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## Editor's Word

I'd like to wish everyone a Happy Festive Season, hopefully full to the brim with safe flying frivolity. I've attempted to fill the HGFA side of this issue with as much useful information for the coming flying season as I had on hand. Hopefully you'll all find Bomber's comp tips and Rohan's landing tips useful over the next few months.

In particular I'd like to draw your attention to the article, 'Why can't we get a handle on this safety thing?' Considering our recent spate of shocking fatalities, this is a question we should be looking at very deeply. I'll sum up the article by posing this one question to you all:

*Are we really playing a safe sport where our well-being is pretty much ensured by our culture of "good decision making"? Or is our respect for safety not nearly as great as we thought, making every single flight a lottery of risk where injury (or death) has a certain unavoidable chance of fruition?*

After reading the article I'd like to know what you all think, via the Letters page.

Last month's Pilot Profile unfortunately went without a decent introduction. Although I thought it had never been sent, it turned out that a rare stuff-up at the post office had three letters arriving to me two weeks late. One of these letters was from Ian Graham, President of the Cairns Hang Gliding Club, introducing Nev Akers for the Pilot Profile. I have great pleasure in printing those words here, and apologise (on behalf of the post office) for them not appearing in their intended place last month.

*"Nev has the highest hours in the Cairns Club and I am sure most people who read Skysailor around Australia will recognise him from the many competitions he attends. Nev is the current Treasurer for the Cairns Club and over the years has always held a position in the Executive Committee. Although he is in his late sixties he is still fiercely competitive and always does well in our local competitions.*

*Nev is always organising club BBQ's and can always be relied on to have the club esky full of cold beer at the end of the day.*

*Nev's faithful Falcon panel van has passed the half million kilometre mark and on its third engine as a result of the many hang gliding competitions he attends in the southern states every year – lucky he is a mechanic. Nev is a life member of the Cairns Hang Gliding Club."*

Lastly, a thank you to Kevin 'Santa's little helper' Grosser for going to the trouble of providing this month's thematic cover shot for us.

**Richard Lockhart, HGFA Sub-editor**

# Malaysia by Paramotor

**GEOFF TOMLIN reports on the tour of a lifetime (Courtesy of Skywings)**

In February my wife Nicky and I experienced the adventure of our lives. After many doubts about the wisdom of taking all my gear so far abroad we decided to go for it. In Malaysia we joined a group of 19 paramotorists: Russians, French and Belgians and English, plus partners and groupies. We toured Sabah, Northern Borneo, by plane, coach, army truck and paramotor. We flew over beautiful islands and beaches, awe-inspiring jungle, and between Kuala Lumpur's Petronas Towers – at 1,475ft the world's tallest buildings! We entertained our delightful hosts and were treated like royalty in return. Nicky and I extended our stay with six days at a beach resort for a well-earned rest. The whole thing was just marvellous!

The 'World Motorised Paraglider Tour of Malaysia 2000' was organised by Lieutenant-Colonel (retired) Basir, who became addicted to paramotoring when the Sky Systems team toured Malaysia in 1995. Michel, Gary and Mark gave him a crash course, and he's been paramotoring ever since! Basir and his lovely wife are promoting paramotoring there with the support of the Malaysian government.

We weren't at all sure about going. I'm pegging on a bit (57) and have very recently had the same ligament replacement that put Gazza out of football for a while. The cost of the trip, though subsidised by the Malaysians, was quite high, and I tend to worry about things like overweight luggage (at £21 per kilo!) and airport sniffer dogs that can detect smelly paramotors. We carefully packed a fairly dried-out motor to avoid exceeding our weight/smelly allowance, and had no problems on any of the six flights the trip entailed.

We stayed in some very beautiful places and were very well looked after. We met many delightful people at our displays, at hotels, when we landed-out and everywhere else. The Malaysians, from hotel managers to those that we met on the road, enjoyed our company for its own sake. They were all fascinated by flight and waved up to us like mad.

Of my many paramotor flights there are three that I must record: over mountainous jungle, above the beautiful island of Mabul and between the Petronas Towers in Kuala Lumpur. The jungle flight was frightening. Basir told us to follow the road rather than aim directly for our distant (70km) destination so that a forced landing would not leave anyone at the top of a tree in the middle of nowhere. Take off was planned for early in the morning, but difficult



air meant changing sites and we didn't get off until late. Once aloft I decided that the narrow mountain road – bordered by power cables – was no less hostile than the jungle. A Belgian tandem went down on the road, but they had local assistance so I didn't need to join them. After an hour and a half I was alongside Mt Kinabalu (at 13,500ft the highest mountain in south-east Asia) in mid-day tropical air and wasn't disappointed to be waved down by Basir and team at the only landing site I'd seen. My second attempt to land on the very small car park was roughly successful – minor damage to my propeller was later mended with superglue. Flying is good, but arriving back on terra firma can be even gooder! The coach (with my relieved wife) took us on to our destination where we were received like heroes.

