and foremost. It has Moyes quirks and characteristics, some of which are assets and some of which render it less than perfect. As we shall see, the benefits far outweigh the deficits and the Litespeed is an amazing amalgam of current design technology. Here's what we found out.

### Litespeed Overview

I first flew a Litespeed prototype for a couple of days during the last World Meet in Italy. My impressions were: great handling, good performance, easy landing and a different pitch characteristic that requires some familiarisation. Since that time I've had the generous loan of a Dacron sail Litespeed from Bill Watters and acquired my own Mylar sail glider. I've flown the Litespeed in most conditions anyone would care to fly a hang glider.

The Litespeed carries on the Moyes tradition of a well-built, beefy, no-nonsense curved tip design. It comes in relatively large sizes (I flew the 155) because it handles so well and has such good top-speed performance. A pilot can afford to move up 5 to 10ft<sup>2</sup> in area and reap a sink rate bonus.

Despite the nod to Moyes tradition, there is a good deal of outside influence. Moyes hired Gerolf Heinrich, Austrian team pilot and certified aerodynamicist, to head the Litespeed project. It is no secret that Gerolf's main goal was to create a glider that would best Manfred Ruhmer's worthy Laminars. Only time will reveal the results of this quest, but certainly the flying public benefits from such single-minded competition.

We'll discuss performance specifically below, but here let's list some of the design's highlights that render the Litespeed a leading contender. Perhaps the most important feature on the Litespeed is its innovation: solid automatically-compensating sprogs. These sprogs (pitch stability devices) automatically lower when the VG system is pulled on so that the glider achieves enhanced high-speed performance. In addition to being movable, the sprogs and washout struts are made very solid with what's becoming the industry standard cable-supported tube swivelling off the leading edge. The cable on the movable sprog connects to the crossbar to affect the setting change when the crossbar moves fore and aft.

The addition of beefier leading edges with attention to improving their torsional (twisting) rigidity improves pitch stability. It is my assessment that the current flock of topless designs are much safer in turbulence than their predecessors because of these design factors. We have

learned a lesson from rigid wing construction. With more rigid leading edges and sprogs holding a minimum amount of washout, a potential pitchover event is dampened sooner and more surely. Of course, such improvement doesn't render any of these gliders invincible, so normal operating limits still apply. Moyes has an enviable record of pitchover resistance and structural integrity throughout their design history and the Litespeed will likely continue this legacy.

Other items worth noting are the wing's elliptical layout, the extensive crossbar travel, the tailored airfoil and the multitude of sail-control devices. In the course of measuring gliders for the Speed Gliding World Meet, I have compared their planforms with the ideal elliptical area distribution. The Litespeed comes closer to this ideal than most other designs (an exact elliptical distribution makes it difficult to hold out twist on a flex wing, so it is not used).

The crossbar travels so much that with VG tight you can only go straight and VG loose you can grab a tuck of sail at the root. This feature means you have top performance at the top end and good handling at the low end. The airfoil has been designed, re-bent, tested, tweaked and tuned to each station to provide the best compromise of high and low speed performance. Finally, the sail-control devices which include shear webs, leading edge loops and four under-surface battens per side keep the lower surface to the optimum shape for various angles of attack.

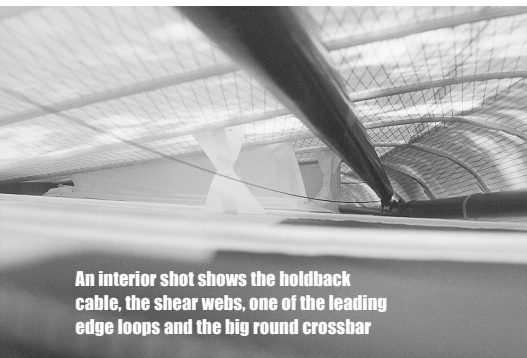
All of these details are significant when taken as a whole, since performance gains on today's gliders depends on attention to minutiae.

### Litespeed Set-up

Most of today's topless gliders set up similarly. There are only a few differences in the nuts and bolts. The Litespeed follows the typical – erect control frame, stand up glider, spread wings, stuff battens, haul back crossbar, insert tips and tidy up nose cone – ritual. However, it is with the setup that my few criticism of the Litespeed lie.

Note that I have never reviewed what I consider to be a perfect glider. These considerations are based on my preferred prejudices of first, top performance in all categories including handling





An interior shot shows the holdback cable, the shear webs, one of the leading edge loops and the big round crossbar

PHOTOS COURTESY: MOYES



The standard Moyes Bailey catch

(see below), ease of setup, light weight, ease of landing, durable construction and convenient packaging, more or less in that order. Each pilot may have different priorities in this list, but perfection is perfection.

With the Litespeed it seems as if Moyes spent its considerable energy in development on improved performance and handling while settling for less than perfection in setup. Here are my main gripes. The fared-in belly bar requires attachment with a bolt, castle nut and safety pin. Sure, that's standard Moyes procedure, but with the round base tube you can easily replace the bolt and nut with a fast PIP (push button) pin and keeper. Not so on the fared base bar since they chose to run the hole vertically. A PIP pin would fill with dirt or be pushed out in the ground handling. It would have been easy to make a fitting that accepts a horizontal hole. Perhaps Moyes doesn't trust the integrity of PIP pins, but over the years they have proven safe. After dropping the nut in tall grass and fumbling with cold fingers a couple of times, I'm begging for a better way.

The next point is the sprogs. A couple of manufacturers (eg Aeros and Wills Wing) have incorporated a quick'n easy system whereby the sprogs are automatically captured when you close the undersurface zipper. With the Litespeed you still must put a loop over the sprog. This process isn't difficult, but an increment of time is required to find the loop and attach it. Apparently the inboard sprogs need this loop since the support cable is offset and pulls the rod sideways a bit. But the outboard struts could have the easy treatment.

Firstly, I'll note that the undersurface battens have been improved from the traditional Moyes attachment method of cantankerous little bungees that liked to crawl up into the sail. These battens now shove in a little hole cut in the lower surface and then their rear end is pushed up in the pocket and pulled back for security. This system is that used on the Laminar. A much more convenient (and faster) method used by other designs simply sews the front end of the batten pocket tight so the batten is held securely by friction. The insertion and removal of the battens are rendered brainless and painless.

This brings us to the Litespeed's curved battens. I have no complaints, but wish to point out that the pockets are relatively tight for air-  
October 2000

foil control. The front ends of the pockets are curved inward on the sail pattern so the battens end up aligned with the keel when they give the sail its 3-dimension shape. This feature may assist performance by smoothing airflow and providing better leverage against the leading edge for limiting twist through sail tension. Because of these tight pockets, it is not wise to shove in or pull out the battens in haste at the risk of melting batten ends or pocket material. This factor and the matters discussed above mean you won't be the first one off the hill on a primo day.

The batten ends are what's becoming the standard: spring-loaded inserts. The spring tension on the Litespeed battens is noticeably higher than on the CSX. It is also tighter at the root and tips, which has proven the best for a good handling and performance balance. The last batten is attached with a string, for this batten should be very tight in all gliders. I find the spring inserts are attached very easily by using the standard trick of tipping up the trailing edge. The increased batten tension and arrangement in general may be responsible for some of the improved performance over the CSX.

Before we leave the setup subject, two points: I have become fond of the Litespeed's kickstand keel that folds down and lets you set up or break down without excessive bending over. With respect to convenient packaging, the Litespeed cover is about optimised in terms of weight and protection. Gliders that come in heavier bags end up having less protection because pilots rarely use them, but replace them with flimsy cross-country bags. On the other hand, I'm not overjoyed at the Litespeed's plethora of pads. They make quite a bundle to be packed in today's slim and slippery harnesses. It is mainly protruding hardware that requires these extra pads.

### Litespeed Performance

This is what we come for. Ultimately, we powerless pilots are rabid for performance. We buy a wing based on our perceptions – accurate or not – of how readily it will carry us to the top of the stack, the front of the pack or across a goal line, hopefully without embarrassing us in the landing field. In regards to the Litespeed, let me begin with two opinions. I believe that this glider is an improvement in all respects over the CSX, Moyes' previous topless offering. I also think that the Litespeed has one of the best, if

This may leave you speechless!



RENSCHLER

- A range of 5 variants – from the basic SOL3 to the GPS compatible SOL7G flight computer.
- Upgrade as you need – it only costs the difference in price between the two models  
..... software upgrade!!
- No flat batteries – SOL's primary power source is **SOLAR Energy**
- SOL range priced from **\$469+GST**
- SOLARIO (audio only) **\$229+GST**

Purchase direct from Swift  
or a dealer near you.

Swift Performance Equipment  
Ph 02 6628 7773 Fax 02 6628 7779

Email [info@spe.com.au](mailto:info@spe.com.au)

Web site [www.spe.com.au](http://www.spe.com.au)



Dealer enquiries welcome.





not the best, all-around performance packages available. Let me fill in the details that bring me to these conclusions.

## Handling

We always include handling with performance because if you can't put a glider where you want it you won't maximise the vertical potential in the air. The Dacron-skinned Litespeed has about the easiest handling of any high performance glider I have flown in recent years. On one scratching flight I recall turning a 360 immediately after launch in a weak thermal. The response and predictability of the glider allowed me to do this safely – an act I wouldn't attempt on most gliders. You can apply this response to feisty thermals or crowded gaggles with equal benefits. The Mylar sail model is slightly less responsive but still nice to handle. In fact, I typically thermal with about  $1/4$  VG pulled and still have good handling. The reason for the VG application is to make the glider more rock solid in thermals. It seems contradictory to pull VG to get ideal handling, but with a bit applied you actually have to do less correcting for lifted or dropped wings. To be sure, the glider has a smidgen of oscillation tendency with the VG full off. But it is not as much as with the CSX and it is a matter of pilot experience at fast flight control. The Litespeed tows medium well due to this tendency. It is much better than the CSX in this respect, perhaps due to the tightening of the sail. One of the main reasons I like to thermal with a bit of VG applied is that this arrangement brings the base tube back towards my chin for better ergonomics when making roll controls. The new topless gliders all seem to undergo a large base bar position (and speed) trim change as VG setting is changed. With the VG off the bar is trimmed about at your forehead. With it full on the position is at your chest. These are the pitch characteristics that require familiarisation which I alluded to in our opening discussion. Once you are attuned to this matter you can learn to appreciate the light bar pressures for long fast glides. One calm morning during the Quest Air meet I took a tow to 3,000ft and tried some experiments on the Litespeed. I put the glider in a 20 to 30 degree bank (typical of a thermal turn) and started pushing out. With my inside arm fully extended the glider eventu-

ally indicated stall by small pitch excursions, but it refused to drop a wing. That was with the VG off. I repeated the same thing with  $1/4$  VG and the result was the same. With full push the air-speed was barely detectable. Naturally you cannot fly so deliciously slow in active air, but this experiment demonstrates that the Litespeed has less tendency to stall and drop a wing in a thermal than other designs. Also it may well mean it flies slower in a thermal, which leads to a better climb rate. The glider's area distribution, airfoil at the tips and the curved flexible wand all contribute to its benign behaviour in thermal mode. One improvement over the CSX is a removal of the tendency to slip surprisingly when a pilot makes a half roll control then pulls in. The Litespeed is more predictable in such a situation, so comfortable diving turns can be made for landing setup. The landing themselves are easy for qualified pilots on the Litespeed because of its handling benefits and the very loose sail with VG off. The flare window is wide and the glider slows admirably – typically Moyes. Inexperienced pilots are cautioned on two points: With the VG off there is plenty of pitch positive force. Don't get complacent and let the trim effect slow your approach. On the other hand, be aware of the possibility of oscillations if you come in fast without knowing the glider. Only lesser experienced pilots will need to take special note of these matters since other current gliders exhibit similar behaviour.

## Sink Rate

The sink rate/climb rate performance of the Litespeed is one area where it excels. Climb rate is a glider's rate of climb in a parcel of air rising at a given rate. A glider with a good climb rate can be made to maximise the lift in a thermal better than one with a mediocre climb rate. Climb rate is dependent on a glider's inherent sink rate, its stall speed in a turn and its handling. The Litespeed is superior in all three of these factors. It is my contention that former topless designs have not brought improvements in the climb rate department. In fact, many old HPATs, Klassics, Xtralites and Laminars get as good or better a sink rate as the former topless gliders. But this year's batch of new designs present a couple of offerings with improved climb rate. The Litespeed is one of them. I have a few test gliders and pilots at my local sites which I use as benchmarks to compare climb rate. After a few thermal flights with them I can get a fairly good idea of comparative performance. The Litespeed has shown me that it outclimbs everything else I have tested so far. Part of this success is due to its slightly larger size (at 155ft<sup>2</sup>) and ability to slow wa-a-y down.

## Glide Performance

I have had the occasion to compare the Litespeed's glide with an Exxtacy on two flights.

If the Litespeed gives up anything in glide at various inter-thermal speeds, it's very little. This is a remarkable improvement from a couple of years ago when the Exxtacy was blowing every flex wing out of the sky except for Manfred Ruhmer's. Of course, there's best glide and fast glide that interest pilots. The best glide is no doubt state of the art, which is perhaps a couple points better than kingposted gliders. The high speed glide of the Litespeed is excellent for several reasons. First, the aforementioned movable sprogs reduce enforced twist and thus drag with the VG on. Secondly, the leading edge tension keeps the front of the airfoil very stiff and resistant to indentation at low angles of attack. Thirdly, the batten profiles flatten considerably when the VG is full on (à la Ramair) to create a faster airfoil. Finally, the stiffer leading edges reduce the bowing effect of drag at high speeds. Most new topless designs are using larger diameter leading edges to help achieve the effects outlined above. The Litespeed's are 62mm ( $2\frac{7}{16}$  inch) in the fore part. The entire airframe is 7075 alloy, which is lighter and stiffer than cheaper 6061 or 6063. As it stands, the Litespeed flouts not flaunts the first half of its name. It is much lighter than the CSX, and weighs about the same as a Stealth. Incidentally, I flew the Litespeed in stock configuration when doing my comparisons. The owner's manual says there is no premium in lowering the sprogs since they self-adjust. I believe them and am happy to think that there is perhaps a way out of that dangerous practice. But there are adjustments you can make to tweak performance or suit your style. The leading edge junction and the tip wand inserts have non-concentric holes. By turning these inserts you can play with the dihedral adjustment of the outboard leading edge and wand. The owner's manual details the adjustments and the trade-offs.

We are perhaps entering a new era of Lite. Certainly Moyes has been around a long time with quality gliders and is due a big winner. You can take my ravings about the glider as an affirmation of its candidacy. I'm unabashedly excited about this year's flock of designs and I think the Litespeed has the all-around performance to be a lead bird. But you must find out for yourself. Take a couple of demo flights and enjoy the Lite handling as well as the dark power of penetrating speed.

Specifications:	Litespeed 5	Litespeed 4
Area	155ft <sup>2</sup> (14.4m <sup>2</sup> )	146ft <sup>2</sup> (13.5m <sup>2</sup> )
Span	34ft 1in (10.4m)	32ft 9in (10m)
Nose angle	130°	130°
Aspect ratio	7.5	7.4
Glider weight	76lb (34.5kg)	74lb (33.6kg)
Pilot hook-in weight	80-120kg (176-26 lb)	60-110kg 132-242lb

To connect with a Litespeed contact: Moyes Delta Gliders Pty Ltd, 1144 Botany Road, Botany NSW 2019, Australia. Ph: 02 9316 4644, fax: 02 9316 8488, email <moyes@moyes.com.au>, web site: [www.moyes.com.au].



# Pilot Profile

## David Humphrey



Dave developed a passion for the sport from that very first day six years ago. If there is such a thing as an addiction to the sport he is hooked. He and Mike Annear would drive for miles and fly anything. They are responsible for most of the flying sites in WA and the site guide. David would let relationships and work

opportunities fall by the wayside in pursuit of getting off the ground. He also flies with a motor so he can fly the year round, and has even turned that into a business. He was once a Greenpeace member, but now would think nothing of organising a bulldozer up a track to make easier access to a flying site. He is a little crazy.

**Name:** David Humphrey  
**Age:** Forty-six  
**Flying hours:** About 600  
**Club:** Cloudbase WA  
**Occupation:** Anything that pays the bills.  
**Place of abode:** Toodyay, WA  
**Reason learnt to fly:** Wanted to see what the birds see.

### *Favourite flying moments:*

My first flight with Jiri was something special, as I felt something come alive inside me that I had never felt before – I was infected. But the best would be a tandem flight I had from Mt Bakewell in York to Toodyay where I live, a bit over sixty kilometres. This is something I have wanted to do since I moved there. To top it off I had a young lady by the name of Celia as my passenger who had not long finished her course. It was her first time she had been in a thermal and obviously her first XC. I let her drive after the first thermal and she took to it like a duck to water. Halfway there I was looking for a landing paddock as we were pretty low. But she would not give up and we got back to cloudbase. From there it was cruisy and I just sat back and enjoyed the view, and we passed over my house still over 2,000ft. That was a hard flight to top.

**Favourite flying site:** Anywhere you can get off the ground.

**Interests outside flying:** Work, and ladies that like flying.

**Career/life goals:** The game never ends.

**Favourite non-flying moments (there must be some):**

Many, but I don't wish to get anyone or myself in trouble.

**Some of my material possessions include:**

A few gliders, a bit of a house, a set of wheels.

**Nickname I would most like to be known by:**

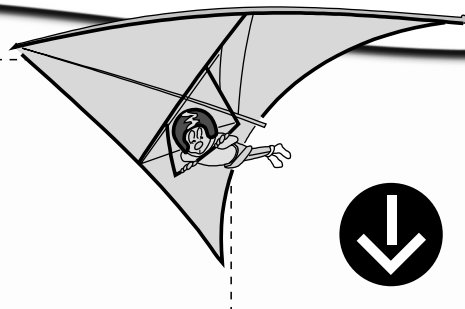
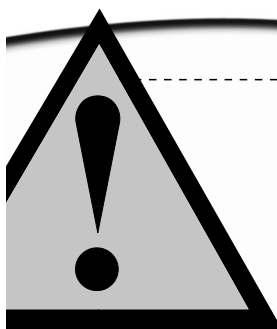
Call me whatever, if I don't answer try something else.

**When asked by my spouse/partner whether flying or the relationship is more important I usually reply:**

Honey, would you like to come for a fly?



# MOYES



**For a trouble free  
Season book a  
SAFETY CHECK  
now!**

**Remove Sail**

**Check Airframe**

**Reassemble Glider**

**All Makes & Models**

**1 Week Fast Turn**

**Around Time**

**Replacement Parts &**

**Labour Extra**



**\*The Safety  
Strip Down  
at \$100 inc. GST  
is real Value!**

\*Offer expires 31st October 2000

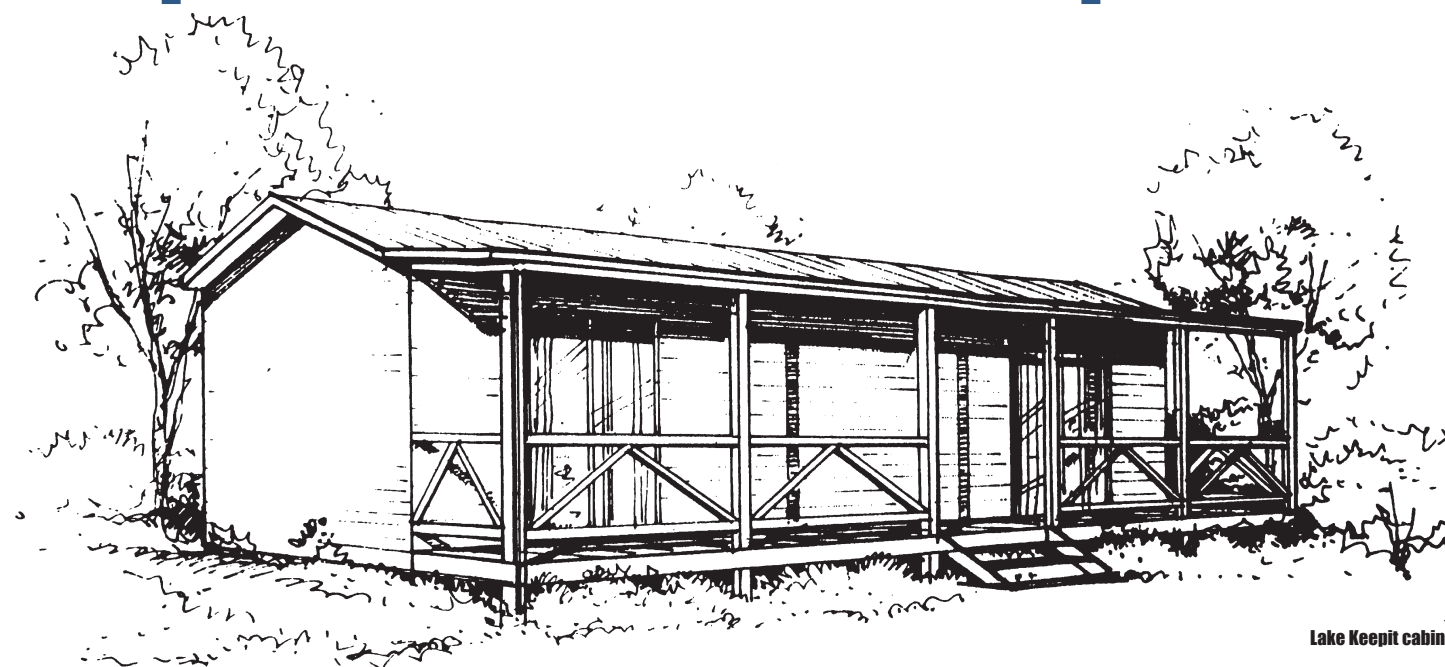


Moyes Delta Gliders Pty Ltd  
 1144 Botany Road  
 Botany NSW 2019 Australia  
**Ph +61 (0)2 9316 4644**  
**Fax 61 (0)2 9316 8488**  
[moyes@moyes.com.au](mailto:moyes@moyes.com.au) [www.moyes.com.au](http://www.moyes.com.au)





# Keepit continues to move up-market



Lake Keepit cabin

## – now more appealing to distant members

MICHAEL SHIRLEY

### Background

About nine years ago a group of “distant” members met to discuss ways in which they might be able to more comfortably sleep at the airfield. About 80% of the membership came from far enough away that it was impractical for them to drive home at the end of the day. The camaraderie that was enjoyed by clubhouse partying at night and being able to stay the night on the field was both delightful and safer than sleeping somewhere else and a “presence” on the field would act as a deterrent to casual nonsense from the public.