The island flight was beautiful. Our paramotors were loaded onto one speedboat and we took another for the trip to Mabul Island, where we were to stay in luxury cabins for the night. We had the tiniest of beaches to take off from, but most of us managed it and I recorded the most beautiful view of my life (so far!). We also found time to swim, snorkel, eat, drink, dance and be merry.

The Twin Towers flight was unbelievable. We stayed in a comfortable hotel in Kuala Lumpur whose manager was happy to have 19 smelly paramotors in his lobby. We fuelled-up our machines on the pavement and went to bed early for the 6am trip to our take-off site. The four mile journey was dark, with thunder and lightning. At first the sky was too murky and violent and Basir shifted back our permission to fly by an hour. The variable wind meant that take off went from unlikely to impossible and back, but seven of us managed to get off before the deadline expired. I was the last to head for the towers, but the rest is a bit of a blur. I concentrated on flying between the towers without hitting them while trying to photograph the event and making sure I could land safely if my motor packed up. After





descending around the towers my motor did in fact stop at about 80ft as I headed for the nearby landing site, but I managed to land on a pedestrian path below the towers. Those of us who flew the Towers wonder if we'll ever do anything as good again!

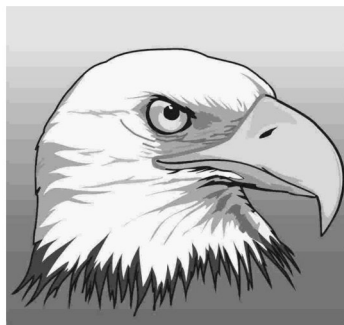
Most of the rest of our flying was to provide entertainment at display sites. These varied from the rather-too-small to a full-sized airport where we took turns with the 737s to



fly. On landing we were often overwhelmed by crowds of children who all had a need to feel our wings and our motors – and even us! Other flying-related incidents were a Russian landing in the sea – and surviving! – and a Belgian using a corrugated-tin roof to cushion his fall after striking a very high tree!

We also saw orang-utans in the jungle, pythons up trees and huge monitor lizards in mangrove swamps. We joined in with the dancers at the dinners that were laid on for us and were presented with gifts by dignitaries. We had no problems with mosquitoes but got sand in undesirable places (our carburettors), etc, etc. I really must write a book!

Basir plans to arrange more tours, so if you are prepared for the holiday of a lifetime you are welcome to contact me at <geoff&nicky@woodstock10.freemove.co.uk> for more information.



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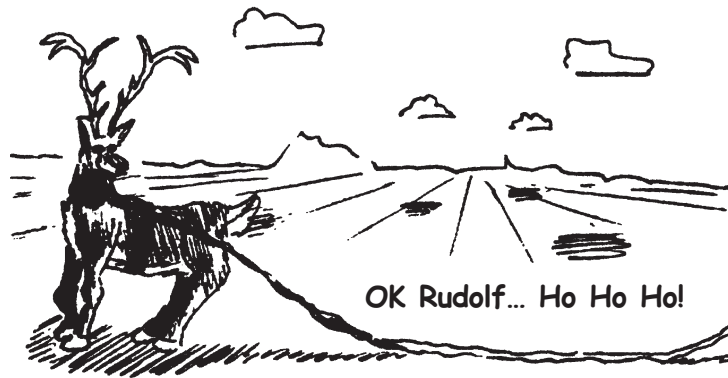
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# Flatter than the Flatlands 2000



Cartoon: Julius Makk ([www.bit.net.au/~skyoutl](http://www.bit.net.au/~skyoutl))

Competition and weather data supplied by **WARWICK DUNCAN**

Article padded out by **PETER DAVIES**

The first Flatter than the Flatlands for the millennium was to be a five day competition as Anzac Day fell on the day after Easter Monday. While this took the pressure off the weather somewhat it was also the theoretical latest that Easter could occur. Consequently everyone was looking anxiously at the forecast as the competition approached. In true Scout style we were all prepared for the best by fine-tuning our equipment in preparedness for the rigors of top-level comp flying. We also prepared for the worst by bringing along every board game, book, pack of cards and article of diversion that we could lay our hands on!

As it turned out we need not have worried about the board games because we had five days of glorious, if a bit stable, autumn weather.