To increase this amenity and satisfaction, we thought it fundamental to encourage distant members to drive the extra one-and-a-half hours to reach Keepit. There was also a desire to reduce the contrast between the state-of-the-art represented by one of the club's gliders, the location (best in the country), the soaring conditions (best in the country) and the “down-market” accommodation, the mud and the dust.

No one expected the devastating fire, 10 October 1994, but this gave us the opportunity to start again and to put into effect these members' wishes.

### Fulfilling members' wishes

The location of the cottage (as a proposed future manager's residence) and the Leighton Lodge, was the beginning of a separation and a spreading out of accommodation from the

noisy business buildings. The cottage has become our clubhouse, though there is a plan to build a new clubhouse adjacent to the field on the left side of the road into the field from the car park. This would enable all noise sources to be quarantined a good distance from the sleepers, while still ensuring a close location connection between the afternoon drinkers and the late returning glider pilots – who sometimes have to hunt for help with their gliders.

Eight new cabins have been added to the accommodation in the cottage to attract distant members and visitors with non-flying spouses and children – giving them a place to stay a little more like home-on-the-field than more distant facilities available elsewhere beyond the field.

Five cabins have ensuite facilities; three a short stroll down the verandah to facilities. All cabin rooms open directly on to wide covered verandahs, with a due north aspect; some have water glimpses! Five have refrigerators and micro-waves, for tea, coffee, snacks and breakfast. All have ceiling fans and air conditioning, luxuries added to ensure a sound sleep and comfort for non-flying spouses during our sometimes monster thermal, oppressive summer days.

You may have read of the Adelaide University's research which revealed that a person who was short of sleep, or who had not slept for 18 hours, was performing at the same level of incompetence as a drinker with 0.05% blood alcohol concentration. At 27 hours without sleep, competence drops to the level of 0.1% blood alcohol concentration. Adequate sleep

is essential if we are to maintain our high safety standards.

A huge area has been graded and grassed; the 'roos help keep it down, right at your bedroom door – great interest for the kids. The lack of thistles makes strolling around the airfield a pleasure.

### Electricity

Electricity was another essential. Previously, we had what could be called self-imposed power restrictions because our solar-charged battery supply was extremely limited. Visitors could not cope with the intricacies of the system, nor could they read in bed at night! We now have mains power to all buildings.

### Hot water, tank water

We now have 1,200 litres of stored solar-heated water (900 litres tank water and 300 litres dam water) and 70,000 litres of rain water. To be able to shower in tank water is a pleasure indeed.

### Airfield – longer, smoother

We have added another 1,000ft to 14/32 and removed a tree on approach to 14, making a touch down at the beginning of the tar a certainty for fast GA aircraft. All the bumps have been smoothed out and an existing cross strip, at the 14 threshold, increased in length to 450 metres.

The accommodation is now as excellent as the gliders and soaring! For bookings phone 02 6769 7514; fax 02 6769 7640.





# Frighten the Horses

EMILIS PRELGAUSKAS

**T**he strip threshold is set about half-a-kilometre into the property from the public road, and is in line with the front gate to the property. The runway alignment itself parallels the conservation park about half-a-kilometre off to the side.

The advantages of circuits being flown over the park and then parallel with the road are that the neighbours are reassured everything is routine, and that they aren't being picked on through the gliding operation by continuous overflying. A nice square circuit just gives that 'in control' impression that the ground-based observer becomes used to. In the early days, kids and dogs would race outside neighbouring homes every time we went flying. Over the years our activities have become accepted as so routine, locals no longer seem to notice. This particular day had been windy, with rapid cycling and consistent with this an intermittent convection. Late in the day the wind died away, and the convection progressively also faded.

I had taken the last launch of the day. Others were landing sporadically, and were putting their ships away. The winch waited for me to be established in the first thermal climb, and I then as I thermalled up I watched it being put to its bed, and the winch driver's car then disappear off the property and down the road. Others followed, and when I returned after a short sortie away, the strip lay deserted in the lengthening shadows. No immediate urgent deadlines waiting downstairs meant a quiet meander was the decision, working the last of the convection, then a glide slowly down in the still air. I watched the last car loads of bushwalkers leave the carpark of the neighbouring park as well, and thus the whole area seemed to be settling for the end of the day.

A sailplane performs at its best in the cool smooth air of evening. I joined circuit appropriately (ie low), and wandered off with the shallow glide available all the way down down-

wind, base, and a float down the runway length to the bird's T-hangar.

I am still getting used to doing this with 20 plus metres, where the checkpoints are about half those used in the Boomerang. But its getting there. Several weeks before, the ground crew thought I might have landed out when I wandered away about four kilometres in similar conditions and worked some remnant bubbles there before re-appearing a quarter hour later in another shallow extended circuit. This recent practice meant that today I was in the groove, and rolled onto base with all the numbers clicking in. In the quiet, it was all very languid and unhurried, so I had time to watch a red station wagon on the public road coming abeam the gateway. As I came down in line with the road, this car scuttled to a hurried stop as I hummed by over, around the last turn for the day, and the last kilometre-and-a-half to rest. I suspect the big span made the glider, to the ground observers, seem very close, and my sudden appearance arose from being masked coming and going by the trees which border the road. I visualise the occupants of the car looking at one another – Who was that masked man? ✂



## LAKE KEEPIT

### TAMWORTH NSW

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

Contact Jim Stanley – Manager  
P.O. Box S152  
TAMWORTH SOUTH 2340  
Ph: (02) 6769 7514  
Fax: (02) 6769 7640  
[www.users.bigpond.com/keepitsoaring](http://www.users.bigpond.com/keepitsoaring)



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

### Chamberlain Knights Pty Ltd Insurance Brokers

Chamberlain  
Knights  
Australia's Aviation  
Insurance Specialist  
ACN 002 493 521  
PO Box 329  
Epping NSW 2121  
Fax: (02) 9868 5262

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

**Call Kevin Chamberlain now★**

# (02) 9868 4044

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

**A PROFESSIONAL REGISTERED INSURANCE BROKER**



## Direct Membership

The introduction of direct membership for all GFA members has now been in place for some months. Clubs have assisted the GFA staff and the executive with some of the issues raised, as each group finds the easiest method of administering the changes.

The declaration of club membership on the renewal form for existing members was not clearly presented and has been changed in August to better advise members of the requirement to be a club member when applying for GFA membership.

It is important to note that by council resolution it is compulsory to have membership of both the GFA and a club to qualify for the privileges and benefits of being a member. Accordingly it is essential that you be a member of a club and that you sign the attached declaration when renewing your membership. Failure to hold club membership invalidates GFA membership.

Beryl Hartley

## Eric Sweet elected President of NSWGA

The Annual General Meeting of the New South Wales Gliding Association saw the election of Eric Sweet as President.

Elected as Vice-President was Aaron Stroop, while Kerrie Claffey once again took on the position as secretary and Ken McAnally that of treasurer.

Other positions include:

*RTOs/Airworthiness:* Keith Hayden, Phil Skewes, Rudi Salter, Len Diekman and Mal Smith.

*RTOs/Operations:* Jim Stanley, Laurie Hoffman, Glen McLean; *RTOs/Sports* – Brad Edwards, John White.

*Councillors:* Kerrie Claffey, Aaron Stroop.

*Trophy officers:* Tom and Kerrie Claffey.

## Amendment to GFA Operations Manual

There has been an amendment to the GFA Operational Regulations concerning the minimum distance from cloud to maintain VMC (Visual Meteorological Conditions), as follows:

Section 8, Flight Rules and Procedures, Paragraph 8.3, sub-paragraph (d): delete the existing sub para (d). Replace with the following: "(d) If above 3,000ft AMSL or 1,000ft AGL, whichever is the higher, 1,500m horizontally and 1,000ft vertically (above or below) from cloud".

All clubs have been provided with the necessary amendments by separate mail. Individual holders of GFA Ops Manuals are requested to incorporate the above amendment into their copies without delay. Existing stocks of GFA training documents have also been amended.

Mike Valentine, GFA Manuals Editor ✂

# Snake and Cat

EMILIS PRELGAUSKAS

**T**he proof of the maturity of gliding the sport is in part proven by the large numbers of anecdotes which now litter the sport.

Some grow out of the decades of après-aviation socialising, and seem to have become absorbed into the furniture at the bar, ready to be repeated by succeeding generations at the end of a schooner.

*"I remember being at [commercial in confidence], and climbed away from [censored] feet when I was just about to outland; strongest thermal I ever saw, the vario was completely useless, watched my rate of climb by the hands on the altimeter spinning."*

Others fit the definition of the 'urban myth'.

To quote Terry Pratchett on the 'theory of narrative casualty': "...that some things happen because of the sheer pressure of the Story itself. Urban myths... are not always just good stories that get constantly repeated as happening 'to a friend of a friend', they are little coils of free narrative which latch on to human history and get themselves repeated, time and again."

(Discworld Companion 1994)

And from experience within this sport and daily life, apparently in every field of human endeavour similar free coils of narrative appear.

These tales seem to include themselves as side bars to current stories; including the charms of the farmer's daughter as experienced by the other pilot, while the storyteller went through the privations of hell (most recently in the July 2000 issue of the magazine).

Similar stories appear in gliding magazines every five years or so all the way back to the 1950s.

Timeless stories include certain standard morality tales; such as those which include the snake and the cat – which I won't tell here; ask one of the OFITTH in your own club about that. The acronym is a recent addition (old fart in terry towelling hat) to the gliding specialised vocabulary.

The morality tale remains valid over the decades because it combines gliding ops, air-worthiness and sports aspects. It reminds pilots to focus during de-rigging where sailplane parts are put, in the workshop to expect the unusual, and in flight to not assume what is brushing your neck from the luggage compartment.



## GFA Soaring Calendar

### Victorian Soaring Association Incorporated Amended Meeting Notice

12 October 2000	Executive meeting
16 November 2000	Executive meeting
18 January 2001	Executive meeting
22 February 2001	VSA Youth 2001
19 April 2001	Executive meeting

To be held at 329 Dorcas Street, South Melbourne

### Club Class Nationals

26 November - 9 December 2000

Benalla, VIC. Entry form and info available from the Gliding Club of Victoria web site [www.benalla-gliding.org].

### SAGA Teams Challenge and Basic Cross-Country Course

10-15 December 2000

Waikerie, SA. A week of "FUN" flying designed to get you flying further and faster. Friendly competition provides those who wish to learn from others the opportunity to fly with "the experts". Includes basic cross-country course for those with limited experience.

Please contact Andrew Wright 08 8303 4648 by 17 November 2000 to register your entry.

### NSW State Competition

for FAI and Sports/Two-seaters

Practice day: 27 December 2000

Last competition day: 3 January 2001

Lake Keepit airfield, NSW. This should give you all plenty of time to get to Gawler. Celebrate the New Year at Lake Keepit.

For further information contact Wendy Medlicott, PO Box 541, Terrigal NSW 2260. Ph: 02 4365 3626, email <hwmedlicott@bigpond.com>.

### South Australian State Gliding Competition

2-6 January 2001

Hosted by the Balaklava Gliding Club.

Details to be advised.

### Australian National Gliding Championships and Australian Grand Prix Championships

10-23 February 2001

Gulgong, NSW. Full details available on the GFA web site [www.gfa.org.au]. Enquiries to Christine Meertens, ph: 02 9452 2777, fax: 02 9453 0777, email <hkmxor@msn.com.au>.





# Lake Keepit 2000/2001

## – The Real Millennium Comps

HARRY MEDLICOTT

**W**hat do you call a competition which starts in one millennium (27 December 2000) and finishes in the next on

3 January 2001? We weren't too sure, so we called it the Real Millennium Comps. But what you can be really sure about is that New Years Eve at Lake Keepit will be an event to remember. We might even cancel flying on New Years Day (unlikely) or call a shorter task.

The start of a new year, let alone a new millennium, is a time when we often make promises to change for the better so it is probably appropriate that we are trialling a slightly different task format. Assigned Area Tasking is being used in international competitions to minimise risk, allow pilots to avoid storms and to introduce a new element of pilot skill. The format will be similar to the National Club

Class Competitions which are proving so popular. There will be four assigned areas consisting of grouped turnpoints. The tasksetters will nominate an order of assigned areas and the pilots will be required to turn one point in each area. Included are turnpoints which will enable lower performance gliders to fly shorter tasks close in to Lake Keepit and tasks of 700km or more will be available on better days. There will be a minimum time allowance and this will be used to calculate average speeds if pilots return too early. By having all pilots flying in the same general direction the safety factor is enhanced and by all using the same meteorological area the chance of a fluke result is minimal. It is a very fair system.

Verification will be by means of dataloggers or GPS compatible with our programs. Cameras will only be available as a back-up in the case of a datalogger failure. By utilising the track log feature in GPS and allowing cameras for back-

up the cost to competitors will be minimised and the scoring and verification procedures made easier. The tasking system will be evaluated and modified depending on pilot acceptance. Brad Edwards is in charge of tasksetting and with his wealth of local knowledge you can be assured of a fair go for everyone. So – book your accommodation – urgent – sweet talk the better half, although I hear that sometimes the people on the ground have more fun than those in the air – and look forward to a great competition at one of our very best and most interesting gliding sites. ✂

### Preliminary turnpoints are:

<i>South-west</i>	<i>The Gap (Werris Creek), Quirindi airfield, Carroll, Spring Ridge, Premier, Coolah airfield.</i>
<i>West</i>	<i>Mallaley, Emerald Hill, Boggabri, Narrabri, Wee Waa, Burren Junction, airfield 20km west of Emerald Hill.</i>
<i>North-west</i>	<i>Garah, Milguy, Moree, Gurley, Bellata, Edgeroi, Gunnedah (Sports Class only)</i>
<i>North</i>	<i>North Star, Coolatai, Warialda, Bingara, Barraba, Manilla.</i>

# The handle goes back

EMILIS PRELGAUSKAS

**E**very now and then there is the shock of recognition that what is taken for granted, is a complete mystery to someone else. Everyone knows about Blaniks. There are lots around. They used to be the standard trainer; meaning everyone came across one somewhere in their gliding lives.

With familiarity comes the assumption that everyone knows about how to ground-handle, DI, even rig, a Blanik. Nothing to it. So it comes as a 'light-bulb moment' to lend one to pilots normally operating other glider types. And those have fixed gear, plain wings, floating control surfaces.

So suddenly it is an issue that the stick has to be tied during ground handling to avoid those huge elevators bashing the bearings. And whether to or not use those funny sliding Fowler flaps on take off, in flight, and on landing.

And to look anew at the gear retract lever, which of course is set back to front to the

common European single seat sailplanes. No longer is the mind set to 'pull the gear' up; it is more a matter of 'pull the gear behind the pilot' down.

There are a myriad of other inconsequential things. If you've never seen the wing root gap cover go on, you could be forgiven for ending up with it sitting proud of the wing at the underside aft end. Let alone to rig a wing where the flaps and brakes connect automatically, but the ailerons don't; and the safety pin goes on the top of the connecting pin.

It turns out not 'everyone knows' that the wing rigs like a snap if you unlock the levers in the cockpit, nor that sometimes pin alignment is easier to achieve when rocking the fuselage than heaving on the wingtip. I always considered the airbrakes to be plenty powerful enough; but compared with other two-seaters, I'm told, they just don't cut it. However, I can short-field the Blanik up to the launch point; while others whistle on by in any number of glider types.

Something to do with familiarity and contempt I guess. ✂

### GLIDING FEDERATION OF AUSTRALIA

#### Airworthiness Inspection

### FORM 2 NOTICE

- ☐ A Form 2 inspection is due  
Cheque for \$137\* is enclosed
- ☐ A 20, 30 yearly, etc is due  
Cheque for \$302\* is enclosed  
with copy of aircraft log book
- ☐ An initial C of A inspection  
and initial registration is due  
Cheque for \$511\* is enclosed

(tick appropriate box)  
on the following aircraft.

TYPE.....

VH.....

Please forward relevant airworthiness documents to:

.....

.....

.....Postcode .....

\* prices include GST

Forward to:

GFA Secretariat, 130 Wirraway Road,  
Essendon Airport 3041





## 2000 National Paragliding Ladder

Congratulations to the following paragliding pilots for their excellent performance on the 2000 National Ladder. This is Fred's fifth season as Open Champion! Christabel is up there for the first time as the Woman's Champion. David Pearson was a C-Grade pilot who has cleaned up three categories!

### Open

- |                 |                   |
|-----------------|-------------------|
| 1 Fred Gungl    | 1 Christabel Kemp |
| 2 Enda Murphy   | 2 Frances Ning    |
| 3 Rhett Rockman | 3 Heike Hamann    |

### B-Grade pilot

- |                 |                 |
|-----------------|-----------------|
| 1 David Pearson | 1 David Pearson |
| 2 Mathew Cooper | 2 Mathew Cooper |
| 3 Michael Dufty | 3 Michael Dufty |

### Female

- |                   |
|-------------------|
| 1 Christabel Kemp |
| 2 Frances Ning    |
| 3 Heike Hamann    |

### C-Grade pilot

- |                 |
|-----------------|
| 1 David Pearson |
| 2 Mathew Cooper |
| 3 Michael Dufty |

### Intermediate/Serial Class glider

- |  |
|--|
| 1 David Pearson, Apco Bagheera               |
| 2 Ian Ladyman, Pro Design Contest and Target |
| 3 Patrick Roser, Gin Bonanza                 |

### Standard/Sport Class glider

- |                                      |
|--------------------------------------|
| 1 Ian Ladyman, Pro Design Target     |
| 2 Garry Stevenson, Pro Design Target |
| 3 Rod Harris, Nova X-Ray             |

For more information and a full history of the Australian Paragliding National ladder refer to [www.users.hunterlink.net.au/~dditl/hgfacc/hgfacc.htm].

Ian Ladyman

## Come and get it back!

A game has recently commenced that might be of interest to the minimalist flyer. The concept is based on a recent article by Tony Dennis, but has been modified to be more competitive. Each participating airstrip where a microlight, ultralight or gyro group is based has one trophy. It can be taken by a member of another participating group during a round trip flight. The owners can then retrieve it by having one of their group fly to the other strip.

This should promote a bit of mischievous rivalry and more impromptu socialising between the scattered groups without the need for event planning and organisation. The participating pilots get to exercise their flight planning and navigation skills whilst knowing that they are welcome at the target strip.

I suggest that each participating group log their game activities so that articles and histories may be written. All information should be passed on to your group coordinator who is the designated contact for the other groups within 100 nautical miles. A page will eventually be set up on the HGFA web site to display the current whereabouts of the trophies.

### Rules

1. Open only to ultralights, gyros and microlights.
2. Only one trophy to be carried per aircraft.
3. Only fuel carried by an aircraft (however) to be used by it for the whole round-trip. The trip must be without ground support.