## Day 1 – Pira silos NE 68.5km

I left Melbourne early morning on Good Friday in beautiful warm sunshine, so I was full of anticipation at the thought of what glorious weather awaited me up north. What I experienced was a 'drive back to Melbourne syndrome' in reverse – the further I went, the worse the weather got. After arriving at the paddock, I was informed by those who drove up the night before that they awoke to drizzle which was not forecast and was a result of a front passing to the south. How dare that front exist and not inform the weather bureau? This made the conditions in the paddock quite blowy from the SW and freezing. I pictured myself living the next five days in my flying suit as I had left my winter coat at home. This picture soon evaporated as fortune smiled on our soon happy bunch. The weather began to clear by 10:30am, and by 1:30pm the clouds had started to street. Unfortunately the streets were not lined up with the tow strips and the cross wind made for lots of rope cuts and tangles and quite a few people stuck in the paddock. Unfortunately Scott Robinson locked out in the paddock, damaged his glider and had to withdraw from the comp.

For those who got away, flying conditions were excellent with strong lift, lots of dust devils on the course and a cloudbase of 6,000ft. With a hefty tailwind up ones clacker it was a quick trip for those that got up and away.

Thirteen happy people made it to goal. Jori Lowrey, who never made it above 3,500ft, became completely lost, and then after spotting a couple of gliders on the ground decided she could at least land there and get a lift back. As she got closer she saw that there were quite a few gliders and there was also a wind sock, two tarps and after landing there, an esky full of free beer (*See 'Accidental Hero' in September issue for Jori's account of this great flight – Sub-ed*). Lee Paterson also made it to goal on the first day of his first ever competition and had his longest ever flight!

1	Rohan Holtkamp	628
2	Brent Telford	581
3	Mark Pike	543

## Day 2 – Speed NW 68.3km

A predominantly blue day with the occasional small cumulus and a moderate southerly wind. A strong inversion, the taste of things to come, formed at around 5,000ft. The SSE wind that went more southerly as the day progressed made the task more crosswind than expected. This pushed the field away from the course line. The majority of pilots were still able to get close, but not quite reach goal.

Gary Hickson and Ralph Knobloch won awards for being blown the furthest off the course line. Their ultimate flight path saw them fly with speed but not towards Speed. Rohan Holtkamp and Tim Osborne were the only ones to make it to goal with Peter Greenhill 3km short.

1	Rohan Holtkamp	962
2	Tim Osborne	948
3	Peter Greenhill	828

## Day 3 – Mittyack NNW 79km

A blue day and a lower inversion made the task to Mittyack a big call. With a 4,500ft inversion and broken lift it was always a struggle to stay in the air and most people only made it to between Berriwillock and Sea Lake. Even Rohan admitted that this was a tough one and he flew the last 15km below 1,000ft. When asked if anyone else got close he replied in true Rohan humility, "Oh, yes, I think there was someone

down near Sea Lake" (which was over 30km to the south). Peter Eicher was forced to land here as some idiot put this enormous lake right in his flight path! How inconsiderate. Still, it meant everyone was back in plenty of time for the Video Night held at the back of the pub.

Another superb selection of entertainment on the big screen was on offer. Wallace and Grommet flying to the moon in search of the ideal cheese (which seemed to parody my own flying far too closely), followed by the serious foolishness of Hot Shots 2.

1	Rohan Holtkamp	533
2	Peter Eicher	363
3	Greg Porter	359

## Day 4 – Manangatang N 85.7km

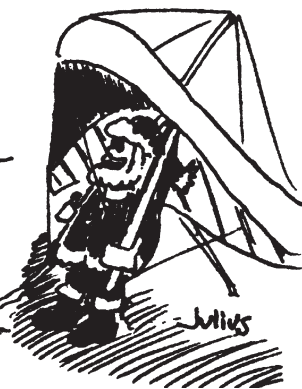
Everyone was starting to wonder just how low this inversion could get! Today it was down to 3,200ft with no sign of it breaking. Still, the wind had dropped away and the days were getting very pleasant on the ground. Another struggle of a day with lots of desperate gaggles and stories of remarkable low saves and good and bad luck. Although not high, the flying was extremely challenging and any mistake meant you were on the ground watching someone else climbing out from 600ft over your head. It was a day where, if you could stay in anything that mildly resembled lift, or even sink less than your sink rate, you were in with a chance of getting to the next paddock, or maybe the paddock after that. As the sink was as mild as the lift you could get a good distance from the top of the lazy thermals. This was just as well, for as soon as you left the thermals to glide off hours seemed to pass between the all too few encouraging beeps from the vario.

I spent most of my flight being showed up by some guy flying a Fun of all things! I felt much better about this after I found out it was Harry Summons.

Tony Lowrey and (of course!) Rohan were the only ones to make it all the way and Alan Beavis was 5km short.

The ground crew for the Thunderdorks had an interesting retrieve when they picked up Curtis Greenwood. He had landed off the road a bit but he marked his position on his GPS. This was what he (in a very professional manner) informed his ground crew of when it came to collect his glider and gear. The only fly in





the ointment was that he had carefully and lovingly packed away his GPS with all of his gear and left it with his glider. There was a resulting small delay in the arrival of this group back at the pub that evening.

1	Rohan Holtkamp	787
2	Tony Lowrey	754
3	Alan Beavis	653

## Day 5 – Beulah WSW 54.6km

If you stood up too fast you bumped your head on the inversion, as it was now down to 2,500ft. With such a small vertical area to fly in, for the first time in the competition's history, the gaggles became extremely crowded. The first gaggle to leave had 18 gliders in it, all manoeuvring for their little bit of space in a vertical window of about 300ft. Necks were strained and trousers were stained as each pilot charted a course away from the path of others and towards the best of the elusive lift. I had counted 12 in the next gaggle when I stopped and decided I had better concentrate very hard if I wanted to remain in it myself. This was followed by a third of about 8-10 gliders.

On a better day this would have been excellent as you could use all of these gliders to spot thermals, and as each gaggle was within 5km of the other you could even have gaggle hopped and picked up time. However, this was not one of those days. Progress was measured in covering portions of paddocks. There was also almost no prevailing wind and so to simply circle in buoyant air was not enough to really get you anywhere. Your hand was forced and it was time to leave when the averager dropped below best sink, and where you went was hopelessly marked by another poor lost soul circling desperately in a puff of lift up ahead. As you glided towards them with pointed toes, thinking happy thoughts, you just prayed that they would keep circling long enough for you to join them and assist in their desperate search for lift and salvation.

This time of year the farmers are kind to us as they do quite a lot of stubble burning. These fires really need to be rather large to be of any benefit, and on this occasion a number of pilots benefited from one of these in particular.

This type of flying is quite taxing and navigation goes out the window as you must continually concentrate to stay in lift and avoid everyone else plus maximise your position within the gaggle where possible. I call this leach flying, where you migrate your direction of travel towards anyone who looks like they

are doing better than you are and fiercely defend your own area if they migrate towards you. This is bound to end in the occasional altercation and the pilot you just cut off may mutter a harsh word or two. Sorry Trev, I have now got eyes in the back of my head and I swear it will never happen again! Thanks for the lift back to the pub, by the way.

This was our lot in life for the day until the silos at Curyo 25km along the course, when time seemed to run out and what lift there was failed. Gliders were seen to be dropping from the sky everywhere. Such was the attrition rate around here that only two gliders made it past and continued on alone. Nobody made goal and, for the first time in the entire competition, Rohan did not win the day.

1	Warwick Duncan	265
2	Ian Rees	246
3	Greg Holt	228

## Summary

The conditions at Birchip this year proved to be a great leveller. Scratchy downwind tasks do not give high performance gliders a great advantage, and on a couple of days people were heard to mumble, "I wish I was on a floater". But in reality it did not matter much what you were flying as you had as good a chance as anyone else. So it really came down to pilot skill and it was a good demonstration of why Rohan is one of the country's top ranked pilots. It was never a question of whether he would win or not, but by how much. In fact, after Day 4, we gave the Superman T-shirt to Tony Lowrey because he was the first of the "Non Freaks". But of course Rohan is no freak. He's just had the greatest run of luck I have ever seen – it's been going for years now!

Personally, I had the most fun I have ever had with my pants on. I averaged 1.25 flying hours per day and got out of the paddock on the first tow every time. It's true, I flew like an idiot (only due to lack of practice of course) but I must say that by the last day I was "in the zone".

Just for interest, the day after the competition the inversion rose back up to 4,500ft, and the following day it looked like good cu's and maybe 5-6,000ft.

On behalf of all I would like to extend our most warm and furry thanks to the Warwick and Beavo good time juggernaut that is the one and only Birchip Flatter than the Flatlands hang gliding comp. Without their dedication to the art of silly none of this would be possible or anywhere near the amount of fun that it was. We luv youse guys cos youse is ace!

For full results and updates on next year's competition, keep an eye on the website at [www.users.bigpond.com/warwick.duncan/]. At this stage entries will open on 15 January 2001 (not before!). My advice to those who missed out this year is to camp outside

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Warwick's place with your pilot names and money and start pounding on his door at one micro second after midnight on 15 January 2001 screaming at the top of your voice, "Let me in little pig, let me in!"

1	Rohan Holtkamp (Danny Scott flying suit)	3,070
2	Brent Telford (1/2 price Aeros harness)	2,228
3	Tim Osborne (USHGA magazine subscription)	2,214
4	Trevor Sangster (CC magazine subscription)	2,181
5	Ray Cassar (Harry and the Hang Glider book)	2,095
13	Ian Rees (Flytec instruments)	1,771

Prizes were awarded down to position 28.