4. A trophy may only be taken to a participating airstrip less than 100nm away from its home strip. Only a fly-in member of the foreign strips group may take it.
5. A trophy may only be taken from a foreign strip by a fly-in member of the trophy's owner group.
6. The safe keeping of foreign trophies is the duty of the current holders (ie they must be kept safe and only surrendered to a fly-in member of the owner group).
7. Trophies must be given freely to a flyer that qualifies under the above rules. It is the duty of the host airstrip to ensure that a trophy that should be available but is inaccessible at the time (ie locked away, unmanned strip, etc.), is forwarded as quickly as possible to the legitimate takers.
8. Trophies should be robust, of low intrinsic value, must weigh less than 2kg and be of a size and shape that is easy to carry in our style of aircraft. (Recommended not to exceed 100mm in any direction). They should be engraved with Come And Get It Back, the name of the home airstrip and, optionally, the coordinates of its home strip (in case of illegal emigration to a far point of the globe). They should not be offensive.
9. Any information pertaining to the operation of this game must be freely given to any participant.
10. It is the duty of any group to inform all participating groups within range of their participation before commencing operations.
11. Infringements of the word or intent of these rules may be met with ejection, ostracism and unbridled ridicule.

Garry Fimeri <gf@britax-rainsford.com.au>

Southern Districts Flying Group Game

Co-ordinator

## SAFETY NOTICE: Harness Buckles

A paraglider pilot recently reported having a quick-release buckle come undone in flight. Luckily he was able to land safely.

Although previous information suggested this incident was related to a faulty batch of buckles produced some time ago (used by Apco and System X and possibly other manufacturers) further information has been received which suggests that the problem might not be confined to this batch of defective buckles. It is therefore suggested that pilots should perform the check described below on all quick-release buckles. This is being further investigated as a matter of urgency by Steve Uzochukwu, FSC Airworthiness Panel Co-ordinator. If anyone has further information can they please get in touch with him <steveu@which.net>.

Examine all quick-release buckles very carefully to see if any combination of loading, twisting and pulling can make it disengage. With the



Jules Makk

buckle held in front of your chest as it would be with a fastened paraglider harness chest strap, apply a considerable force trying to pull the male end out of the female. Whilst maintaining this loading, try to pivot the male end out of engagement, using up-and-down movements replicating the loading and movement on a paraglider chest strap when the pilot weight shifts. Try several times.

Any buckle that does come undone should be replaced before further flight. Consult the harness manufacturer with regard to this.

Information received from international mail lists

## New Training Method

High Adventure Airpark has recently been experimenting with the tandem hang gliding instruction method developed by Wallaby Ranch in Florida USA.

They have found that by doing around 12-15 aerotows to 3,000ft, the student is given around five hours of in-flight instruction, and find that most students can fly the tandem solo AICUS (acting in command under supervision) from take off to landing completely.

When you consider that by doing it the conventional way of the hard slog up and down hills all day (assuming the wind is blowing the right way) that you get around one minute of airtime every 12-15 runs, this shows that we have really been doing it the hard way for a long time. Doing a recent license course initially by all tandem aerotowing (10 tows) we found that we needed only one day on the training hills (around 15 runs) to perfect the launch technique. Flying prone is natural of course, so no stress in teaching the transition from hang to prone.

By day three or four all students were flying from the 1,500ft coastal mountains here at the Airpark, setting up their own landings with standard aircraft approaches in complete confidence. By doing the aerotow tandem instruction this way, most students were at nearly license standard by day five... incredible!

High Adventure is currently using Airborne trikes for the tugs and a Moyes X2 as the tandem.



If you want to learn aerotowing, this is by far the best and safest way also! Go tandem...

For more information on the development of this training technique feel free to call Lee Scott on 1800 063 648 or check out both these web sites: [www.highadventure.com.au], [www.wallaby.com].

Lee Scott

### Forbes Flatlands 2001

We have had quite a few enquiries about the format of the comp at Forbes, so I thought I would pass the info on here.

**Question:** How will rigid wings be handled? Are they scored separately?

**Answer:** The scorer will run two sets of scores, "Official" and "Unofficial".

The unofficial scores will treat all rigid wings and flex wings equally, and so you will be able to monitor how you are flying compared to all other entered pilots. If there are enough rigid wings flying, a separate rigid wing trophy will be based on the results of these unofficial scores.

The official scores will exclude the rigid wings, and so could have slightly different scores for the remaining flex wings pilots. The official scores will be used for calculating eventual winners of each grade and class of flex wing glider, for national (flex wing) ladder calculations and for CIVL world (flex wing) rankings.

Australia does not have a national rigid wing ladder. We are not exactly sure how CIVL will use the results for the world rigid wing rankings.

**Comment:** Thanks for the tow offer at the Nationals, but Bill just doesn't seem to know how or where to tow non-Moyes gliders...

**Answer:** This remark concerned me. The Forbes Flatlands is not a Moyes competition, it is an international competition endorsed by the HGFA with a AAA rating for the Australian National Ladder. Bill will be one of 6-8 tug pilots, so there is a choice of tugs to queue behind if Bill's style of towing does not suit you.

**Question:** Class 1 and Class 2 gliders? CIVL-sanctioned for both?

**Answer:** Forbes will attract WPRS points in both flex wing and rigid wing classes (Class 1 and Class 2), however, due to the small numbers of rigids expected at the event, the maximum points available will not be very great.

**Comment:** I think the tow up time will be too slow, I'm used to a tow team of four.

**Answer:** We will use a similar format as Wallaby; they successfully tow up 100 pilots in one hour. We have allowed for 12 pilots per tug and have budgeted for 75 pilots (that is, six tugs, four Dragonflies and two trikes). If we receive more entries we will commission more tugs, hence the 30 November deadline for entries.

We envision that the pilots will set up along the fence and be drawn from both sides into three tow lanes, two tugs in each lane. When you

are ready to launch you gear up and get in the queue. There will be tug hands on the ground to retrieve dollys and handle launch order.

**Question:** Will you use the same paddock at Forbes?

**Answer:** No, we will be using a smaller paddock about 1km from the old paddock. Bill used this paddock last year. It will be a ploughed field that is dressed using a railway line to smooth it over. It will be smooth and soft.

Vicki Moyes

## Club News

### Hill Flyers WA

An exciting year ahead for all pilots in WA and those venturing to the West. The Hang Gliding Grand Prix series is being held in WA in November this year using some of our great WA hill and coastal sites... more information in the next Skysailor.

'The Range' has been very late coming on this year, with dominant westerlies not starting till late August. Mike Dufty managed a quick 40km downwind cross-country in his paraglider on 20 August, flying in a prefrontal westerly airstream, which had a limited window of opportunity for launch. We arrived on site just as Mike began his climb in a nice thermal and gentle breeze and we watched (somewhat jealously) as Mike disappeared into the distance. Myself and others setting up as quickly as we could, managed to launch in the strengthening breeze only an hour later but had only a short fly, having to land prior to full frontal squalls and rain. Mike told us later that his ground speed exceeded 60km near cloudbase (4,500ft). Well done, Mike.

We may be setting more cross-country goals; Wyalcatchem an obvious goal only 100km downwind from 'The Range' in future, which was the site of the first WA State Championships 25 years ago. Late spring/early summer, should see a lot more flying at Mt Bakewell in York, which is always a great time of year for some perfect flying. We plan to set standard out and return triangles this summer for all budding cross-country fliers to test and hone their thermalling skills ready for the really big flights. From Bakewell, turnpoints over Mt Brown and Goldfields road; from Noondeening, turnpoints east of Northam and 'The Range'. The usual downwind 25km task to the Spencers Brook pub landing/camping area at Noondeening, especially if the following day looks like a NE wind as was the case last year. Downwind goal from the Noondeening NW launch will of course be York (Bakewell).

We are also hoping to establish a high launch (>2,000ft agl) from somewhere in the Stirling Ranges in the not too distant future...



Astral 2.26  
ACPUL Standard  
DHV 2  
Top Speed 53 km/h

# the new astral

THE CLASSIC INTERMEDIATE

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



Contact: Andrew Polidano at Poliglides  
Ph: 02 6684 3510 Mob: 0141 843 510

Arrange a test fly with Mark Mitsos  
(Sydney Paragliding) 02 4294 9065  
or Brett Cook (Byron Lennox  
Paragliding Centre) 02 6687 6907

And come and check out the combo  
specials on the web at  
[www.swinginoz.com](http://www.swinginoz.com)  
including a Comp combo, Vario combo  
and Harness combo!





See you in the sky, Rick

## Canungra Club QLD

August up here is highlighting what would appear to be an upcoming boomer of a season. Flights from Hinchcliff saw pilots Jason Yoda Reid, Speedy and Brian at Gatton. Andrew Horchner flew his paraglider 103km, with novices diving over the back toward Beaudesert. Flights from Tamborine on the weekend of 19th and 20th on what was a really nice day, but for the smoke, saw pilots at Pallen Creek. Yoda and Brian landed after laps of the prison farm. Macca nearly made it, with max height near Rathdowney of 9,000ft. Gary Taber, after his nice flight earlier in the month from Hinchcliff launch, topped off the month (assuming he doesn't better it after this writing) by getting to Rathdowney along with Ramon, who had to wind it down when the area ahead was unfamiliar. An excellent showing by our intermediate and novice frats. This on a day when Misery was afire. Now stands a charred visage of a thermal generating giant. Jon Durand Snr was a blur flying out to Mt Moy and back. Did anyone see where that glider went?

The web at [www.cbvl.com.br/CampAsa/geral.htm] tells me that Jonny got 13th in Brazil.

If you haven't already, better register for the St Bernards Canungra Classic, late fee will now be included. It is on between 21 and 28 October with registration on the 20th. Check out [www.triptera.com.au/canungra/classic2000/index.html] and get in an entry form via the web. While on the net, get your \$2 worth and visit [www.triptera.com.au/canungra/index.html], the main Canungra club web site.

This show has been brought to you by the letter Z and the numbers 2 and 4.

Hooroo, Tex

## Cloudbase Paragliding Club WA

It's been a frustrating winter for paragliding in WA, with a lot of rain on the weekends and great weather during the week. But there's still been a few great flying days, and in August I flew 40km from The Range which I think is a site record.

The Bakewell track improvements are finished and there's now a nice wide track to the summit launches. The wind direction for summer means there's only been one occasion to use it, but it was a great flying day with about a dozen HG and PG cruising between ridge height and cloudbase all day. Thanks to Dave Humphrey for organising the works and Ashley Morgan for allowing us to use his property for access to the site. The track still requires 4WD, but the deterioration has been halted and it'll be much easier on the paint work now – even Landcruisers should get up.

A few pilots are going to Bali in October; contact Dave Morgan (0418 908 625) if you are interested. Some are also going to Nepal in December; contact Mike Duffy (0417 923 741) if you're interested in that.

Our recent Bar-Mitz-Vuh Dinner with the Western Soarers included the presentation of trophies for the Cross-Country League. Advanced paragliders took out the top three places this year, so our handicap is going back to 1.5 from 2.0 for next season.

There are quite a few updates on the web page [www.cygnus.uwa.edu.au/~madmike/paraglid.html] including a video grab of Gordon tree landing at serpentine, where he emerged impressively unscathed after sinking into the top of full-grown gum trees (even the glider came down by itself!).

Michael Duffy

## FAI News

### Recent FAI Competition Results

**1st HG World Speed Gliding Championship**  
28 July to 5 August 2000, Mt Olympus, Greece

Individual	Team
1 Manfred Ruhmer (AUT)	1 USA
2 J. Smith (NZL)	2 Austria
3 O. Bondarchuk (UKR)	3 Greece

The full results can be found at [http://events.fai.org/hgpg/wshg2000/].

**6th European Paragliding Championship**  
29 July to 13 August 2000, Garmisch Partenkirchen, Germany

Men	Women
1 Kari Eisenhut (SUI)	1 Louise Crandal (DNK)
2 Steve Cox (SUI)	2 Judith Dorflinger (GER)
3 Achim Joos (GER)	3 Nicole Nussbaum (SUI)

Team
1 Switzerland
2 Germany
3 France

The full results can be found at [http://events.fai.org/hgpg/europg2000/].

**1st World PG Accuracy Landing Championship**  
14 to 18 August 2000, Middle Wallop, UK

Individual	Team
1 Eiff John, USA	1 UK
2 Klokocovnik S., Slovenia	2 Slovenia
3 Fairey Dave, UK	3 Netherlands

The full results can be found at [http://events.fai.org/hgpg/wcpgal2000/].

### FAI Class 0 (HG) Record Claims

**Sub-class 0-2 (HG with a rigid primary structure/movable control surface(s)) – General**  
Claim number 6668:

Type of record: Straight distance  
Course/location: Zapata, TX (USA)  
Performance: 558km Pilot: Davis Straub (USA)  
Date: 9/8/2000 Hang glider: Atos Class 2  
Current record: 404.7km (3/7/98, R. Yanetz, Israel)  
Claim number 6669:  
Type of record: Distance over a triangular course  
Course/location: Saint André des Alpes (France)  
Performance: 250km  
Pilot: Marcus Hoffmann-Guben (Germany)

Date: 11/8/2000 Hang glider: Atlas Class 2  
Current record: 105.67km (8/7/96, Stewart Midwinter, Canada)

Claim number 6670:  
Type of record: Speed over a 200km triangle  
Course/location: Saint André des Alpes (France)  
Performance: 40.5km/h  
Pilot: Marcus Hoffmann-Guben (Germany)  
Date: 11/8/2000 Hang glider: Atos Class 2  
Current Record: New

Claim number 6673:  
Type of record: Distance over a triangular course  
Course/location: Saint André des Alpes (France)  
Performance: 257km  
Pilot: Marcus Hoffmann-Guben (Germany)  
Date: 15/8/2000 Hang glider: Atos Class 2  
Current record: 105.67km (8/7/96, Stewart Midwinter, Canada)

Claim number 6685:  
Type of record: Speed over a 100km triangle  
Course/location: Hearne, TX (USA)  
Performance: 32km/h Pilot: Davis Straub (USA)  
Date: 16/8/2000 Hang glider: Atos Class 2  
Current record: 25.57km/h (8/7/96, Stewart Midwinter, Canada)

**Sub-class 0-3 (Paragliders) – Multiplace**  
Claim number 6672:

Type of record: Speed over a 25km triangle  
Course/location: Location to be confirmed  
Performance: 22.73km/h  
Pilot: Mark Hayman (UK)  
Paraglider: Apco Futura 42 Tandem  
Date: 14/8/2000  
Current record: 19.42km/h (30/7/95, Gérard Florit, France)

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

### New Tandem PG Speed Record

On 14 August 2000 British pilot Mark Hayman and passenger Nicky Watts broke the five year old tandem paraglider speed record for a 25km FAI triangle course.

The flight was made on an APCO Futura 42 tandem around Lake Annecy in the Northern Alps, France at an estimated speed of 22.73km/h.

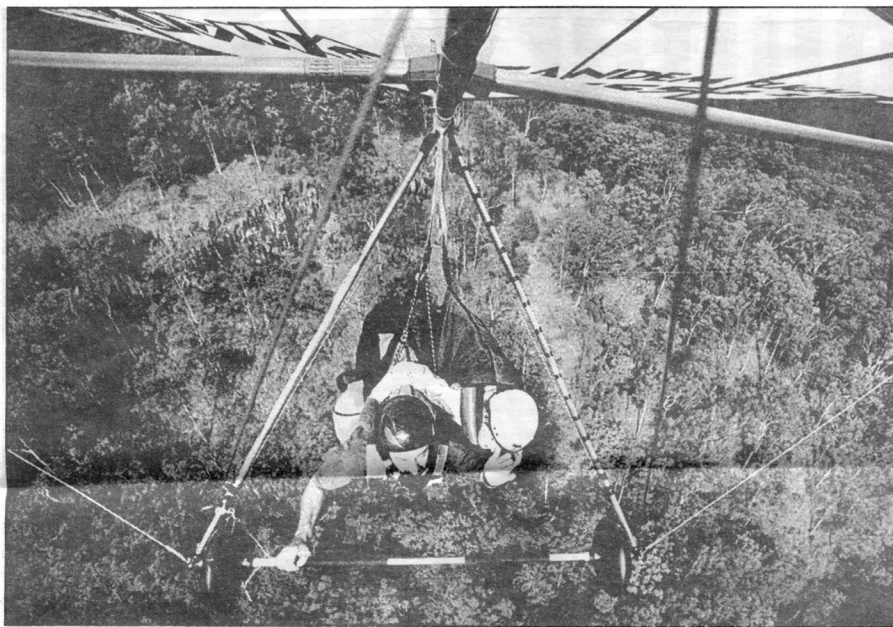
Mark, who lives near to Annecy, had attempted the flight seven times this year (each time unsuccessfully due to difficult weather conditions) before making the most of an excellent day on 14 August to take the record.

Most relieved was Nicky, who was heard to comment that she will at least be able to fly her own wing on the good days rather than having to sit on the tandem listening to Mark moaning when things weren't going according to plan.

An attempt at the tandem triangle distance record is planned for spring 2001.







Rita McMahon, 94, during her tandem hang gliding flight with instructor Ken Hill

Pictures: Glenn Hampson

## Daredevil granny takes to the sky

by Joanne Hales

THE sky was the limit yesterday for 94-year-old supergran Rita McMahon when she took to the air for a tandem hang gliding flight.

The petite New Zealander and instructor Ken Hill took off from Mount Tamborine for a glide over the Hinterland.

"It was wonderful and the views were so beautiful," said Rita after the flight.

The takeoff was watched by

more than 30 onlookers including daughter Rose O'Sullivan and a nephew and niece.

Rita, who showed no signs of nerves before the glide, said that she decided to try it out after seeing a brochure on Tuesday.

She also holds the world record for the oldest person to skydive after making a tandem jump in New Zealand last year aged 93.

"My granddaughter was doing a jump at 10,000 feet with all her school mates and they were looking for parents to volunteer.

"So I said what about grandparents."

The rest, as they say, is history. Rita added that she was no stunt maker.

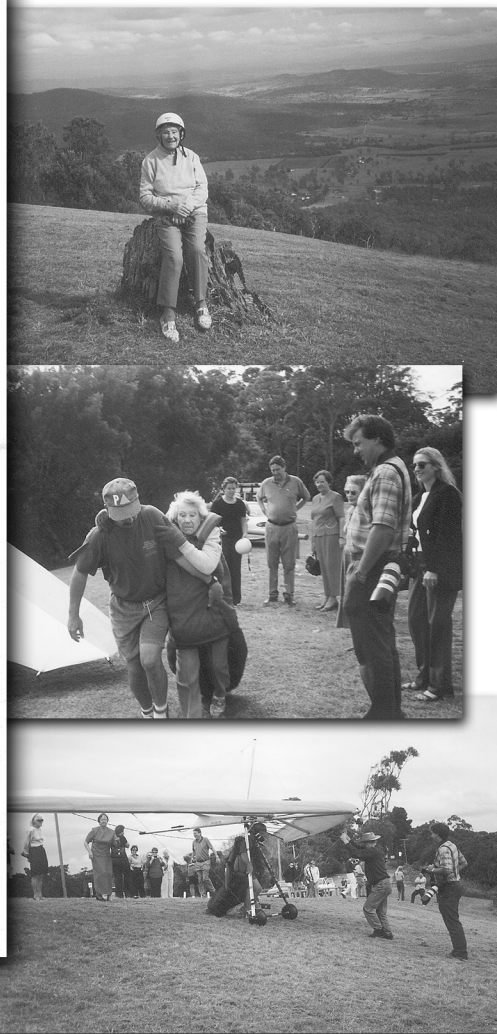
"It's just happened that when I've been out with the family I have had opportunities and I take them," she said.

Rita, who has arthritis and has had two hip replacements, lives independently in Wellington, looks after her gardens, belongs to clubs and has more than 200 friends on her mailing list.



Rita McMahon

Extra photos courtesy:  
Ken Hill ►



## Cystic Fibrosis Charity Fundraiser: Cairns to Port Douglas, 4 June 2000

NARELLE GOON-PAN

Sunday, 4 June dawned, and it didn't look promising. There was a steady 20kt wind blowing from the south-east and at times it was gusting to 25-30kt (very challenging conditions and certainly not what I had ordered!). Nevertheless, the long awaited day had finally come – I was going to fly out of Cairns airport!

At 7:30am, David, Klaus, Brod and I and our ground crews could be seen just inside Gate V8, battling the windy conditions and setting up our trikes. It took us a little over an hour to set them up. We were doing our final pre-flight checks when 50 Harley Davidsons arrived.

What a sight – their machines looked nearly as good as ours! They lined us all up for a few

photos and last minute instructions, then the Harleys roared out of the gates at 9:30am leaving us to get clearance and begin our flight.

Apart from a few radio problems (ie two out of the four VHF radios could not be heard by Cairns tower), we were finally away – Brod in the lead, followed by me then Dave and finally Klaus. Our approved flight plan was to take off on Runway 15, turn right, stay west of the highway (but east of the mountain range) and below 1,000ft agl until Buchans Point and then coastal to Port Douglas. The wind gusted as I turned onto the runway, and I had trouble keeping the wing up, but I was airborne in about 30 metres. It was very lumpy and bumpy most of the way, but great fun and very challenging.