1	French Ticklers	7,890
2	Show me the money	7,475
3	The Firm	6,917
4	Blunderdorks	6,838
5	Thunderdorks	6,756
6	Boonie Loonies	6,104
7	Clown	5,514
8	The Skid Marks	5,147
9	Condors	4,724
10	Airsoles	4,605
11	Bernie's Boys	4,201
12	Old Farts	4,069

Victoria

Many thanks are also extended to all below for their generous sponsorship and assistance: Dynamic Flight, Flytec, Moyes Gliders, Aussie Skins, Aeros Gliders, Birchip Lions Club, Birchip CFA, Ian McClelland, Alan Beavis, Wes Hill, Peter Lissenberg, Nicky Shalders, Mick Hogan at the Birchip Pub, all the drivers and support crews, the friendly farmers of the Birchip area, all the pilots and everyone else I may have forgotten.





# GFA Annual General Meeting/ Annual Council Meeting 2000

BERYL HARTLEY

**T**he GFA annual general meeting/annual council meeting was held in the Airport Motel and Convention Centre over the weekend of 14 and 15 October. The late date of the meeting, traditionally held in September, was set to accommodate the Olympic Games this year. A dinner was held on the Saturday evening with a number of award presentations and an excellent report from Phil Hearne on the scholarship program established in Victoria for high school students and supported by the Victorian Soaring Association.

## Outcomes from the Meeting

**GFA Business Plan:** As explained in the Round 1 papers to members, the GFA business plan should be the outcome of council and be available to members. Accordingly the executive presented the following motions:

That council rescind motion 2.3 from the 1991 AGM/ACM minutes which states "The GFA executive provide council with a medium and long term business plan covering the next two to five years with annual updates at each AGM". This motion was carried and the following put:

"That council defines and implements a process whereby council, assisted as required by any sub-committee empowered by council for the purpose, sets policy by creating a business plan which is updated each year". This motion was also carried and the result is a process to be put in place for all councillors to create a business plan for the GFA by utilising a discussion page established on the web. This plan will be available to all members so that the direction of the GFA is clearly defined.

The restructure of the GFA management system was discussed with all councillor and executive members participating in a workshop facilitated by Terry Cubley. During discussion of the development committee report, council considered in detail the many alternative models for the proposed revised management structures of GFA. The following elements were agreed as desirable:

1. There was strong support for retention of the two-body structure achieving a "separation of powers" between policy setting and implementation.
2. That Council should consist of 10 persons, two from each region.
3. Election to the council to be half election terms, two or four years.



▲ Pictured at the presentation evening were (left to right): Kim Bennett, Peter Robinson, Terry Cubley, Bob Ward, Vicky Cubley, Jan Ward, Tim and Joy Shirley

4. The GFA president and executive vice-president to be elected by council from it number.
5. The treasurer to be appointed by council from the general membership.
6. The heads of the three departments (operations, airworthiness and sport) to be elected by an electorate to be defined, but it was suggested these might be:
  - a) Operations – CFI's and above
  - b) Airworthiness – Club Airworthiness Officer and above
  - c) Sport – Sport Committee
7. Only elected councillors to have a vote on council.
8. The treasurer and heads of departments to be non-voting.
9. Council to meet at least once a year.
10. The executive to consist of president, vice-president, treasurer, and the three heads of departments.

**Direct membership:** The change to direct membership has moved smoothly considering the short time-period allowed by the introduction of GST. Some issues particular to individual clubs and organisations have been addressed and it was recommended members be made aware of the timing that membership is activated. Accordingly it was moved and accepted:

"That a person becomes a member of the GFA by fulfilling the eligibility criteria and at the time of the act of payment by him/her of the GFA subscription whether through an affiliated club or to the GFA".

## Sponsorship of pilots from Western

**Australia and the Northern Territory:** For many years pilots from Western Australia and the Northern Territory have not paid entry fees to compete in National FAI championships. This was put in place to encourage a greater

participation rate from these remote areas. With the introduction of the FAI sanctioned Club Class championships the following motion was put and carried.

"That council approves payment by the sports committee of entrance fees for pilots from WA and NT to compete in any national championships which are held in the eastern and southern States".

As a result of the questionnaire put to members in August it is proposed council authorises a resolution to be put by the executive to the 2001 annual general meeting to migrate from a Public Limited Liability Company to that of an Incorporated Association. The council has formed a committee to be charged with the formation of the articles of the proposed Incorporated Association and the committee is charged with ensuring that a draft of the Articles be presented to a proposed meeting of vice-presidents in February 2001 for their input. Further, that input to the articles is sought from a wide range of the GFA membership and the progress be reported on a regular basis. Appointed to this committee were Kim Bennett, Vice-President South Australia, Maurice Little, Vice-President Victoria, Bob Hall, Executive Vice-President and Tony English, Immediate Past President.

In addressing the issue of falling membership rates, council approved that the executive be empowered to appoint a development officer on a yearly contract basis to implement the council-endorsed development plan. This contract to be funded out of the GFA reserves and to be seen as a temporary contract with the objective of implementing the development plan to address the declining membership.





The executive elected for the following year:

<i>President</i>	<i>Beryl Hartley</i>
<i>Executive Vice-President</i>	<i>Bob Hall</i>
<i>Treasurer</i>	<i>Rudy Salter</i>
<i>CTOA</i>	<i>John Ashford</i>
<i>COP</i>	<i>Daryl Connell</i>
<i>CSC</i>	<i>John Buchanan</i>

The full transcript of the minutes of the meeting is available on the GFA web page at [www.gfa.org.au].

The following awards were presented at the annual presentation evening:

### The WP Iggulden Award

The Iggulden Medallion is awarded to a GFA member who has rendered outstanding service to gliding in Australia.

Bill Iggulden is remembered as the GFA's longest serving president. He was president for 20 years from 1951 to 1971 during which he ably led the rapidly developing GFA through its many early problems. Bill passed away in 1971 and the GFA lost one of its founders.

Bill Iggulden's farsightedness and ability to plan the future of GFA has placed it in its present unique position of accepting full responsibility in all areas for the conduct of gliding in Australia.

The Iggulden Medallion for the year 2000 has been awarded to Western Australia's Kevin Saunders.

Kevin commenced his gliding activities in England and emigrated to Australia in 1969. He immediately joined the Gliding Club of Western Australia, based at the Cunderdin airfield and over 30 years later is still the most active member of the GCWA, not only as a flying member but also as Chief Flying Instructor, tugmaster and tow pilot.

Kevin's flying and communication skills were recognised very soon after he joined his club and in 1975 he was appointed staff instructor at a State Instructor's training course held at the Cunderdin airfield.

As an indication of Kevin's early enthusiasm to develop gliding within his own club he became a part-owner of a Motorfalke in 1974 and was instrumental in having the aircraft made available to the members of the GCWA for pilot training.

In 1980 Kevin's work commitments saw him transferred to the remote north-west of Western Australia where he became involved in the Port Hedland Soaring Club and soon afterwards assumed the position of Chief Flying Instructor, a key element of that club's success at that time.

### PHOTOS ERIC SWEET



During his time in the north-west of WA, Kevin drove from Port Hedland to Mt Newman, a return trip of 916km, on almost every alternate weekend to assist in establishing the Mount Newman Gliding Club. He undertook to train the resident senior pilot, Don McIver, to the point where he could hold the position of instructor and oversee the operation of the club and to instruct the new pilots entering the sport in this remote location.

On his return to the GCWA Kevin has filled all the key positions within the club including tugmaster, logkeeper 1970, secretary 1972 to 1975, vice-president in 1984, 1985 and 1994, president 1995 to 1997, CFI 1996 to 2000.

Other positions held within WA have included Level 3 instructor, Form 2 inspector, Assistant RTO (Ops), RTO (Ops), Competition Director of numerous state gliding championships held at GCWA on a three-year rotation with Beverley and Narrogin.

Kevin has also recently been authorised by the Civil Aviation Safety Authority to act as the regional examiner of tow pilots. In this capacity, Kevin has the authority, for and on behalf of WAGA, to issue towing endorsements to suitably qualified powered aircraft pilots.

Amongst his other achievements Kevin has been a successful competition pilot and Regional Standard Class Champion in 1990 and 1993. He has competed in the National Gliding Championships.

Kevin was awarded the GCWA "Irene Wynne Award" for outstanding service to the club in 1994 and again in 1997. He was also instrumental in his club purchasing its own Pawnee PA 25 towplane VH-FJS in 1995.