Despite leaving nearly an hour late, we

## Microlights

rendezvoused with the Harleys at Wangetti. They looked fantastic from the air – one long, long line of motorbikes with lots of traffic behind! A strong tailwind gave us the opportunity to have a bit of fun – we flew up and down the coast, circling out over the water and keeping pace with our land-based friends. We flew at about 500-800ft most of the time, and video cameras on board the trikes and on the Harleys should have some good footage. At Craiglea we left them and flew up the coast and out along Four Mile Beach. We circled Port Douglas and then ventured further north to Mossman. Our landings at the Port Douglas trikes airfield were nothing short of amazing in the near 30kt winds.

It was a fantastic experience flying out of Cairns Airport and up the coast, and I don't think any of us would have missed it for anything! (Not even 20-30kt winds!)



Photo: Narelle Goon-Pan







## BERYL HARTLEY

“this new-fangled technology”.

So what is the mystery – how hard can it be and how to help both the pilots and the official observers to achieve a smooth change over from the ‘smoked barograph and camera’.

The FR must be placed so that engine noise is clearly received when the engine is

For non-sealed installations, either a pre-flight check of the installation must be made and the glider must be under continuous observation by the official observer until it takes off on the claimed flight, or an official observer must witness the landing and have the glider under continuous observation until the FR installation is checked. This is not only to ensure

- *An OO shall witness and record the position of the FR in the glider, the type and serial number of the FR, the glider type and registration, date and time.*
- *Before flight, if requested, the OO shall then seal the FR to the glider in a way acceptable to the IGC guidelines, and such sealing may be at any time or date before the flight.*
- *If the FR is not sealed then the OO must maintain continual observation until the glider takes off or must witness the landing and have the glider under continual observation until the FR installation is checked. This is not only to ensure that the installation is correct, but that another FR has not been substituted in the glider before the OO witnesses the transfer of data from the FR to a computer.*



- As soon as practicable after landing, an OO shall inspect the installation of the FR in the glider. The transfer of data shall then take place. If a portable computer is available, the flight data may be transferred at the glider without disturbing the installation of the FR. If a portable computer is not available, the OO shall check and break any sealing to the glider, and take the FR to a computer.
- If the OO is not familiar with the actions required, the pilot or another person may transfer the data while the OO witnesses the process. Security is maintained by electronic coding embedded in the FR which is then independently checked later at the National Claims Authority and at the FAI if the claim goes to them.
- A copy of both the binary and IGC format files shall be retained securely by the OO such as by immediately copying them to a separate diskette or PC card, or by the use of the hard disk on a computer to which the pilot does not have access. These files shall be retained by the OO in safekeeping for later checking and analysis under the procedures of the authority validating the flight.
- The OO may keep the required data files on a diskette or other industry-standard portable storage media. The hard disk of a computer may also be used but the OO must be able to positively identify the flight data files as being from the flight concerned. If data is sent to other authorities, the OO should keep a copy of the original data files in case of any later problems with the data sent. These copies should be kept at least until the flight is validated.

What should the OO check for when viewing the data file.

- evidence of flight continuity
- shape of the flight course
- valid start and finish
- proof of presence in observation zones
- similarity of GNSS and pressure altitude traces with time
- altitude difference and/or altitude penalty
- course distance and speed
- electronic security

Those pilots and observers who are now familiar with flight recorders have found the workload for validation of flights is considerably less. No longer the smoking of barographs and the pursuit of a film developer who does not cut negatives. A tip to the pilots who will be seeking an official observer this coming season – why not take the opportunity in the “off season” to bring your club official observers up to date on your particular type of FR by displaying a copy of the “how to manual” on your club notice board.

Something a bit different that’s all. ✂

# Gliding revisited

CAMPBELL CURTIS

My son Stephen saw a Bocian sailplane advertised in Australian Gliding/Skysailor. He had learnt to fly in the one I owned in the late 60s in north-west Victoria, so nothing would do but he try to recapture those marvellous days.

**O**ff to Narromine to look at it. Look at it? No – BUY it! (On these occasions wives are best left at home. They tend to spoil everything by talking sense.)

A stop at Tocumwal on the way was mandatory for a visit to the Sportavia hangar. Having been away from gliding for around 15 or 16 years the sight of so much fibreglass and carbon-fibre technology was mind-bending. With relief I gravitated to a short-wing Kookaburra – friendly as ever and, surprisingly, less dumpy and sleeker than I remembered. The years since 1962 faded away and I was back in the cockpit for my first ever, utterly terrifying, winch launch. I will always remember that launch of the thousands I have had, and I will always love a short-wing.

On to the Orana Soaring Club at Narromine and the hospitality of the delightfully friendly people in charge there. This openness and welcoming is not universal at gliding sites these days and makes a pleasant contrast with some experiences I have had over the past few years. Some clubs have mega-dollars worth of hot ships and not enough members to permit operations more than one day a week. One such club which I visited, where I was treated with total indifference, has as a neighbour in its area one of the most active ultralight clubs in Australia! The excellent soaring conditions are wasted six days in seven.

How pleasant the contrast where we were invited to fly, where the two-seater (a beautiful old K7) was DI’d and the tug run out, just for us. One could have imagined that the cumulus were ordered for our enjoyment. It beats hell out of being ignored by the gods of declining clubs.

It struck me that at Narromine there is available the best of both worlds. There are good to excellent soaring conditions, depending on the time of year, with a plethora of the sleekest and fastest sailplanes in the world yet there is still the opportunity of an “old world” welcome and a lovely old two-place sailplane.

I live close to the sea in my retirement, near a country town. As a result of distances

to be travelled to a reasonable soaring site and doubts of a welcome afforded to an old guy who is obviously well past it, I have become involved in the ultralight scene where I have been made most welcome. I fly a fully enclosed side-by-side two-seater and am very happy in my flying, but I still miss the old days and seriously wonder if the hot ship jockeys are having as much fun as we had.

What can be more rewarding than introducing a keen young (or older) person to the sheer joy of flying and teaching them how to enjoy the experience and survive? What can be more enjoyable than sharing a two-seater with a friend and fellow pilot and taking turns in getting the best out of a thermal.

What about just relaxing and enjoying the delight of simply being held up by the air and, in the smoothness of day’s end, the adrenaline of aerobatics followed by a fast run in to a spot landing by the hangar? I have no argument with anybody who chooses to spend the price of a suburban house on a machine which may be thought to provide ready made achievement, but I believe that a 500km in a wooden ship is worth a king’s ransom more than a 500km in a 40:1 glass ship. The challenge, not the distance covered, is the thing.

One wonders why people with a 14-plus handicap play golf. Surely they know they will never have their name on the champions’ board. Just possibly they enjoy the game, enjoy trying and, occasionally, succeeding in doing a little better. Perhaps the 14-plus handicap type pilot is being overawed and turned away by the mania for achievement at any price. Let those who must compete do so, but if gliding forgets that it is there for people to enjoy the sheer joy of flying in peace, then it will surely die. Sailing still involves wooden boats as well as America’s Cup extravaganzas. Sailing will live on.

Yes, Stephen (Stretch) bought the Bocian. How could he not? And it flies even better than mine used to. And yes, if he can find a welcoming home for it, it will be a “family and friends” aircraft and I will be flying it every minute I can.

GFA, I’m coming back. ✂



# Letters to the Editors

## Thumbs up for Jules cartoons

► On the subject of Jules Makk's cartoons (raised in the August letters), I hope they will continue to be a regular feature. I find them quite imaginative and whimsical. We had some good cartoons in the old AG (remember the pelicans?) but they were in short supply, so I quite appreciate Jules' contributions.

Michael Karas

## Good cartoons

► Regarding HJ Woodthorpe's comments in the August issue: Jules Makk's excellent cartoons have been a feature of Skysailor magazine for about 18 years. The precious few contributors to this magazine should be thanked wholeheartedly. Perhaps HJ Woodthorpe would consider making a positive contribution him/herself.

Scott Robinson

## AG content

► Whilst I paid my GFA subscription this year, I would like to make it known that I am not in favour of the ITC levy, which I believe is for subsidising competition pilots to travel abroad.

Unfortunately, if I had a choice, I would withdraw my subscription to Australian Gliding/Skysailor for the following reasons:

1. Since the magazine incorporates HGFA and GFA material, it has lost my interest.
2. The HGFA is allocated a full page for club addresses every issue, whereas as the GFA used to get club addresses and information one issue per year. (We don't even get that now!).

3. GFA material has dropped by two-thirds. Is that due to the absence of material sent in (maybe readers like me feel that the magazine is not worthy of a story, or informational script), or is there not enough space for GFA material after HGFA material has been allocated?

While talking with my fellow gliding companions, it seems I am not alone with these views.

Keith Hill, Irymple VIC

### *Response from the production editor:*

All GFA material received from the AG sub-editor is included in each issue. The GFA has an allocation of 24 pages (half the magazine), the same as the HGFA.

I have contacted the GFA office and received an up-to-date address list of GFA clubs for inclusion in this issue and at regular intervals. This information had not been provided to me in the past. (The HGFA club list has been a part of Skysailor on a continuous basis since before the joint publication – some members have even voiced the concern that it takes up valuable article space. The solution may be to alternate both lists.)

If there is a shortfall in material from either side for an issue (as has been the case from the GFA over the winter months), then the remaining pages are firstly used for larger or extra photographs (if available) and secondly filled up with any extra material from the other federation. Unfortunately for the GFA this has been the case on a couple of recent winter issues.

Cover pictures I attempt to alternate between the GFA and HGFA, but a lack of supply from members has me falling back on my library spares from time to time.

The joint publication attempts to provide each federation with 24 pages (some shared, like this one) of current material on a monthly basis instead of two separate magazines of 48 pages of material every two months with a longer wait in between.

I try to achieve the best balance possible on each issue.

Suzy Gneist

## Thanks Grant and Tove

► This letter of thanks results from a weekend I spent in Canberra on a business trip. I'd like to thank Grant and Tove Heaney for their hospitality at the Tarago Flight Park. I spent two days with them ground towing and aerotowing my new Litespeed. Their flight park is every pilots' dream – airtime in your backyard. Combine this with their infectious passion for flying, and you can only describe it with one word: Perfect.

Mark Thompson

## Preamble 2000

► I'm not in to political stuff any more than I have to be, be it GFA, HGFA or the Australian government. My point: when one's totally obsessed with improving one's flying skills, finding time and money for future ambitions in the sport, I find it very hard to think clearly about political stuff (management structure of GFA). When the time comes for the "real" voting, for people like me it needs to be painfully clear and simple, with explanations denoting the implications and effect to voting "yes" or "no" to a particular question.

GFA National Questionnaire 2000:

Question 2 – single/separate. I voted "separate" because we should have an uninhibited creative forward motivating team to implement a beneficial future direction for gliding and the GFA. But we also need the framework and safety-net of the love/hate relationship of our red tape.

For an example, I would like to draw a parallel between Question 2 – single/separate and an article in AG July 2000, page 17: "Youth Gliding 2000." This is a great idea and should have a major beneficial effect for future gliding.

If some budding creative-thinking people of a "single-management group" had a brilliant idea such as Youth Gliding 2000, but needed approval from the policy people of a "single-management group", that idea may have ended up tangled in the cobwebs of contemplation.

RC, Kingaroy Soaring Club

# GFA Badges & Certificates

## FAI Report to 23 August 2000

### A Certificate

BANI-AROALAN Daniel	10442	NSW AIR TC
ELSEY Gregory Charles	10443	Lake Keepit
KING Sam William	10444	Sthn Downs
O'BRIEN Patrick David	10446	Sthn Cross GC
BOWES Paul Frederick David	10447	Canberra

### A and B Certificate

LEACH Humphrey Pollock	10448	Narrogin
------------------------	-------	----------

### C Certificate

MARTIN Ruben Daniel	10311	Leeton
---------------------	-------	--------

### B and C Certificate

BUTTERWORTH Norman R.	10440	Warrumbungle
TRUITT Daniel	10441	Gympie
BUSHER Peter Gerard	10445	Beverley

### Diamond Distance

SMITH Stefan Jonathon		Central QLD
600 km		
SMITH Stefan Jonathon	77	Central QLD

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

700 km

SMITH Stefan Jonathon	14	Central QLD
-----------------------	----	-------------



# Gliding Passenger and Introductory Flights

**KEVIN OLERHEAD**  
*Chief Technical Officer – Operations*

A number of clubs and operators have held Air Operators Certificates for the purpose of carrying out passenger flights. For some months now CASA has not been issuing or reissuing AOCs and are insisting that a Compliance Statement be provided before any AOCs can be issued or renewed. GFA and CASA have been negotiating the content of a generic compliance statement for use by all gliding clubs/organisations wishing to hold AOCs and negotiations are continuing. One is never certain in these matters but it appears we are close to agreement.

**P**assenger and introductory flights may be carried out without holding an AOC by GFA clubs/organisations under the provisions outlined below.

Accordingly clubs are reminded of the following. Please note, these are not changes but provisions that have existed for some time

## Introductory Flights

A person having become a member of GFA by completing and signing a membership form

and having paid the appropriate fee to GFA via the club/operator, can be offered services provided by a GFA affiliated club/operator including introductory flights.

It is not a requirement that introductory flights be instructional. Pilots holding an appropriate Private Passenger Rating can carry out flights within the limitations of the rating held. However, any flight undertaken which involves a person having "hands on" involvement is instructional and must be carried out by a pilot holding an Instructor rating (AEI or higher),

it will also have the added insurance protection provided by the Contingent Liability Insurance Policy held by GFA covering all instructors.

## Private Passenger Flights

Pilots holding a GFA Private Passenger Rating Level 1, or Level 2, may carry out private passenger flights with persons that are not members of GFA under the privileges and limitations for the rating held as contained in Operation Directive 2/97, issued 15/10/97.

### Level 1

Pilots holding a Private Passenger Rating, Level 1 may carry passengers (even persons previously unknown to them) under the direct supervision of the duty instructor and with the specific approval of the duty instructor for each and every flight.

### Level 2

Pilots holding a Private Passenger Rating, Level 2 may carry passengers as above, but without the direct supervision or approval of the duty instructor. This rating is intended for experienced pilots.

In all the above the matter of payment for the flight is not a factor

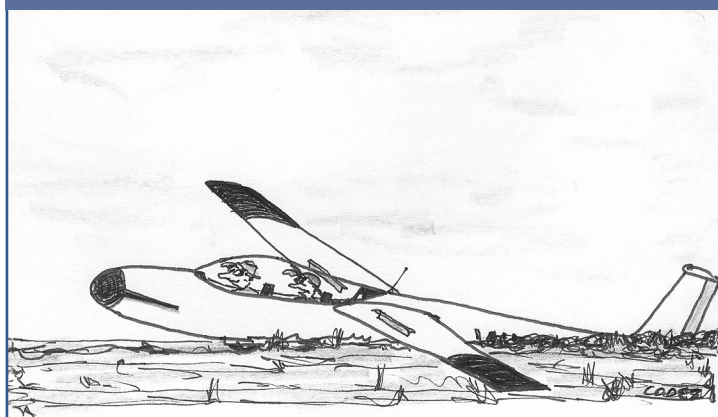
These passenger ratings supersede the "family/friend" rating for C-certificated pilots.

Clubs/operators should look carefully to their insurance coverage for the passenger seat when undertaking any passenger flight not conducted as a charter flight and therefore without the protection provided by an Air Operators Certificate.

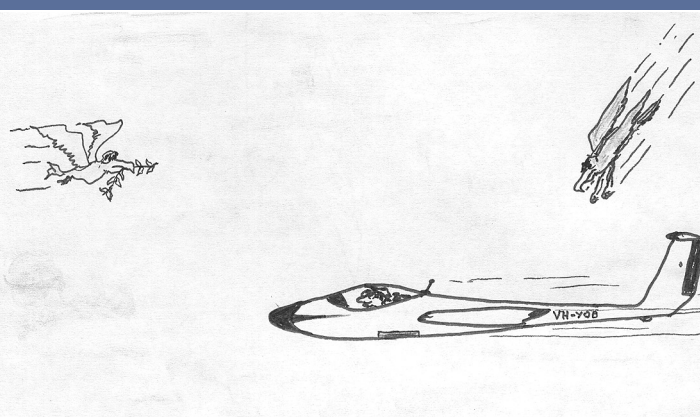


*For any further questions contact Kevin Olerhead on 0353584832, or Daryl Connell on 0242843338.*

## ALL CLEAR ABOVE by Codez



**Smithers, there is no  
 Check 3 in our flight syllabus!**





## The Climax

RICK DUNCAN

**B**y now you have probably heard that we are prototyping a new high performance hang glider. So why did it take this long for Airborne to get back in to the top performance hang gliding market?

The last four years has been a very exciting period at Airborne. We have put a lot of our efforts in to the basics, not only at the product level but also at a business level. We have improved our business systems considerably and we have identified various areas which we see need for improvement. As with any business the systems require continued improvement.

From the product point of view we believe that we now have one of the best and most comprehensive range of hang gliders and microlights. From the entry level Fun, the intermediate Sting II and the recreational Shark, right through the various microlight wing and base combinations. The only product missing from our range was a truly high performance hang glider.

Okay, so we need to develop a high performance topless hang glider. To have the best pilot in the country to fly the glider would be good. Adding a new member to the design team with an aeronautical background wouldn't be bad. Someone with design experience who is extremely enthusiastic would also be good. Joel Rebbechi was obviously the number one choice to join the Airborne team.

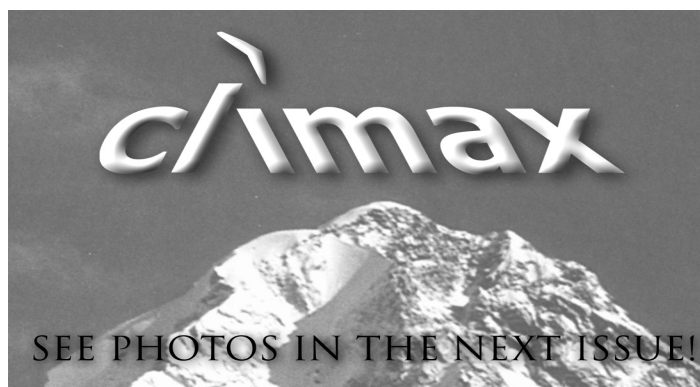
The Climax was flown for the first time mid August after two months of sail and airframe development. We have come up with some exciting new design features as well as utilising some topless design

aspects which have been proven in the field over the last couple of years.

The glider has an elliptical tip, which is a break from the AirBorne tradition. Joel was adamant and the market appears to have the perception that the elliptical tip has performance advantages. So be it!

Our original cam VG system used on the Shark has been improved to allow an increase in travel to achieve a tighter VG full on setting. There are several advantages using the cam VG system. The drag in the pulley actuating system and lack of movement in the high load junctions allows much lower operating pressures, which also minimises the amount of rope flopping around in the breeze. The glider's anhedral is constant with in flight-testing proving a substantial reduction in glider oscillations across the VG range.

Large diameter cross tubes are required to handle the cantilevered negative loads on a topless design. Traditional VG systems require the centre hinge of the cross tubes to be pulled rearward. The airfoil becomes shallower further rearward as it tapers toward the trailing edge. The larger cross tubes force a lump in the top surface, which tends to distort the airfoil and move the centre of pressure rearward. The result is a significant



### XC ADVENTURES

**Working hard? Want a break,  
with great/fun flying?  
Why not join one of our,  
all organised, XC Tours!**

**All you have to do is to bring your own flying  
equipment, we'll take care of the rest!**

**TOUR 1 – December 2000**  
(Departure Friday, 8 December)  
Saturday, 9 to Sunday, 17 December

**TOUR 2 – February 2001**  
(Departure Friday, 2 February)  
Saturday, 3 to Sunday, 11 February

These XC Adventures will suit all licensed HG pilots,  
on any level. Please book soon to secure your spot,  
as these tours always book out early.

**For more details please contact TOVE on:**

**02 4849 4516 or 0419 681 212**

**Canberra Hang Gliding and Paragliding Centre**

**Email address: chgpgc@goulburn.net.au**

increase in trim speed as well as lower pitch forces. The cam VG system does not require the centre junction to be pulled aft therefore alleviating these two design problems. From a structural point of view, the fixed hinge location relative to the keel is advantageous.

The stability of a hang glider is obviously a priority in the design criteria. Wire braced washout tubes, or sprogs are used in the Climax. The centre sprog is attached adjacent to the cross tube leading edge junction and the wire brace is attached to the cam plate and cross bar junction. The wire moves relative to the tube attachment casing the sprog to lower as the VG is pulled on. The cam plate assembly has been redesigned to handle the additional loads applied by the sprog when the glider is at negative or low angles of attack. The outboard sprog applies large torsional loads through the leading edge tube, which react through both the nose junction and the carbon cross tubes. Clever lightweight braces have been designed to minimise flexing which allows the sprog to be set lower whilst maintaining acceptable stability.