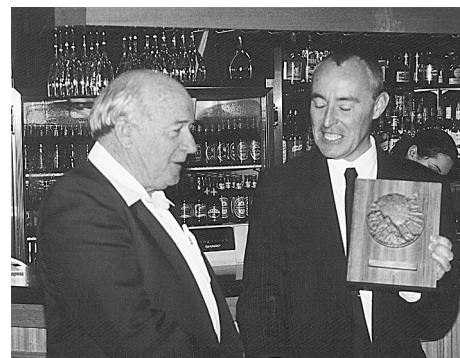
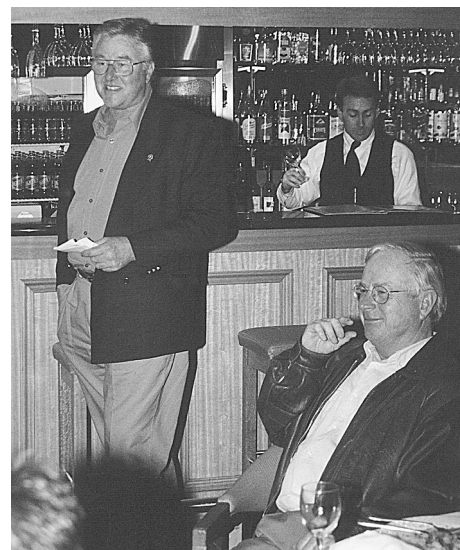
Kevin is a tireless worker who is willing to help anyone in the gliding movement in whatever way he can. He is a diplomat for the sport of gliding and always looks at the overall picture when providing his valuable long term services and experience to gliding. His diplomatic approach was put to the test in ensuring that gliding operations were continued at the GCWA when he represent the club in negotiations with the Shire of Cunderdin when the



◀ Terry Cubley makes a presentation to Kerrie Claffey who set four World and four Australian records whilst attending the Barron Hilton Cup event in USA

◀ Chris Stephens presents the two-seater DCC award to Brian Tucker from the Albury Corowa Gliding Club

▲ Maurice Little makes a presentation to Eric Sweet, President of NSWGA who accepts this trophy for Brett Sutcliffe of the Bathurst Soaring Club



▲▲▲ Bob Ward receives the DCC award for League 1 from the DCC officer Chris Stephens

▲ Phil Hearne presented a report on the youth gliding training scheme established in Victoria with assistance from the Victorian Soaring Association

▲ Dave Sharples being congratulated by Maurice Little on receiving the Hoinville Award





GCWA's tenure at the Cunderdin Airfield was precarious.

Kevin Saunders has rendered outstanding service to gliding in Australia and is indeed a worthy recipient of the Iggulden medallion for the year 2000.

## The Ryan Award

The Ryan Award is made to a GFA member who has rendered outstanding service to gliding in Australia in the field of Airworthiness.

The award commemorates the pioneering work carried out by the late Harry Ryan in the field of airworthiness. Harry assisted in the construction of a Grunau Baby glider at a time when it was considered to have performance characteristics superior to other gliders of its day. Harry was a member of the Southern Cross Gliding Club.

The Ryan Award, designed by the sculptor Andor Mesaros, like the Hoinville Award, was presented to the dux of the airworthiness course at the National Gliding School.

With the passing of time the function of the National Gliding School changed and for eight years the award was not used.

In 1975 the GFA decided to alter the purpose of the award. It is now awarded to a GFA member who has rendered outstanding service in the field of airworthiness.

The Ryan Award for the year 2000 has been awarded to New South Wales' Len Diekman. Len has devoted many years to the service of airworthiness in NSW and is now the Director of the Airworthiness Training School, which is held annually in Bathurst NSW.

## The Wally Wallington Award

The Wally Wallington Award is presented to a GFA member who has rendered outstanding service to the sporting arm of Gliding Federation of Australia.

This fine trophy was created, as were so many other GFA trophies, by veteran glider pilot Herbert Schade of Oyster Bay, Sydney.

Initially known as *'The Austraglide Team Trophy'*, it was commissioned by GFA for use at the 'Austraglide' contests held at Benalla in 1985 and 1986 as precursors to the 1987 World Gliding Championships at that site.

After those championships the trophy was not used for several years; it was then handed to Herbert Schade for safekeeping.

In 1996, acting upon a motion put to the GFA Annual Council Meeting by the Victorian Soaring Association, the Wally Wallington Award was initiated, both to provide recognition for sporting achievement, and to commemorate the tremendous contribution to the sport by the late Professor Wally Wallington, a long-standing glider pilot and world authority on meteorology who had migrated from UK to Australia where he served at the Australian National University

in Canberra. Amongst Wally's services to gliding in Australia, he acted as contest director to both of the Australian World Championships, at Waikerie in 1974 and at Benalla in 1987.

The initial award of the newly-refurbished trophy was made to Murray Evans, a well-known soaring pilot who flew at the Gliding Club of Victoria, Benalla. After years of competition flying, instructing, and services to the administrative side of the sport as a Victorian Councillor to GFA, and later as GFA State Vice-President for Victoria, Murray's name became almost a household word in his Murray Evans Formula, by which, over many years, the Australian team for world championship participation was selected. When, in 1996, the formula was retired from use and replaced by the Tim Shirley Formula the Sports Committee recommended the award of this trophy to Murray.

The Wally Wallington Award for the year 2000 has been presented to John White of the Canberra Gliding Club.