The airframe is all lightweight 7075-T6 aluminium. Wills Wing supply us with some of their components and extrusions used on the airframe. As always the quality of their parts is excellent. Attention to weight saving through all of the components has resulted in a very respectable weight in the order of 35kg (this is real weight using calibrated scales). We will confirm the weight once the pre production version is finished.

The sail is progressing well and you can be assured that Allan Daniel of Wingtech will produce a top of the line sail as usual. The Climax sail has several exciting new features. A new mylar pocket arrangement results in an improved wrap around under the leading edge toward the under surface. Theoretical research suggests an improvement in performance and flight-testing is proving the theory.

Tests have shown us that leading edge deformation starts at the nose during higher speeds. Double nose battens have been introduced in conjunction with an improved mylar pocket arrangement. The mylar is



inserted from inside the sail, allowing the main sail to be tensioned over the twin nose battens forming an extremely solid nose area with minimum disturbance to the airflow.

We will release more information on other new features when the glider is closer to production.

The following specifications are draft specifications and may vary once the glider is in production.

Climax 154	metric	imperial
Sail area	14.3m <sup>2</sup>	154ft <sup>2</sup>
Wing span (maximum)	10.4m	34.1ft
Aspect ratio	7.6	
Nose angle	127-133°	
Double surface	90%	
Battens	32	
Glider weight	35kg	77lb
Assembly time	10 minutes	
Pack up length	5.3m	17.4ft
Short pack length	3.9m	12.8ft
Recommended pilot hook in weight range (includes equipment)	70-125kg	155-275lb

We are planing certification testing early November with production scheduled for December. We will have four pre-production gliders flying September through October before we finalise on the production configuration. During this period we will be organising tooling for production, manuals, promotional gear etc. Current costings indicate that we will be able to be price competitive in the market place. Accurate costings over the next couple of months will allow us to come up with a firm price by November. The glider will be available only after certification testing is complete.

I will try to keep you up to date with the progress of the Climax. As of the end of August we are really excited with the progress of the glider. Early flight-testing has confirmed that the glider will be extremely competitive.



## Windwerks Windsocks

Australian made portable sport windsocks

Bright, pivot mounted and easily seen from the air, these compact, lightweight, portable windsocks are a snap to erect and are a must for aerosport enthusiasts providing accurate indication of wind direction.

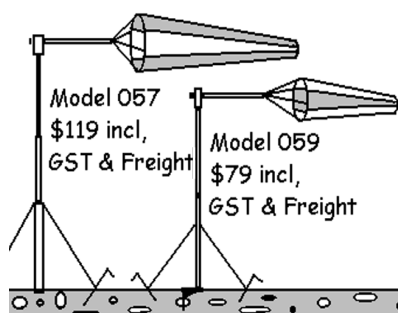
**Portable Telescopic Sportsock 057 - \$119** Includes GST & Freight  
Telescopic aluminium pole extends from 1 M-2.45M. Comes with 1.2M Windsock, Heavy Duty "Tanglefree" pivot, guy ropes and stakes in nylon carry bag.

**Portable Compact Sportsock 059 - \$79** Includes GST & Freight  
Extends from 85cm-1.6M. Comes with 90cm Windsock, Standard "Tanglefree" pivot and "tread-in" pole. Freestanding in average wind conditions - guy ropes and stakes supplied for use in gusty conditions. Packed in sturdy nylon carry bag.

Please send Postal Order for your selection  
and contact details to:

**Windwerks**

14-25 Forester Road  
Scottsdale, Tasmania 7261



Model 057  
\$119 incl,  
GST & Freight

Model 059  
\$79 incl,  
GST & Freight

Or contact us for details about  
permanent windsock installations  
and other windsock products on

Ph: (03) 6352 3429  
Fax: (03) 6352 3829

# BRAUNIGER

## FASCINATION OF FLYING



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

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



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

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

**AirBorne**  
AUSTRALIA

Air Borne Windsports Pty Ltd Po Box 42 Redhead NSW 2290  
PH 02 4944 9199 FAX 02 4944 9395  
e-mail: [fly@airborne.com.au](mailto:fly@airborne.com.au) website: [www.airborne.com.au](http://www.airborne.com.au)





## HGFA Annual General Meeting President's Report

**Friday, 1 September 2000**

**BRIAN WEBB, HGFA President**

### 2000 – An interesting year for the HGFA

The recent HGFA elections left the Board with three of its original nine members. The poor voting turnout followed election campaigns based principally on mandates of review and change. Regardless of whether it was apathy or frustration that stopped you from voting your voice was sorely missed. The Board needs to know they are acting on behalf of all the membership, not just the few who responded to the responsibility of voting. We have moved forward carrying with us your voices, we hope we have heard you all clearly.

### National Executive Director

Ian Jarman chose this year to depart for pastures new. A fresh challenge with a larger organisation allowing Ian to expand his managerial skills proved too much and lured him away. I am sure he will thrive in his new position and will contribute as much there as he had clearly done for the HGFA.

Ian was offered his new position some months before he would have been able to claim his long service leave entitlement. Ian recognised the direction of the new Board and offered us a mutually beneficial arrangement. The Board reviewed his application to recognise his properly pro-rata'd long service entitlement and after consideration agreed to accept it. Ian's remarkable contribution to our sport has earned him our respect and gratitude.

### Restructuring – General Manager and Office Manager

Ian's departure provided the Board with a timely opportunity to review and rationalise the administrative operation. The Board responded by accepting a proposal from Ian and Craig Worth to combine the National Executive Director with the Operations Manager role to create a new position of General Manager. Craig agreed to take on the responsibility of General Manager and was appointed on Ian's departure. Craig is based at Hallidays Point in NSW.

The management of the office at Tumut had previously been led by Ian with Margaret Crane as the administration assistant, in turn helped by a casual employee, Colleen Lacrosse. The separation of the Tumut office and the

General Manager warranted the offer of Tumut Officer Manager to Margaret who accepted the position. Colleen remains as a casual, together with a fresh face, Nicole Nunan. Colleen and Nicole are being trained in the day-to-day activities of the HGFA Office and will be available for those times when Margaret needs assistance in the office.

I bid welcome to Colleen and Nicole and wish Margaret and Craig every success in their new roles.

### Office process

Ian's departure has highlighted the need for introducing successor planning and staff cross training to reduce dependence on individual staff. A priority for Craig is to update the HGFA Procedures manual and add complete references regarding the routine tasks of the office.

### Outsourcing

Many of Craig's major tasks as Operations Manager involved extensive travelling nationally. He was required to visit clubs, conduct

instructor facility inspections, and attend serious accident scenes and courtrooms representing the HGFA. Craig has carried out these tasks with patience and fortitude, but the travel was obviously beginning to wear him down. A new Board initiative will be for many of these duties to be outsourced to suitably experienced contract staff located regionally. We expect that contracting out of these roles will allow us more effective control of this aspect of the HGFA responsibilities. The intention is to reduce travel expenses and profitless time spent driving. We want Craig to focus on the more strategic requirements of his new position.

### Active Australia

Ian's parting contribution to the HGFA was the winning of a two year, \$80,000+ grant from Active Australia. One focus of this grant is to improve member to club communication and participation. This needs to be linked with further integrating of clubs, states and the Federation. Another key aspect of the grant is to develop a public sites register; a register aimed at contributing to the very necessary task of securing and developing public land sites. Look forward to further information in forthcoming Skysailors.

### Sites

A fundamental issue for us all – without sites we are nothing. We must strive to retain our existing sites, we must search to find new sites and we must establish and defend our rights

## CARTOON by Jules Makk





on public land sites. The previous Board had already identified and created a significant policy for assisting in site retention and development. This policy is to be further reviewed and positively pursued where it aligns with the interests and aims of the members of the HGFA.

The Board is committed to assisting in the long-term tenure and ownership of appropriate sites by affiliated clubs and state associations.

## Insurance

Australia has become a highly litigant society, undoubtedly led by our good friends and neighbours across the Pacific. To protect us against this we have insurance that currently offers remarkably cost-effective cover. This insurance hangs perilously balanced – one major claim against the current policy will rocket premiums or leave us without an insurer. Regrettably there are few alternative insurers to woo. No insurance means no access to sites, no sites means back to tiddly-winks for kicks. A recently settled claim borne by a previous insurer has highlighted the potential risk of \$500,000+ claims to our current insurers. They have already warned us of a 15% premium increase for the coming year with a strong possibility of more increases to follow. These increases must be budgeted and borne, perhaps by cost cutting or alternative income, perhaps by membership growth or membership fee increases. We must face up to our insurance responsibilities. This will be a controversial topic for the Board.

## National Sport Aviation Centre

Some years ago the HGFA joined with other ASAC members to invest in the NSAC at Wangaratta. This scheme has not gone well. I have asked Craig for a full report and it will be published separately in Skysailor once the detail has been gathered. The value of the investment was circa \$21,000. We should prepare ourselves to lose all of this.

## 2000 Speed Gliding World Series

The promoters of this event from last year, TWI, have requested a repeat event for 2000. Given the costs of the previous event the Board was sceptical, however after reassurances to the limitation of the costs we agreed to go ahead. The costs to the HGFA for this event should be zero. Interestingly, the WA tourist authority has expressed interest in hosting the series for a possible two year period. TWI and the HGFA are discussing the practicalities of this. Be assured that it will not adversely impact the HGFA's financial commitment. We may well be looking forward to continued publicity from this potentially recurring event.



**Mark Plenderleith draws the winner of the GPS in front of his audience at a recent Canungra Club meeting**  
Photos courtesy: Mark Plenderleith



## GFA merger

The outcome from the GFA merger proposal has already been well publicised. Regrettably the GFA membership was not in favour of us combining with them. However, the HGFA will continue to be sensitive to any proposals that would significantly improve our services without impacting our members.

## Skysailor

How could any report not feature a mention of Skysailor? Each year we receive a mixed bag of praise and criticism, no matter what format the magazine takes. Whichever way we turn we will displease some of the readership – hey! whichever way we turn we will please some of the readership too!

A sub committee of the Board has recently completed a major survey of the readers of Skysailor. Its purpose was to try to clarify what is wanted and how it could be provided. The results of this survey will be published in Skysailor. I am confident it will prove very interesting reading, after all it's what you want that counts.

## The coming year

The next twelve months will undoubtedly have problems. The new initiatives of outsourcing and role combining are designed to decrease costs whilst maintaining service. The changes in the administration will not be fault free. New roles have to be learnt, new responsibilities acquired and some old mistakes made anew. Ian's eleven years of experience will be missed. Be assured the office and the Board will work hard to minimise any impacts. Remember, the Board is here for no other reason than to serve you. Please help us in that role by letting us know what you want. Hammer us on the hill, preach to us in the pub, get your message to us so that we can respond. We look forward to it.

In parting, I have a sneaking suspicion that this coming season is going to be one to remember. I would like to say awesome, even of biblical proportions, but I should not get carried away. In the south the snow has been great, already I hear some spectacular flying has been happening in Queensland. Roll up your sleeves, load up the gliders, change the vario batteries and fire up that GPS. There are heaps of miles to fly this year, enjoy them safely.





# Canungra Novice



**S**ince I was a boy I liked the idea of flying, and I had lots of plans about how to realise my dream as well as lots of friendly people telling me how dangerous it was. Having a family and living has been fun, and I settled for less dangerous activities like hiking, bush walking, bike riding and lots of others. Last year though, my wife purchased me a tandem flight on a paraglider.

It was very exciting to get ready for my first flight, and Andrew (my tandem pilot) was very professional, calm, and in control. I knew as soon as we were airborne that this was it, and that I wanted to do it again by myself. We had a great flight (off Tambo) which lasted about 20 to 30 minutes – it was superb.

Soon after I phoned Phil Hystek and asked lots of questions. I found he had lots of patience and plenty of good answers to all of my questions. A month later I was doing it. I couldn't believe it. I still remember my first flights off the training hill. I must admit my legs were very tired at the end of that day, as I walked up the hill many times trying to get as many goes as possible. It was a beautiful day that day and we saw a few hang gliders and paragliders taking off from Tambo and flying high above us. We all wished that it could be us one day.

Phil is a great instructor and he takes care of his students long after the course is finished. Since then I've joined the Canungra Hang Gliding Club and have gotten to know a lot of interesting people who love the sport at least as much as I do. We have some beautiful sites to fly around here and the conditions are good most of the time. It is a beautiful part of Australia, visited by many tourists every day. Its beauty astounds most people who come to this area, so what a treat it is to be able to see it all from a height of a few thousand feet.

The other day my family came to watch me fly and take some photographs. It was a beautiful day yet again. After a little meeting in front of Kadies Caf (a regular meeting spot for pilots and enthusiasts), and a little ritual of sending a balloon up to check the wind's strength and direction, we agreed on the site for the day. The wind was coming from the east and had a touch of north in it – it was to be Flying Fox.

After a short drive up the hill we stood at the launch site and it was coming up the face nice and steady. I launched and found some lift soon after, getting enough height to do a few passes over the heads of my family and allow a couple more photos to be taken. Both my wife and my son had a good go at the camera. Then I found some more lift and climbed up to cloudbase! The air was perfect and with a big cloud developing south I decided to fly away from the hill. It was fantastic. The clouds provided a dramatic backdrop for the adventure, and about 40 minutes later I landed a few kilometres down in the valley (just far enough from the curious cows not to give them a fright). My family came and picked me up.

We went back to Canungra and had lunch at Kadies (they do make great food). Later that day I spoke with David (one of the local pilots who is always happy to fly with the beginners and offer good advice) who said what a perfect way to show your family what you've learned so far. I had a great day and a quite memorable flight.

Paragliding is a beautiful sport and I'm happy to be a part of it. I'm

MAREK PAMULA

I was recently asked to write a few words about my experience of being a new paraglider pilot and a member of the Canungra HG Club.



Marek's first flying experience

very glad to see that safety is very important to most. All of the advanced and especially local pilots are only too happy to share their knowledge, which is great.

In order to continue paragliding, and to make it a safe and pleasant experience we all need to remember that most of the time we are just visitors in the area where others live. For a brief moment we get to share this beautiful place with them and it is important that we all work together to maximise our experience at no cost to others.

I've learnt heaps about the etiquette and the way we can work together and help each other. I'm very thankful to all people involved in running the club, making flying in this area possible, enjoyable and that much safer. I'd like to help as much as I can and fly regularly, keep learning and improving my skills. I want to keep flying higher and further. I have got my eye on some club records too (I'm sure I'm not the only one).

See you in the air.



**Top of page: Now solo, Marek climbs to cloudbase for the first time  
Photos courtesy: Marek Pamula**



# HGFA General Manager's Report

I drafted this report for the recent HGFA Annual General Meeting in Melbourne and provide it as a summary of the past year for the information of all members. Next month I will return to my usual report format based primarily on operational matters.

Despite the increased staff workload under the new administrative structure, progress on the vast majority of projects within the HGFA Strategic Plan is being maintained. To ensure that this continues throughout the coming year, the proposed contractors will need to be engaged as soon as time permits, particularly those implementing the Active Australia Club projects.

Statistics at 30 June 2000 indicate that the total number of "full" members dropped slightly last financial year. Though total membership at the end of June was 3005, which is 95 less than the same time last year, new and rejoining member numbers have increased slightly from 546 during 98/99 to 561 for 99/00.

Around 12% of members fly more than one HGFA aircraft type. As percentages, the current discipline breakdown is 47% hang gliding, 32% paragliding and 21% microlighting. It is hoped that with the implementation of the Active Australia projects we will be able to work together with clubs to provide ongoing support for newer pilots and foster increased participation for all members.

The Federation's obligations within the Civil Aviation Safety Authority contracts have been fulfilled, and we have been advised that CASA will provide the same level of funding for this financial year as for last (\$52 000). Though we receive funding from CASA to set standards for our aircraft, foster safety and "seek to ensure" compliance with regulatory and operational requirements, without the

ongoing volunteer support from the HGFA membership these functions cannot be carried out. The efforts of Safety Officers, Club Executive members and individual pilots cannot be understated and your ongoing work and support is greatly appreciated.

There has been a measurable increase in safety with a reduced number of reported accidents over the past year. This could be to some degree due to a drop in reporting, though

I believe that the vast majority of serious injury accidents have been reported.

Maintaining affordable Third Party Insurance will be a continuing challenge for the Federation in coming years given the current increasing market pressure on insurance premiums. Indications are that there will be a likely 15% increase to our premium next year, providing our current improving claim trend continues.

The HGFA's financial performance last year was close to budget in most areas, though several unanticipated expenditure items pushed the end of year result into deficit. I believe that with the restructured administration the HGFA will be able to continue to provide cost-effective membership services, representation to government and non-government bodies, and operational support that members have come to expect in the past.

During last year I spent 48% of my working time away from my Hallidays Point office. I currently have five weeks annual leave accrued. I plan to take two weeks leave from September 18 and a further two weeks immediately after Christmas. Thankfully, since my employ in February 1993, I have not needed to take any sick leave.

Happy landings,  
Craig Worth

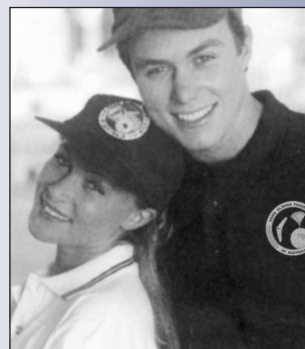
## HGFA merchandise

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

GST will be added to all prices.



- ◆ \$30 Polo shirt with embroidered HGFA logo in navy, green & white (sizes 16 to 24)
- ◆ \$50 Rugby top with embroidered HGFA logo in navy, green & grey (sizes 16 to 24)



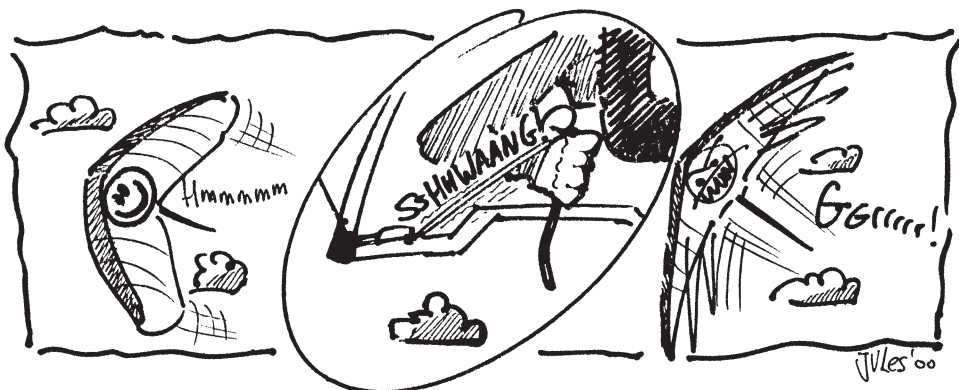
- ◆ \$15 Cap (cotton or corduroy with HGFA colour logo) in red, blue, black, navy or green
- ◆ \$1.50 Car Sticker (colour HGFA logo) – no postage required
- ◆ \$30 HGFA Hang Gliding Training Video (23 minutes)
- ◆ \$30 – 1998 Hang Gliding Grand Prix Series Video (110 minutes)
- ◆ \$5 HGFA Pilot Training Workbooks
- ◆ \$35 Better Coaching – Advanced Coaching Manuals
- ◆ \$30 Hang Gliding or Paragliding Training Video

### Publications Replacement Copies:

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

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

## CARTOON by Jules Makk







## THE GLIDING FEDERATION OF AUSTRALIA

Please note: all prices include GST

### Books

A Glider Pilot Bold – Wally Kahn	\$49.50
Aerodynamics for Soaring Pilots – Millicer	\$33.00
Aerotowing Manual	\$22.00
Airways and Radio Procedures – GFA	\$5.50
Basic Gliding Knowledge – GFA (\$16.50 each for 10 copies or more – postage not included)	\$22.00
Basic Sailplane Engineering	\$35.20
Beginning Coaching Level 1 – Australian Coaching Council	\$30.25
Beginning Gliding – Derek Piggott (1st Ed.)	\$49.50
Beginning Gliding – Derek Piggott (2nd Ed.)	\$49.50
Beginning Gliding – Derek Piggott (3rd Ed.)	\$49.50
Better Coaching – Advanced Coaching	\$35.75
Blank Inspection Plans & Survey Schedule	\$22.00
Blank Overhaul Manual	\$22.00
Blank Technical Manual	\$22.00
Cross Country Soaring – Helmut Reichmann	\$99.00
Flight at Lower Levels	\$19.25
Flying Faster & Further (Part 1) – Maurie Bradney	\$16.50
Flying Faster and Further (Part 2) – Maurie Bradney	\$16.50
Flying Sailplanes – Helmut Reichmann	\$82.50
GFA Daily Inspector's Handbook	\$13.20
GFA Instructor's Handbook	\$35.20
GFA Manual of Standard Procedures (Part 3) – Airworthiness	\$11.00
GFA Manual of Standard Procedures (Part 4) – Sporting	\$11.00
GFA Operations Manual	\$19.25
Glass Fibre Repairs – Slingsby	\$22.00
Gliding – Derek Piggott (7th Edition)	\$71.50
Gliding Safety – Derek Piggott	\$60.50
Great Glider Pilots (Part 2) – Berg	\$71.50
IS29D Maintenance Manual	\$13.20
Limbach Workshop Manual	\$30.80
Meteorology Simplified – AOPA UK	\$7.15
Modern Elementary Gliding – BGA	\$18.50
Nimbus 3/24.5 Maintenance Manual	\$16.50
Pilatus B4 Maintenance Manual	\$16.50

Polish Woodwork Manual	\$16.50
Powered Sailplanes Manual	\$22.00
Practical Wave Flying – Mark Palmer	\$44.00
RF5 Maintenance Manual	\$19.80
Sailplane Aerobatics – Les Horvath	\$55.00
Sporting Coach Manual	\$16.50
Standard Repairs to Gliders – BGA	\$16.50
Stirling Range Wave Camp Manual	\$16.50
The Complete Soaring Guide – Welch	\$43.45
The Modern Soaring Dictionary – Roake & Phillips	\$11.00
Turnpoints – Gren Seibels	\$52.25
Understanding Flying Weather – Derek Piggott	\$30.25
Understanding Gliding – Derek Piggott (3rd Ed.)	\$55.00
Ventus B Maintenance Manual	\$11.00
Weight and Balance Notes	\$13.20
Winch Launching Manual	\$22.00
Winning on the Wind – George Moffat	\$19.25

### Videos

Champions of the Wave – NZ Video	\$55.00
Let's Go Gliding – Lake Keepit Video	\$30.80
The Daily Inspector – Video	\$42.90
Wind-Born – A Journey into Flight – NZ Video	\$55.00
Zulu Romeo Good Start – Video	\$38.50

### Accessories

Aircraft Log Book	\$35.20
BGA Sticker	\$1.10
Bumper Sticker (Glider Pilots do it quietly)	\$4.40
Bumper Sticker (I'd rather be Soaring)	\$4.40
Deluxe Pilot Log Book	\$19.25
Flight Reference Cards	\$6.60
GFA Bow Tie	\$8.25
GFA Cloth Wings	\$8.25
GFA Drill Badge – Black	\$7.15
GFA Drill Badge – White	\$7.15
GFA Metal Clasp	\$8.25
GFA Tie – Blue	\$19.25



GFA Tie – Brown	\$19.25
GFA Tie (Big red glider on blue background)	\$19.25
GFA Transfer	\$1.10
Glider Pin – Silver	\$5.50
Key Ring – BGA	\$3.85
Ottfur Rings	\$11.00
Pilot Log Book	\$3.85
Pilot Training Record	\$3.85
Tost Rings	\$49.50

### Airworthiness Items

Re-issue of C. of A.	\$27.50
Initial Aircraft Registration fee	\$44.00
Change of Ownership fee (payable by new owner)	\$27.50
Annual inspection (Form 2) fee	\$137.50
Annual Inspection, including 20/30/40 year survey	\$302.50
Total fee for Initial Form 2 inspection & issue of First C. of A. (Homebuilt & Imports) (includes Aircraft Registration fee and initial Aircraft Logbook)	\$511.50
GFA Weighing Sheets (Form W1 and W2)	No Charge
Individual ADs and ANs	No Charge
Homebuilders Brochure	No Charge
"How to form a Gliding Club" leaflet	No Charge

### Copying Service

Your news sheets, manuals, minutes, etc. – this service is charged at 22 cents per copy plus return postage, using your original. Our machine will copy both sides and automatically collate.  
If you use the machine yourself the cost will be reduced to 11 cents per copy.

**Ordering Information:** Prices include postage. Credit card facilities available. Order from:

# GFA SALES DEPARTMENT

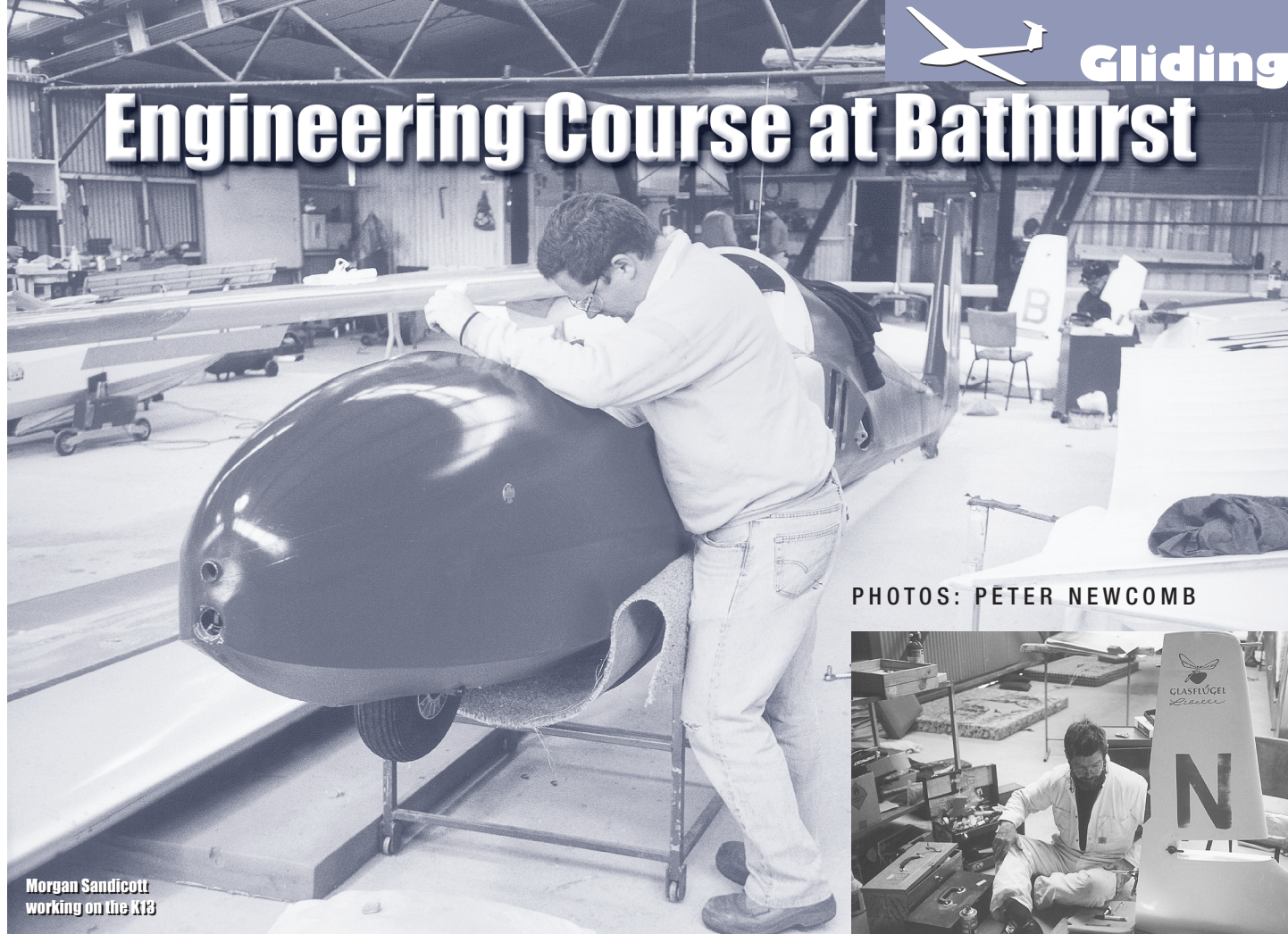
130 Wirraway Road, Essendon Airport, Victoria 3041

Ph: (03) 9379 7411 • Fax: (03) 9379 5519 • Email: [Secretary@gfa.org.au](mailto:Secretary@gfa.org.au)





# Engineering Course at Bathurst



Morgan Sandicott  
working on the K13

PHOTOS: PETER NEWCOMB

## PETER NEWCOMB

**T**he regional Technical Officer (Airworthiness), RTO(A), Len Diekman, held a glider engineering course at Piper's Airfield, home of Bathurst Soaring Club, from Sunday to Saturday, July 16 to 22.

Participants were Murray McKinnon, Dennis Meyer and Ken Knutson from Central Coast, Morgan Sandicott, Hunter Valley, and Richard Sproge, Lyle McLean and Peter Newcomb from Bathurst.

The course was very intensive, with lectures starting at 8am, and lectures or work on the gliders finishing at 9 or 10 o'clock each night.

All the lectures were delivered by Len Diekman in the warmth of the clubhouse. Supervisors on the aircraft were Keith Hayden, Noel Blackman, Ron Ballard and Joe Brown. The tug hangar was fully utilised for all the glider work.

Central Coast provided a Blanik and a K7, and Bathurst a Libelle and a K13. All had their Form 2 examinations completed during the course.

All participants gained a great deal of knowledge and practical experience from the course, as well as qualifications and, in most cases, a component replacement rating.

Thanks go to Len and the supervisors for running an excellent course.



- ▲▲ Richard Sproge working on Libelle, BN
- ▲ Lyle McLean working on the K7 wing
- ▲ Ken Knutson and Morgan Sandicott with K13 seat
- ▼ Len Diekman giving a lecture







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

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

## Sailplanes

### Single-Seaters

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

**STD CIRRUS VH-GSM** 1,400 hours, GPS, oxygen, parachute, 720ch radio, carries water, g/h gear, enclosed trailer, 2 man rig. Have upgraded, need to sell. Ph: John Switala 0418 583 522, email <john.switala@geac.com.au>.

**SZD 55** Current 15m World record holder for 1,000 km. Low hours, immac. cond. Trailer, tow out gear, covers \$54,000 ono. Ph: 03 58821132, email <moroco@ozsky.net>.

**Std Cirrus GSN** 1,280 hours, privately owned, Schwaballac gelcoat, oxygen, full instruments, 760ch radio, covers, ground handling gear & trailer. Sept. 2000 Form 2. Ph: John Millott 0429 147462 (h).

### Two-Seaters

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

**IS28B2 GVV**, very good condition, 6,000 hours, 20,000 launches, repainted in 1987, 20 yearly completed in 1996, basic instruments, B10 vario, good open trailer, \$34,000. Ph: Peter Robinson 08 8640 4809 (w) or 08 8645 3794 (h), email <nimbus6@hotmail.com>.

**G103 Twin Astir IKW**, very good condition 3,600 hours, 8,000 launches, retractable U/C, competition seals, 20 yearly completed in 1998, fresh Form 2, full instruments, Borgelt B50 Super vario & B57 computer, open trailer \$45,000. Ph: Peter Robinson 08 8640 4809 (w) or 08 8645 3794 (h), email <nimbus6@hotmail.com>.

**For Sale BLANIK (GWH)** from the Grafton area. Just completed 5,000 hourly, Mod (Mike Burns EO 9510), a fresh Form 2 & all AD's, completed it's in a first class condition with 10,000 hours now to run. A top trainer. Out of 11,309 launches 9,560 has been aerotowed (less strain on the glider) Has been hangared all its life. C/w a new Icom IC-A22E radio. Economically this would have to be the best two-seater on the market.

Contact Noel Backman ph/fax: 02 6649 2259 or email <gliders@midcoast.com.au>.

### Motor Gliders

**Take your PIK20E.** The following 2 gliders are situated at CQGC near Rockhampton.

**PIK 20E II VH-MQN** 1,105 hours TT, current motor hours 85. Fitted with winglets, SDI C3 computer/vario, Garmin 55 GPS, Joey datalogger, dual batteries, tow gear, wing covers & fibreglass trailer. All in excellent condition, \$68,500 ono. Ph: 07 4927 8712 (h) or 07 4922 1983 (w).

**PIK 20E VH-ZAD** 1,800 hours TT, motor 176 hours. B100 computer/vario, Joey datalogger, Dittel 720 radio. Tow out gear, wing covers, factory trailer & numerous spares. This self launching glider is fully sealed & has an excellent performance record with numerous long flights. Can be sold with electric bug wipers, \$69,000 neg. Will sell hull only if required. Ph: 07 4936 2078 (h) or 0419 727002, email <sjrsmith@bigpond.com.au>.

### Wanted

Self-launching sailplane single-seater suitable for use on grass strip. Will consider unfinished project or complete. Ph: 02 99587311.

### Instruments and Equipment

**PARACHUTES**, new National 26ft conical, range of colours, in stock. Order now! Save \$100s.

**OXYGEN system**, complete, Nelson regulator, mask & canula 420L bottle \$700 ono.

**GARMIN GPS 90** little used. \$500 or offer. Ph: Bob 08 8390 3022 anytime or <bobtomaz@senet.com.au>.

**Ilec SB-8** electrical variometer with speed director, averager & audio. Programmable polars. Full documentation. VGC due to being replaced by GPS system. \$450. Ph: Robert Dorning 03 9489 4298, email <softdawn@ozemail.com.au>.

**Tail skid for Foka SZD36A** for cost of this advert. \$16.50. Ph: Robert Dorning 03 9489 4298, email <softdawn@ozemail.com.au>.

**Equipment for Sale:** SDI C4 Competition computer/vario never used, \$3,000. EW barograph/datalogger \$600. Ph: 07 4936 2078 (h) or email <sjrsmith@bigpond.com.au>.

### General

**Waikerie International Soaring Centre** is looking for tuggies to tow mid-week from Monday 6 Nov 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 2644.

**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 2644. These courses have proved extremely beneficial to participating pilots in recent years.

### General (continued)

**Waikerie International Soaring Centre** will be conducting Ab Intio Training in week blocks from Monday 6 November until end of February. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 2644.

**The Gliding Club of Victoria** offers for sale the following items due to a fleet restructure and to make way for new gliders:

1. **Hornet H206 VH-GMW** with trailer, radio & basic instruments fair condition, A\$16,000.
2. **SZD Junior VH-XOA** with basic instruments, no radio, no trailer, new canopy, A\$25,000.
3. **IS28B2** damaged in heavy landing, basic instruments & radio no trailer A\$10,000 ono.
4. **Arrow canopy** \$500 (never used).
5. **IS28B2** (2 piece) canopy front piece little used, main piece, as new, never used \$700.
6. **Kestrel canopy** front piece \$400.
7. **Hornet canopy** front piece \$500.

For further details contact Graeme Greed at <gliding@benalla.net.au>, Garry Brasher <brash@eisa.net.au> or Darcy Hogan <darcy@hotkey.net.au>.

## 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 & relevant international news & articles. \$US26 for 1 year, \$47 for 2 years, \$65 for 3 years. 107-1025 Richmond Road Ottawa, Ontario K2B 8G8 Canada, email: <sac@sac.ca>.

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

**SAILPLANE AND GLIDING:** The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material & 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 & 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 & 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 & New Zealand modelling. The best value modelling magazine. Now \$21/pa for 6 issues. Plans & other special books available. PO Box 30, Tullamarine, VIC 3043.



# GFA Clubs

## NEW SOUTH WALES

### Australian Air League

1 Perry St, Kings Langley NSW 2147, ph: 02 9674 2551.

### Bathurst Soaring Club

GPO Box 3110, Sydney NSW 2001, ph: 02 9750 0209.

### Byron Bay Gliding Club

PO Box 815, Byron Bay NSW 2481, ph: 02 6684 4244.

### Central Coast Soaring

PO Box 1323, Gosford South NSW 2250, ph: 02 4977 2740.

### Concordia Gliding Club

231 Stanmore Rd, Stanmore NSW 2048, ph: 0412 145 144.

### Cudgegong Soaring

199 Stucco Rd, Gulgong NSW 2852, ph: 02 6374 2444.

### Forbes Soaring Club

PO Box 267, Forbes NSW 2871, ph: 02 6852 2329.

### Goulburn Gliding Group

PO Box 69, Goulburn NSW 2580, ph: 02 4821 4271.

### Grafton Gliding

11 Lighthouse Cres., Emerald Beach NSW, ph: 02 6654 1779.

### Harden Gliding Club

PO Box 24, Harden NSW 2587, ph: 02 6886 2275.

### Hunter Valley Gliding

PO Box 9, Newcastle NSW 2300, ph: 02 9534 2884.

### Kentucky Flying Club

PO Box 43, Newport Beach NSW 2106, ph: 02 6778 7345.

### Lake Keepit Soaring

PO Box 152, South Tamworth NSW 2340, ph: 02 6769 7514.

### Leeton Gliding Club

PO Box 607, Leeton NSW 2705, ph: 02 6962 7210.

### Orana Soaring Club

PO Box 240, Narromine NSW 2821, ph: 02 6889 2733.

### RAAF Richmond Gliding Club

RAAF Base Richmond NSW 2755, ph: 02 4579 1165.

### RAAF Williamtown

RAAF Base Williamtown NSW 2314, ph: 02 4964 5062

### R.A.N.G.C.

PO Box A37, Naval Air Base Nowra NSW 2540,

ph: 02 4421 1333.

### Soar Narromine

PO Box 56, Narromine NSW 2821, ph: 02 6889 1856.

### Southern Cross Gliding Club

PO Box 132, Camden NSW 2570, ph: 02 4655 8882.

### Temora Gliding Club

PO Box 206, Temora NSW 2666, ph: 02 6977 2733.

### Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653, ph: 02 6948 5283.

### Tumut Gliding Club

PO Box 112, Tumut NSW 2720, ph: 02 6947 1148.

### Wagga/Lockhart Gliding Club

PO Box 68, Lockhart NSW 2656, ph: 02 6925 2276.

### Warrumbungle Gliding Club

Kirriwa Gilgandra NSW 2827, ph: 02 6795 4333.

## ACT

### Canberra Gliding Club

PO 1130, Canberra City ACT 2601, ph: 02 6231 1995.

## QUEENSLAND

### Boonah Gliding Club

PO Box 107, Boonah QLD 4310, ph: 07 5463 0190.

### Bundaberg Gliding Club

PO Box 211, Bundaberg QLD 4670-, ph: 07 4155 3158.

### Caboolture Gliding Club

PO Box 920, Caboolture QLD 4510, ph: 0418 713 903.

### Central Queensland Gliding Club

PO Box 953, Rockhampton QLD 4700, ph: 07 4937 1381.

### Darling Downs Gliding Club,

PO Box 584, Toowoomba QLD 4350, ph: 07 4663 7140.

### Gympie Soaring

PO Box 103, Gympie QLD 4570, ph: 07 5486 7247.

### Kingaroy Soaring

PO Box 91, Kingaroy QLD 4610, ph: 07 4162 2191.

### Moura Gliding Club

PO Box 92, Moura QLD 4718, ph: 07 4773 3542.

### North Queensland Soaring

PO Box 5790, Townsville 4810, ph: 07 4773 3542.

### QAIR Training Corp

PO Box 698, Booval QLD 4304, ph: 014 984 752.

### Southern Downs Soaring

PO Box 144, Warwick QLD 4370, ph: 07 3378 1717.

### Tarwan Soaring

PO Box 34, Wandoan QLD 4419, ph: 07 4627 4080.

## VICTORIA

### Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689, ph: 018 691 611.

### Beauford Gliding Club

7 Chapman St, Footscray VIC 3011, ph: 03 9687 6691.

### Bendigo Gliding Club

62 Lawson St, Bendigo VIC, ph: 03 5443 9169.

## Corangamite Soaring

Kurweeton, Derrinallum VIC 3325, ph: 03 5593 9277.

### Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340, ph: 03 5369 5125.

### Gliding Club of Victoria

PO Box 46, Benalla VIC 3672, ph: 03 5762 1058.

### Grampian Soaring

PO Box 468, Ararat VIC 3377, ph: 03 5352 4240.

### Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

### Mangalore Gliding Club

PO Box 80, Avenel VIC 3664, ph: 03 5798 5512.

### Mt. Beauty Gliding Club

44 Roper St, Mount Beauty VIC 3699, ph: 03 5754 4096.

### RAAF East Sale Gliding Club

9 Weir St, Sale VIC 3851, ph: 03 5144 2362.

### South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953, ph: 03 5664 2300.

### Stawell Gliding Club

20 Jones St, Stawell VIC 3380, ph: 03 5358 2713.

### Sportavia Soaring

PO Box 78, Tocumwal NSW 2714, ph: 03 5874 2063.

### Sunraysia Gliding Club

PO Box 647, Mildura. Vic 3500, ph: 03 5025 7335.

### Swan Hill Gliding Club

PO Box 160, Nyah Vic 3594, ph: 03 5037 6688.

### Victorian Motorless Flight Group

GPO Box 1096J, Melbourne 3001, ph: 03 5369 5125.

### Wimmera Soaring

PO Box 158, Horsham. Vic 3402, ph: 03 5382 3491.

## SOUTH AUSTRALIA

### Adelaide Hills Soaring

PO Box 1, Bridgewater SA 5155, ph: 08 8534 4011.

### Adelaide Soaring

PO Box 94, Gawler SA 5118, ph: 08 8522 1877.

### Adelaide University Gliding Club

Sports Assoc. Uni of Adelaide SA 5005, ph: 08 8826 2203.

### Balaklava Gliding Club

PO Box 257, Balaklava SA 5461, ph: 08 8864 5062.

### Barossa Valley Gliding Club

PO Box 305, Angaston SA 5353, ph: 08 8564 0240.

### Blanchtown Gliding Club

12 Altona Road, Modbury SA 5092, ph: 08 8556 2240.

### Bordertown Gliding Club

PO Box 377, Bordertown SA 5268, ph: 08 8752 1321.

### Gawler Gliding Club

PO Box 274, Lyndoch SA 5351, ph: 08 8524 4595.

### Lake Bonney Gliding Club

PO Box 243, Barmera SA 5345, ph: 08 8588 2758.

### Millicent Gliding Club

PO Box 194, Millicent SA 5280, ph: 08 8739 3235.

### Murray Bridge Gliding Club

PO Box 1277, Victor Harbour SA 5211, ph: 08 8554 3543.

### Port Augusta Gliding Club

PO Box 272, Port Augusta SA 5700, ph: 08 8643 6228.

### Renmark Gliding Club

PO Box 450, Renmark SA 5341, ph: 08 8585 1422.

### SA AIR TC

PO Box 2000, Salisbury SA 5108, ph: 08 8258 8026.

### Waikerie Gliding Club

PO Box 320, Waikerie SA 5330, ph: 08 8541 2644.

### Whyalla Gliding Club

PO Box 556, Whyalla SA 5600, ph: 08 8645 0355.

## TASMANIA

### Tasmania Soaring

PO Box 24, Ross TAS 7209, ph: 03 6255 2191.

## NORTHERN TERRITORY

### Alice Springs Gliding Club

PO Box 356, Alice Springs NT 0871, ph: 08 8952 6384.

### North Australia Gliding Club.

PO Box 38889, Winnellie NT 0821, ph: 08 8985 5330.

## WESTERN AUSTRALIA

### Beverley Soaring

PO Box 136, Beverley WA 6304, ph: 08 9646 1015.

### Gliding Club of Western Australia

356 Abernethy Rd, Cloverdale WA 6105, ph: 08 9635 1023.

### Morawa Flying Club

PO Box 276, Morawa WA 6623, ph: 08 9972 3022.

### Mt Newman Gliding Club

PO Box 119, Newman WA 6753, ph: 08 9175 2434.

### Narrogin Gliding Club

PO Box 232, Narrogin WA 6312, ph: 0407 088 314.

### Stirlings Gliding Club

Post Office, Lower King WA 6330, ph: 08 9828 2119.

### WA Air Training Corp

300 Vincent St, Leederville WA 6007, ph: 08 9444 0522.

## Microair 760

- current model – Aussie

designed & manufactured

760 channels-25 memory

- 2 displays – Active/standby with

flipflop or memory only (25

memory channels plus scanning)

- Priority toggle – immediately switches to memory channel 25, handy for 121.5, finish line, etc

- Remote stick mounted toggle for hands off frequency change or memory scroll

- TX indicator – Steady red means Transmit – flashing indicates a stuck mike after 40 seconds

- RX indicator – steady green means receive

- Variable squelch control • 2 place hot mike intercom

- 3.5 watts carrier – over 14 watts P.E.P. NOTE: Handhelds have 1.5 watts carrier, 5 watts P.E.P!

- 85ma Receive, 1.2 amps transmit, 10.5 volts emergency only. 135mm in depth!

- ACA and CASA approved – VFR to 25,000ft!

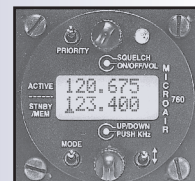
**RRP \$1,150.00** (GST increase after July 2000)

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

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

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

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



# Alpine Soaring Omarama New Zealand

**Come and Experience the  
Best Mountain Soaring  
in the Southern World.  
And it is on your back doorstep!**

Great fleet includes:

ASH 25, Janus C, 2x Twin Astir,  
Ventus C, LS3, LS4, 2x Hornets,  
Libelle, Kestral

Dual flying • Check flights • Glider hire  
• Training courses • Basic • Advanced

• 2 Tow planes • Scenic flights

Accommodation arranged.

**Enquire about our 2000-2001 week-long  
Mountain Cross-Country Courses.**

**Courses for any skill level arranged.**

## Alpine Soaring

**Fax 0064 3 438 9600**

**Email: alpsoar@extra.co.nz**

**Web site: www.soaring.co.nz**





## Australia

### Canungra Classic 2000

21-28 October 2000

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

### Canungra Cup

4-11 November 2000

The Canungra HG Club invites PG pilots to the inaugural Canungra Cup (QLD State PG Championships). With AA sanction & CIVL Cat. 2 status this will be the first sanctioned PG event of the Australian season. All sites are accessible by 2WD. Prizes & trophies awarded in all categories. You'll need: GPS (for flight verification), UHF radio, int rating, \$170 registration fee (after 30 September) incl. 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], email <canungracup@hotmail.com>, ph: Keith Allen 07 3378 2149 (fax: 07 3876 7988).

### Gillies Hang Gliding Competition

11-12 November 2000

Round 2 of the North QLD Championship (Eungella is Round 1). For more details contact Bernie Zwahlen <zwahlen@ledanet.com.au> or Ian Graham 07 40954466.

### 333 Week 2000

18-26 November 2000

Cunderdin, WA. It's on again: your chance to break the WA Open Distance State record of 297km. Places limited to 18 pilots with 9 places taken already. Venue: Carter Farm Cunderdin. Requirements: aerotow endorsement. Driver wanted. For further details please contact Mark Thompson ph: 08 9491 3076, 08 9368 4474, email <mark.thompson@team.telstra.com>.

### Rainbow Fly-In

25-26 November 2000

Fun comp for HG & PG, restricted to adv pilots. \$30 entry fee, trophies & prizes. \$15 optional Saturday night dinner. Presentation: Sunday 6pm. For more info email <intheair@ozemail.com.au>, ph 07 54863048 or 0418 754 157.

## Australia (continued)

### WA State Soaring Competition 2001

Jan/Feb 2001 (dates to be finalised)

Open to all HG & PG pilots. Venue: Wylkatchem (200km NE of Perth). Ground & aerotowing based comp. Pilots to compete in the Open, Advanced, Intermediate & Novice Classes plus the coveted Teams Trophy. Main emphasis for the comp is fun & safety. Mandatory requirements: GPS/databack camera, parachute, tow endorsement & UHF radio. For further details contact Mark Thompson ph: 08 9491 3076, 08 9368 4474, email <mark.thompson@team.telstra.com>.

### Laurieton Fly-in

2-6 January 2001

Run by the Mid North Coast Club for nov to adv pilots. The fly-in will be open to both PG & HG pilots who want to get some airtime flying a range of sites incl. 2,000ft inland to 120ft coastal. Entry fee: \$40. All pilots just need airworthy gliders & radios. Prizes will be donated for all licence categories. Come & join the fun! Contact us for more details on 1800 063648.

### 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, email: <spbell@earth.net>.

### Forbes Flatlands 2001

14-21 January 2001

Practice day: 13 January. Presentation night: 21 January. Rating: AAA & FAI Sanctioned WPRS. This will be a Flatties with a difference: it will be an all aerotow meet. That is, we will supply the tows, you just have to show up with a glider, tow release & retrieve. Tow organiser: Bill Moyes (we will be very organised in the paddock!). Meet organiser: Vicki Cain (contact Moyes Gliders, ph: 02 93164644). Essentials: aerotow endorsement, HGFA membership, GPS (Garmin or Aircotec). Entry fee: \$500, incl. unlimited tows, unlimited flying possibilities, presentation dinner. Last Forbes comp in '99 had three World Record days! \$100 deposit is required by 30 November to secure a spot, & the balance at registration. Send cheque payable to Forbes Flatlands 2001 or register online at [www.moyes@moyes.com.au]. Postal address: Moyes Delta Gliders, 1144 Botany Road, Botany NSW 2019.

### Bogong Cup 2001

23 January - 2 February 2001

Registration day: 23 January. Last competition day: 2 February. Entry fee: \$150. Rating: AA plus FAI Cat 2. For more info contact Phil Lahiff 03 57544247, email <mountaincreek@netc.net.au>.

## Australia (continued)

### Australian Paragliding Open 2001

3-10 February 2001 (not March as previously)

Manilla, NSW. Registration day: 2 February, Manilla Town Hall HQ. Sanction AA. Minimum pilot level: int with inland experience. The comp will be a CIVL Cat 2 & is the last one that has validity for WPRS rankings to assist with team sizes for the PG Worlds in Granada! Prizes worth over \$5,000! Entry fee: \$140 before 1 Jan (\$160 thereafter). Discount of \$40 for those who attended the Big Wet Manilla 2000 PG. For more details email <skygodfrey@aol.com>, ph: 02 67856545, fax: 02 67856546, or check out [www.mss.org.au].

### 2001 NSW HG State Titles

17-24 February 2001

A or AA grade. Registration: 16th and morning of 17 February, Imperial Hotel. Entry fee: \$120, incl. films, T-shirt & presentation dinner. Pilot requirement: adv rating or int with inland experience, UHF radio & parachute, GPS preferred, databack camera optional. Current HGFA rules & RACE scoring apply. Cheques payable to: NSW HG State Titles, 50 Park St. Charlestown NSW 2290. For more info contact Bill Olive ph 02 49213804 (w) or 02 49423131 (h); <BOLIVE@hahs.health.nsw.gov.au>.

## Overseas

### 2000 International Open PG Championship of New Caledonia

27 October - 5 November 2000

This event will take place at the flying sites of Ouazengou & Katepaik (Northern Province) & Dzumac near Noumea (Southern Province). As every year, we expect pilots from the Pacific area (French Polynesia, New Zealand, Australia, Japan) & pilots from France or other European countries to come & discover New Caledonia with this friendly competition. If you are interested or want more information, in English or French, contact: AVLNC, PO Box 11281, 98802, Noumea, Cedex, New Caledonia; ph/fax: (687) 411015, email: <jacquesle4@mls.nc>.

### New Zealand Paragliding Competition

20-28 January 2001

Sites used will be Inwoods Lookout, Barnicoat & Takaka Hill. The cost will be NZ\$160 if received before 6/1/01, NZ\$180 thereafter. Incl: Comp levy, Tasman Club fee, Cat 2 FAI sanctioning, films, maps, T-shirt, BBQ & prizegiving meal. Transport will be organised at extra cost for those requiring it, but only with prior notice. Entries limited to 85, filled on a first come first served basis. For more information contact the organisers, Richard and Andrea Hadfield ph: 64 3 566 863, 64 21 400 295 (mob), email <rich\_hadfield@hotmail.com>.



# HGFA Classifieds



Go to [\[www.highadventure.com.au/SkyShop\]](http://www.highadventure.com.au/SkyShop) to buy and sell new and second hand gear.

This is a free Service supplied by  
High Adventure Airpark for all pilots.  
Advertise your gear online for FREE!!!

## HIGH ADVENTURE AIRPARK

PACIFIC HIGHWAY, JOHNS RIVER NSW 2443

For the following equipment contact Lee Scott on 02 6556 5265, or toll free on 1800 063 648, or email [leescott@highadventure.com.au](mailto:leescott@highadventure.com.au).

**Carbon Dragon 27:1** glide ratio, 70kg in weight, can be easily aerotowed behind trike, sink rate 100 ft/min. Suit pilot weight 65-80kg, comes with fully enclosed professionally built registered trailer. Need GFA 'A' license minimum to fly. Flights of 500km easily possible. Urgent sale, make an offer, let's start at \$6,200.

**UHF Kenwood radios:** Plenty in stock! The radio features: • Auto power off (2 hours) • Battery saver • On/off beeper • Time-out timer • Swivel antenna and belt hook • Extended operations of up to & over 40 hours using 3 x AA Duracell batteries • Led display • Full repeater channels 8 • 40 channels • Privacy talk function (others can't listen). Complete accessories with headsets & finger PTT speaker microphones. The incredible price of \$195, delivered anywhere in Australia.

**Hydraulic Static Winch:** High Adventure Airpark's, the best tow system in Australia. Been used in National Instructors Conference, most powerful & reliable system around. Can tow tandem hang gliders & paragliders with ease. Double drum system, 2 mm gal multistrand wire, 1.6km of line on each drum. Would suit school or club P.O.A. **Fun 190's and 160's** nov, in stock new & second-hand best prices, give us a call!

**Moyes Ventura 190** nov, like new \$3,000.

**Moyes SX4** adv, in new condition with spare downtubes. Sell for \$3,800 ono. Comp glider, intermediate to advance rating.

**Blitz 146** adv, we have two in stock in excellent condition. Good first high performance glider, \$1,500 ono.

**Paragliders, Firebird Matrix:** fastest DHV1-2 glider, 52km plus we have them in stock, test fly today!! The price is exceptional, check out the DHV results on [\[www.dhv.de\]](http://www.dhv.de).

**High Adventure paragliding harness:** We have new harnesses in stock with 20cm back protector & built-in speed systems. Common price for this style harness \$900, we sell them for \$710.

**Flytech Varios:** new in stock, \$490 for PG, \$510 for HG with bracket.

**Reserve Chutes** for paragliding from \$500, & tandem chutes \$700.

Trade in your old paraglider for a new one:

We sell the latest and best gliders.

Contact Lee Scott [leescott@highadventure.com.au](mailto:leescott@highadventure.com.au) or call us toll free on 1800 063 648.

CLASSIFIEDS ARE NOW FREE OF CHARGE to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted.

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

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

(Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

## Hang Gliders & Equipment

### New South Wales

**Airborne Fun 160** nov, (up to 90kg hook in), \$3,300. Moyes harness with reserve, \$600. Icom IC-40S radio, \$300. All only 20 hrs old and in as new cond. Also, German carbon fibre helmet with headset & Bräuniger Basis SP metric vario, both free with glider. Possible delivery Sydney or Brisbane. Ph: Eddie 02 66221211; [enovak10@scu.edu.au](mailto:enovak10@scu.edu.au).

**Airborne Shark 156** adv, built May '99, 100 hrs, EC, white TS, red/black/white US, never aerobatted or flown on the coast (only to it), \$3,400 ono. Ph: Al 02 49430674 (h); [aprice@ozemail.com.au](mailto:aprice@ozemail.com.au).

**Danny Scott Stealth Harness** EC, side mounted chute, suit pilot around 6'2". Ph: Mark 02 95483493.

**Moyes CSX4** (149ft<sup>2</sup>) adv, purple US with split rear panel. Power Rib trailing edge. Great cond., \$3,600. Ph: 'Collo' 02 49292175 (h); 02 49858302 (w); 02 49295133 (fax).

**Moyes XT 165** int, 130 hrs, GC, \$1,500. Moyes Flex Harness, 6'2", EC, \$550. Hi Energy 22 Gore chute, 2 years old, \$640. Ph: Murray 02 97691222 (w); 02 97737408 (h).

**Moyes Xtralite 164** adv, average cond., new side wires, bargain at \$650. Ph: Adrian 02 42943701.

### Queensland

**Keller Pod Harness**, blue, ideal for tall nov-int, suit 6'1"-6'6", made in Switzerland, \$175 ono. Ph: Chris 07 32192034, 0411 793692.

**Airborne Fun 190** nov, 42 hrs airtime, 16 mths old, one owner, EC, speed bar, red LE, blue US. Suit new restricted pilot, \$3,000. Ph: Ken 07 55435631.

**Moyes Sonic 190 VG** int, 9/99 30 hrs, dark blue US. PX20 LE. Immac. cond. Suit new purchaser, email photos avail, \$3,400. Ph: Damien 'Tex' (Brisbane) 07 39017401; 0417 766356; [texdoc@bigpond.com](mailto:texdoc@bigpond.com).

**Moyes Xtralite 164** adv, 140 hrs, LE rip-stop white, TS Mylar white, US Dacron black with turquoise X, \$2,450. Ph: Chris 07 32192034, 0411 793692.

### ACT

**Airborne Shark 144** adv, \$2,490. Mission 170 nov, \$990. Ph: Stephen 02 62944801.

**Blade Race 132** adv, airframe perfect, 240 hrs, includes two spare DTs, flying wires, batten profile. Sail unserviceable, price neg. Ph: 02 62551178; [rosshpgp@hotmail.com](mailto:rosshpgp@hotmail.com).

### Victoria

**Airborne Sting 154 XC** int, 20 hrs old, Moyes pod & vario, suit new buyer, \$3,300. Ph: Paul 0408 768078.

**USHGA (United States HG Association) monthly magazines.** Complete collection 1982-2000, approx. 200 in total. This is ideal for a school or club to obtain a history of the last 18 years of our sport. \$250. Ph: 03 97621364.

### Western Australia

**Mars 170** nov, GC, suit beginner or school, \$600. Pod harness, new cond., never used, with free-fall chute, \$350. Owner going overseas. Ph: Dave 08 95912689.

## Paragliders & Equipment

### New South Wales

**GOORAMADDA AIR:** For all your paramotor needs. Importer and agent for Delta Sky Paramotors. Dealer enquiries welcome.

Contact Jos Weemaes [jweemaes@albury.net.au](mailto:jweemaes@albury.net.au) or 02 60265658 (h), [\[www.albury.net.au/~jweemaes\]](http://www.albury.net.au/~jweemaes).

To good home: Nova Xyon 26 DHV 2-3, VGC, 85-105kg, 100 hrs, blue/white, with bag for \$1,000. Ph: Ivan 02 9740 8422; 0412 446 683; [ivan\\_anissimov@hotmail.com](mailto:ivan_anissimov@hotmail.com).

**Powered Paraglider D.K. Whisper Engine**, brand new, run-in only. Humming wing incl. alt, vario, flysuit. \$10,000. Ph: Em 02 93143865; 0417 667197.

**Pro Design Compact 31**, small, 70 hrs, with harness. Suit lady's first glider, safe and GC, \$2,000. Ph: Ted 0428 418354.

**UP Boogie XS**, crimson & white DHV1-2. Incl. UP harness, Charley helmet & UV bag. Total hrs: 0.5 air, 2 ground handling. Owner going overseas, \$4,500 ono the lot. Ph: Maria 0410 526304.

### Queensland

**Paramotor**, Queensland made 'Raptor' with Solo 210 powerplant, 3 blade prop & forward mounted reserve. Both new. \$6,200. Ph: Bruce 07 32542914; 0418 805332.

### Victoria

**Edel Energy L DHV2-3**, VGC, 90-115kg, 120 hrs, blue/red, great thermalling performance, \$1,000. Ph: Mike 0417673521; [mikevear@hotmail.com](mailto:mikevear@hotmail.com).

### Western Australia

**Edel Atlas M**, blue, 70 hrs, EC, \$1,000 ono. Ph: 08 92455097; 0412 140185; [phookham@inet.net.au](mailto:phookham@inet.net.au).

**Edel Respons DHV2-3**, excellent wing, brilliant XC, in EC, less than 12 mths old, selling to down perform for motor, \$3,000. Also, Edel Energy in GC, excellent XC wing, still keeps up with the new wings, \$1,000 ono. Ph: Dennis 08 95713481 (h); 0414907456.

## Trikes & Equipment

### New South Wales

**Edge X T2-327**, '99 model, 582 Rotax, full instr., 200 hrs, new Streak wing (30 hrs), always hangared, EC. Must sell - bargain at \$20,000.

Ph: Neva 02 49214215 (w); 02 49534137 (h).



# Schools in Australia

## Trikes & Equipment (continued)

### New South Wales (continued)

**FLOATS** Full Lotus FL1260 (14'), set up for Edge X trike but will adapt to any UL VGC, complete with rudders, steering cables & accessories, \$2,800. Ph: 02 49842070; 0417 441561; <aharris@bmr.net.au>.

### Victoria

**Airborne Edge 582 T2-2792**, Executive wing, 110 hrs TT. E-type gearbox. Wing & pod blue, green trim. ALT, vario, airspeed, tacho, EGT, water temp, clock, volts, fuel gauge. Electric start, Icom A22E VHF radio, flying suits (S,L,XL), helmets (S,L,XL), headsets, covers, custom galvanised trailer. Many other extras. All VGC. \$20,500 the lot. Ph: 03 97621364.

**Pegasus Quantum 503 T-2756**, Q2 wing, 143 hrs. EC, Arplast prop, full instr., hangared. Incl. fact. training bars, pod cover, ute carry frame, helmets, comms, GPS, A22, etc. Still the best performing/ designed trike. Must sell, offers above \$16,000 considered. Ph: Phillip (Melbourne) 0428 400820 (w); 03 93888636 (h).

## Stolen

**Paraglider: Airwave Reggae 24** (light purplish) & Edel harness (pack colour black/dark green) in as new condition! Taken from my car in Sydney city sometime between 18-21 June. If somebody suspects they have found the paraglider the procedure would be to keep the suspect 'entertained' while the police are called. I can be contacted on the following numbers. Ph: Matt 02 98944561; 0412 007011.

## Other

### Free-Flying Magazines

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

### Advertising Index:

Aeroschop.com.au – Alta Sports	2
Aeroschop.com.au – GPS & Radios	5
Airborne – Bräuniger	35
Airborne – Climax	IFC
Alpine Soaring – New Zealand	43
APC – Pro Design	13
Canberra HG and PG Centre – XC Tours	34
Chamberlain Knights	23
DG Australia	17
GFA Form 2 Notice	25
HGFA Merchandise	39
High Adventure Airpark – Viagra Course	IBC
Poliglade – Swing Astral	27
Raptor Designs	IBC
Schools in Australia	46
Swift Performance Equipment	19
Lake Keepit Soaring Club	23
Microair Avionics	43
Moyes Gliders – Spring Safety Check	21
Moyes Gliders – Litespeed	IBC
Narromine's Residential Skypark	BC
North Coast Avionics	12
Windwerks	35

### South Australia

## ADELAIDE AIRSPORTS

Professional flight training since 1985

- Hang Gliding
- Sky Floating
- Microlights

Yes... You can learn to fly!

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

Larry Jones

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

Mobile: 0408 815 094,

Email: skyfloat@camtech.net.au

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

### ACT/NSW



## Tarago Flight Park

2½ hours from Sydney

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

ENQUIRE NOW ABOUT OUR CROSS-COUNTRY TOURS FOR THIS SUMMER! All pilots are welcome and tow endorsements can be obtained.

Agents for Moyes & Airborne • Demo gliders available

Call Tove on 02 4849 4516 or 0419 681 212

Canberra Hang Gliding and Paragliding Centre

Email address: chgpgc@goulburn.net.au



MOTORISED PARAGLIDING SCHOOL

AERIAL DISPLAY SPECIALISTS

Bookings phone

**0412 229 499**

Paramotor & Paragliding Courses, Endorsements, Promotions, Certification, friendly sales and service.

9 Cumberlege Crescent, Pearce, ACT 2607

Phone & Fax: 02 62867337 Mobile: 0412 229499

Email: mikebrady@netspeed.com.au

Mike Brady Chief Flying Instructor

### ACT/NSW continued



## Learn to Fly in Canberra!

The Paragliding Capital of Australia and only 3 hours drive from Sydney.

At Australian Paragliding Centre we fly all year round and are open 7 days a week.

Learn to fly in a friendly, caring environment with first class tuition and equipment.

- License & Introductory Courses
- Tandem Flights
- Gift Vouchers & Group Discounts
- Pilot Development Clinics for Novice, Intermediate, and Advanced pilots.
- International Flying Tours
- Cross Country & Towing Tours
- Pro-Design Paragliders, Harnesses, Reserves, Flying suits and Para-Kites.
- Paramotor sales and tuition
- Sales and Service of all major brands.

Contact: Peter Bowyer on

**(02) 6226 8400**

<austparacentre@ozemail.com.au>

Check out the Pro-Design homepage!

[www.pro-design.at/]

### New South Wales

## SYDNEY HANG GLIDING CENTRE

Stanwell Park

Hang Gliding Courses, Refresher Courses, Instructional Tandem Flights and Gift Vouchers.

Equipment and Accessories.

Available 7 days.

To arrange your booking or to test fly a glider

Call Chris Boyce (02) 4294 4294.

[www.hanggliding.com.au]

## BYRON AIRWAVES

Hang Gliding School

- Lessons & full instruction available.
- 20 years hang gliding experience with training all year round.
- Learn to fly safely and accurately with all skill levels catered for.

Phone Brian and Anne on 066 290354, mobile 014 615950, email: byronair@hotmail.com





## New South Wales continued



### High Adventure Airpark

Since 1987

Australia's Internationally Renowned  
Training Centre on Australia's Holiday Coast  
Situating on 460 picturesque acres

#### Offering:

- Live-in International Licence Courses for Paragliding, Hang Gliding and Microlights
- Conversion Courses for all three sports
- Importers and Dealers of Quality Flight Gear
- Over 15 flight sites from 30 metres to 700 metres in every wind direction (truly) most in a 20 kilometre radius
- On site Hangar, Airstrip and Winch tow facilities
- Paramotors
- Cross-Country Tours since 1987
- Tow and Licence endorsements
- Personalised customer service
- Flying since 1978!!
- Trade in your used Flight Gear
- FLYING AND OPERATING ALL YEAR ROUND

Contact Lee Scott toll free on 1800 063 648  
or email <leescott@highadventure.com.au>  
or [www.highadventure.com.au]  
for full details and online video.

### AIR SUPPORT HANG GLIDING & PARAGLIDING

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



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

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

Tuition available, dealership enquiries welcome.

Call Forrest on 02 9450 2674 or 0412 273 552.

## New South Wales continued



- *Manilla has more flyable days per year than anywhere else in Australia! (300+ in fact!)*
- *Mt Borah* is one of the worlds most consistent all year round sites with 4 large launches catering for nearly every wind direction.
- *Paragliding license courses* – Autumn and Spring only: a week of quality tuition using the latest techniques and equipment for only \$990 (including GST and accommodation)
- *Your CFI is Godfrey Wenness:* World Record Holder, Australian Team Member, HGFA Safety and Operations Committee Member for Paragliding
- Thermalling and cross-country courses all year
- *HG to PG conversion courses* – it's easier than you think!
- *Importer of ADVANCE paragliders, FLYTEC instruments, HANWAG footwear and most accessories – we sell only the best quality European made equipment.*

So come flying with Manilla Paragliding,  
where the person who shows you the mountain,  
owns the mountain!

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

## Victoria



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

#### Courses offered:

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

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

Visit our web site for more details.

4 Ireland Street, Bright VIC 3741

Ph: 03 5755 1753 Fax: 03 5750 1153

email: alpnpara@netc.net.au

web: <http://alpineparagliding.netc.net.au/>

## Victoria continued



### ULTRALIGHT FLYING MACHINES

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

#### Our robust aircraft are:

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

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

UFM, Sunbury Airfield, Sunbury 3429

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

[www.melbourneultralights.com]



### DYNAMIC FLIGHT

Hang Gliding School & Flight Park

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



Ph/FAX: 03 53492845

email: [dynamic@netconnect.com.au](mailto:dynamic@netconnect.com.au)

Rohan: 0409 678734 Paul: 0418 348948

Jlm: 0417 366766 James: 0419 129234

**DISCOVER THE FREEDOM!**

### WINGSPTS

Flight Academy

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

Located in stunning holiday destination, on the Great  
Ocean Road, 2 hours from Melbourne's Westgate  
Bridge.

Wingsports, 1 Evans Court, Apollo Bay VIC 3233

Hans van Santen 03 5237 6486

Fiona Waddington 0419 378 616.



# 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

HGFA Office Manager: **Margaret Crane**  
Administration: **Colleen Lacrosse**  
and **Nicky Nunan**

PO Box 558, Tumut NSW 2720,  
ph: 02 69472888, fax: 02 69474328,  
<office@hgfa.asn.au>

## Board Members:

### Brian Webb (President)

PO Box 238, Bright VIC 3741, ph: 0417 530972, <President@hgfa.asn.au>

### Rohan Grant (VP & ASAC Delegate)

188 Bathurst St, Hobart TAS 7000,  
ph: 03 62334405 (h), fax: 03 62243598,  
<Vice\_president@hgfa.asn.au>

### Mark Plenderleith (Secretary)

School of Life Science, Qut GPO Box 2434  
QLD 4001, ph: 07 38641477, fax: 07 38641534, <Secretary@hgfa.asn.au>

### John Reynoldson (Treasurer)

68 Teddington Rd, Hampton VIC 3188,  
ph: 03 95970527, fax: 03 95981302,  
<John\_Reynoldson@hgfa.asn.au>

### Rohan Holtkamp

RMB 236B Western Hwy, Trawalla VIC  
3373, ph/fax: 03 53492845, 0409 678734,  
<Rohan\_Holtkamp@hgfa.asn.au>

### Bill Moyes

173 Bronte Rd, Waverley NSW 2024,  
ph: 02 93875114, fax: 02 93693342, <Bill\_Moyes@hgfa.asn.au>

### Philip Pritchard

PO Box 734, Beenleigh QLD 4207, ph: 0418 761193, <Phil\_Pritchard@hgfa.asn.au>

### Jeremy Torr

134 Kars St, Frankston VIC 3199, ph: 03 97705770, <Jeremy\_Torr@hgfa.asn.au>

### Michael Zupanc (CIVL Delegate)

6 Sibyl Street, Southport QLD 4215,  
ph: 07 55325895 (h), 0408 662328;  
<Mike\_Zupanc@hgfa.asn.au>

## General Manager & Operations Manager:

### Craig Worth

PO Box 71, Hallidays Point NSW 2430,  
ph/fax: 02 65592713, 0418 657419,  
<ops\_manager@hgfa.asn.au>

## Microlight Public Relations:

**Paul Haines** ph/fax: 02 42941031.

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

## States & Regions

### ACT HG and PG Association

PO Box 3496, Manuka ACT 2603; Pres: Belinda Head 02 62268400, <belinda.head@casinocanberra.com.au>; Sec: Kev Whitton <kev.whitton@dofa.gov.au>; Trs: Steve Foggett <Steve.Foggett@aspect.com.au>; Committee Members: John Chapman, Duncan Kelley, Peter Beckwehl, Michael Porter (SSO). Meetings: 1st Tue/month 7:30pm, "Sky Lounge" Yamba Sports Club, Phillip.

### Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; Admin: Richard Williams 08 92943962, 0427 057961;

PG Rep: Julian McPherson 08 93881584 & David Humphrey 0418 954176; HG Rep: Michael Derry 08 92840750 (h) & Keith Lush 08 93673479 (h), 08 93679066 (w); Trike Rep: Graham McDonald 08 93649226 (h), 0418 910841; Trs: Phil Wainwright 08 92424483.

### NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladswood Gardens, Double Bay NSW 2028, ph/fax: 02 93274025, <nswhga@s054.aone.net.au>

### North Queensland HG Association

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

### South Australian HG Association

PO Box 59, Hove SA 5048; Pres: Stuart McClure 08 82973452; Sec: Mark Tyminski 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; [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: Peter Burkitt 0418 435204, <artisan@sia.net.au>; Sec: Alan Bond 02 98995351, 9 Finchley Pl, Glenhaven NSW 2353; Trs: Dolores Semprebino, SSO: David Middleton 02 47362605; Newsletter: David Phillips <dphi@jna.com.au>; Site Development Officers: Richard Lockhart 0418 130354, & Derek Toulalan 02 47877305. Meetings: Last Wed/month, 7:30pm, Blue Cattlelog Tavern, St Clair.

#### Byron Bay Hang Gliding Club Inc

Pres: Andrew Polidano 0418 843510, <andrew@byron-bay.com>; V-Pres: Brett Cook 02 66876907; Sec: Michelle Batterham 0418 876907, <blps@linknet.com.au>; 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 424760; Sec: Tim Causer 02 42948110, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 4262 7677, 0413 737077.

#### Kosciusko Alpine Paragliding Club

Pres: Roger Lilford 02 62815404 (h); Sec: Lisa Ryrie 02 62359120, 02 62359060; 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

PO Box 64 Broadmeadow NSW 2292; Pres: Tascha McLellan 02 49278867 (h), <tascha.conrad@hunterlink.net.au>; V-Pres: Brad Cootes; Sec: Pat Roberts 02 49551669; Trs: Bill Olive 02 49213804; Newsletter: Jason

Turner <jasonturner@iprimus.com.au>; 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: Sandy Thomson 02 99812019, 0419 250220, <planky@bigpond.com.au>; V-Pres: Angus Evenden 02 99978777, 0416 205025, <creation@tpg.com.au>; Sec: Nils Vesk 02 99382963; Trs: Jim Gaal 02 99977704, 0414 799822, <jimg@acay.com.au>; SSO: Mike Eggleton 02 94517127, Forrest Park 02 94502674, Glenn Salmon 02 99180091. Meetings: 1st Tue/month, Long Reef Golf Club.

#### Stanwell Park HG and PG 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.

## QUEENSLAND

### Cairns Hang Gliding Club

Pres: Ian Graham 07 40954466; V-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; V-Pres: Shauna Purser 07 6679 3404, <shaunapurser@yahoo.com>; Sec: David Pearson 07 5543 7252; Trs: Fran Ning 07 55773260, <ning@ausinfo.com.au>; SSO: Andrew Horchner 07 38707709, 0412 807516, <afactor@gil.com.au>

### Central Queensland Skyriders Inc

PO Box 1428 Yeppoon QLD 4703; Pres: Bob Pizzey 07 49387607; Sec: Graydon Long 07 49397701; SSO: Geoff Craig 07 49923137; Paul Barry 07 49922865.

### 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.

### 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; V-Pres: Duncan Whyte 0418 714618; Sec/PG SSO: Jean Luc Lejaille 07 54863048, 0418 754157; Trs: Michael Powell 07 54425970; SSO (HG): Tony Giammichele 07 33584101.

### Townsville Hang Gliding Association Inc

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

### Whitsundays Hang Gliding Club

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

## VICTORIA

### Dynasoarers Hang Gliding Club

Pres: Peter Hannah 03 52632335; Sec: John Norton; Trs: Rod Trevor 03 52811209; SSO: Ted Remeika; Rob Van Der Klooster 03 52223019, <chrt@deakin.edu.au>; PR: Warwick Spratt 03 52531096. Meetings: 1st Fri/month, Bay View Hotel, 2 Mercer St, Geelong.

### Eastern Hang Gliding Club

[www.vhpa.org.au/Clubs/EHGCINFO.htm] Pres: Geoff Tozer 03 97583250 (h); Sec: Andrew Medew 03 98227861, 16/25-29

Brougham St, Box Hill VIC 3128, <andrewm@moranccomfort.com.au>; SSO: Peter Batchelor 03 97353095 (h). Meetings: 3rd Wed/month, Montrose Town Centre Meeting Room, Cnr Swansea Rd & Mt Dandenong Tourist Rd, Montrose.

### North East Victoria Hang Gliding Club Inc

[www.home.aone.net.au/gilbert/nevhc.htm] Pres: Bill Graham 03 57501828; Sec: Sarah Nicholas ph/fax 03 57551040; Trs: Gavin Hanlon; SSO: Karl Texler. Meetings: 1st Thu/month, Alpine Hotel, Bright.

### Sky High Paragliding Club

<skyhigh@vhpa.org.au>; Pres: Hakim Mentess 0412 617216; V-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 Microlight Club

Pres: Mark Howard 03 97511480, 0418 533 731, fax 03 97511584; V-Pres: Kel Glare; Sec: Ben De Jong; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, Whitehorse Inn Hotel, 5 Burwood Rd, Hawthorn.

### Western Victorian Hang Gliding Club

Pres: Stephen Norman 03 98536554, <ursula@starnet.com.au>; V-Pres: Glen Bachelor 0419 324730; Sec: Nathan Grieve 03 53673106, 0408 673102, <nathan.grieve@yahoo.com>; Trs: Phillip Campbell 03 53313812, 0419 302850, <campbell@giant.net.au>; SSO: Rohan Holtkamp 03 5349 2845. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

## WESTERN AUSTRALIA

### Avon Valley Hang Gliding Club

Pres: David Drabble 08 93071816, <wes coast@iinet.net.au>; V-Pres: Rob Stevenson 08 92211338; Sec: Stephen Hoeffs 08 95275782; Trs: Michael Derry 08 92840750.

### Cloudbase Paragliding Club Inc

Club message bank 08 94875253; [www.cygnus.uwa.edu.au/~madmike/paraglid.html]; <cloudbase@paragliding.org>; Pres: Dave Humphrey 08 95745440, 0418 954176, <paradive@avon.net.au>; Sec: Michael Duffy 08 93823036, 0417 923741 <madmike@cygnus.uwa.edu.au>. Meetings: Last Wed/month 8pm, Sportsmans Association, Woodsome Rd, Mt Lawley.

### South West Microlight Club

Pres: Brian Watts 0407 552362; V-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 93859469. Meetings: Last Thu/month, 7:30pm, "Cascades" Bistro & Function Centre, 231 Guilford Rd, Maylands.

### Western Soarers Hang Gliding Club

[www.iinet.net.au/~navi] Pres: Mark Thompson 08 9491 3076, <mark.thompson@team.telstra.com>; V-Pres: Daryl Speight 08 93568195, <Daryl.Speight@kbjv.com>; Sec: Geoff Smith 08 92232323, <geoff.smith@jhg.com.au>; Trs: Graeme Sharp 08 9445 7044, <GSharp@stothoore.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 93484246, <Krista.Gaunt@woodsuid.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



# THE VIAGRA COURSE

**Want to keep it up longer  
and impress your friends.  
Then this is the course for you.**

Starting on 11 December through to 16 December inclusive, High Adventure Airpark will provide a Training Clinic for Novice and Intermediate pilots to help hone their skills of Coastal/Inland soaring, take off and landing set up and techniques.

The Home Base will be at the High Adventure Airpark and the flying will be from one of the 15 take off sites located centrally within a 20 kilometre radius from the Airpark. The sites consist of 150ft coastal up to our new 2,000ft northerly site.

For the cost of \$600, you will receive Quality Guidance and Instruction, along with Accommodation, Breakfast and Transport supplied. The offer is for both Hang Gliding and Paragliding Pilots who feel the need to brush up on skills and get some added Airtime under guidance.

**Limited Numbers so Bookings are essential.**

**Contact: Lee Scott on 1800 063 648**

**or email [leescott@highadventure.com.au](mailto:leescott@highadventure.com.au)**

Check out our web site [[www.highadventure.com.au](http://www.highadventure.com.au)] for our up and coming X-Country and Overseas Tours.

## FREE! UltraNav Flight Planner -

*Free On the Web!*

*Includes soaring flight planner!*

Visit [www.aerialpursuits.com](http://www.aerialpursuits.com) to download your FREE shareware copy of UltraNav 2.1! Full Flight Planning for Australian sports pilots.

Optional Registration (\$38.50 inc. GST) adds printing, GPS import/export, and a 40,000 waypoint database of Australian towns and features

## Communications

We manufacture headsets, intercoms and radio connections specifically for microlights!

**Complete system - 2 helmets, with visors, 2 headsets, intercom with radio lead and PTT: \$1150 + GST**



**LAZER**  
*Helmets*

**Lazer full face soaring helmets  
\$219+GST (white)/ \$224+GST (Black)**



PO Box 1059, Hampton North, Victoria, Australia 3188

Phone: 03-9597-0527 FAX: 03-9598-1302

[www.aerialpursuits.com](http://www.aerialpursuits.com)

VISA/Mastercard facilities

# MOYES

## going Litespeed



**1st**

Brazilian Internationals  
Gerolf Heinrichs

**1st**

Bassano Italy  
Gerolf Heinrichs

**1st**

Pre-Worlds Spain  
Betinho Schmidt

Jonny Durand Jr. going LITESPEED location Hay Australia

**LITESPEED 5**

**LITESPEED 4**



Moyes Delta Gliders Pty Ltd

1144 Botany Road

Botany NSW 2019 Australia

Ph +61 (0)2 9316 4644

Fax 61 (0)2 9316 8488

[moyes@moyes.com.au](mailto:moyes@moyes.com.au) [www.moyes.com.au](http://www.moyes.com.au)



# NARROMINE'S RESIDENTIAL SKYPARK

*AT ONE OF THE BEST  
INLAND AERODROMES IN AUSTRALIA!*



Photo courtesy of Marie Jeffery, Australian Ultralight Federation

## ONLY 6 LOTS LEFT IN STAGE 1

**Build a house and hangar on your own block of land at  
Narromine Aerodrome with taxiway access from your backyard.**

Narromine Council has released 11 Lots in Stage 1 of its Residential Skypark development at Narromine Aerodrome.

The lots are fully serviced including sealed road, kerb and guttering, town water, sewerage and natural gas.

Only 6 lots are left – size 1,200m<sup>2</sup> each at \$36,000.

- |  |                                      |                                 |
|--|--------------------------------------|---------------------------------|
| ■ A totally unrestricted Aerodrome                         | ■ No landing fees                    | ■ 18 Hole Golf Course next door |
| ■ Squash Courts next door                                  | ■ Licensed Clubs                     | ■ Big open skies                |
| ■ Fishing, Water Skiing on Macquarie River right next door | ■ Aviation Museum under construction |                                 |

**Narromine has outstanding flying conditions and the largest airfield is adjacent to the town.**

## MAKE YOUR ENQUIRIES NOW

Write to Mrs Vas Roberts, Narromine Shire Council, PO Box 115 Narromine NSW 2821, Australia

Telephone 02 6889 1322 ■ fax 02 68892579 ■ email <skypark@narromine.nsw.gov.au>