John started gliding in 1944 in Essex. After moving to Australia, he flew with Darling Downs Soaring Club for a short while before moving to Canberra in 1964. Right from the start, he enthusiastically embraced the sporting side of gliding. In January 1966, with Garry Speight, he broke the two-seater out and return record in an ES52B Kookaburra with a flight of 212 miles (Gundaroo-Temora-Gundaroo). For the Canberra region, this was a pioneering flight which proved the feasibility of cross-country flying in the area. He became an instructor soon after this.

As an instructor, he fostered the soaring careers of the bulk of the existing "experienced" members of the Canberra Gliding Club. For John, instructing continued beyond the first solo to achieve excellence and strive for new goals. He set a good example. His personal achievements included a Diamond Goal flight in an Arrow in 1969 and completing his triple diamond in 1975 with the first wave flight from Cooma. He has competed in many state and national competitions with a best result of winning Open and Standard Classes in 1972 and 1974 at the NSW championships. John also extended the envelope of cross-country flying with flights to the coast, Bungendore to Moruya, and Cooma to Merimbula.

In 1995, with the advent of a formal coaching system in Australia, he threw his support behind the proposal, not only with words, but by actively taking up the role of chief coach with the Canberra club and RTO(Sports) for southern NSW. He enthusiastically recruited and helped train another 10 coaches in the region. His contributions to the sport of gliding have been both practical, with organising on-field regattas and coaching days, and theoretical. John has assisted with the administration of AIS coaching clinics. He has also run a number

## Local News

### The Darling Downs Soaring Club

The DDSC is continuing its gradual expansion with the addition of a Nimbus 2C to its fleet.

This gives the club four single-seaters and three two-seaters plus two tug aircraft, thus providing great flexibility and good progression for club members. The club has also carried out a great deal of airfield expansion and rectification work including a new dam and airfield surrounds, and is now waiting, like much of southern Queensland, for some rain to complete the job and turn the dirt into grass.

Club members recently hosted its three-monthly pylon race on a blue marginal looking day in July, which eventually produced thermals up to a reported seven knots although the average was a more sedate four knots. Due to the slow start and the stable weather a small task

of 33km was set with as many laps as possible to be flown in four hours. This was later reduced to three hours which allowed the winners, Bob Ward, Nationals Class (Ventus 2CM) to fly 234km and Owen Jones, Club Class (Diamant) to fly 170km. Both were awarded a bottle of wine for their efforts. Ron Brecknell was also given a bottle of wine for finding the best thermal of the day (seven knots) right after the race organiser left what, at the time, was a deteriorating four knots to search for something better.

The club has also been active in searching out a new satellite airfield for ridge and wave operations nearer to the Bunya Mountains and also has been looking for a safe outlanding field in the same area. A site has finally been located and it was hoped to use it during the last couple of months, but

of gliding seminars in conjunction with the local hang gliding association and has authored several articles for *Australian Gliding*.

John White's contribution to the sport of gliding has been exemplary and worthy of the acclaim intended by the Wallington Award for outstanding service to the sporting arm of the Gliding Federation of Australia.

### The Hoinville Award

Fred Hoinville was a leading light aircraft pilot in the 1930s. He was seen in most Australian cities skywriting in his DH 82 Tiger Moth aircraft, so aptly named "Brolga". Fred did much to improve the art of gliding and kept on with his efforts to introduce high performance gliding to his country. His effort gained him the first Gold C in Australia.

Sadly he was killed in a crash involving a new type of self-launching glider, the RW3, which was powered by a small motor driving a long drive shaft with a propeller positioned between the vertical fin and the rudder.

This Hoinville Award medallion, designed by sculptor Andor Mesaros, like the Ryan award,



unfortunately events have overtaken and it has not been able to be used so far.

The recent club annual general meeting saw the election of new office bearers with Ralph Henderson elected as President, Denis Lambert as Secretary, Richard Hoskings as Treasurer, Peter Bell as CFI, Shane McCaffrey as Airworthiness Officer, Trevor Bange as Tugmaster, Dudley Waters as Canteen Officer and John Moore and Mark Robertson as committee members. The meeting was well attended by about 70 members and guests, with Bob Ward being recognised for his outstanding effort of two 1,000km flights in a row followed by a 800km plus flight on a third day. Peter Griffiths and Lars Zehnder were also recognised for winning the Open Class section of the Nationals. Murray Knight was given the club service award and the inaugural Rex Teakle trophy for his work for the club in the area of promotion and marketing, which has seen an unprecedented growth in club numbers. New member, Josh Darcy, was awarded the most improved pilot and Chris Anifto was awarded the most improved cross-country pilot.

This year has also seen the introduction of the club's weather station, which gives members and web visitors accurate weather data on conditions at the club prior to making the long drive from coastal areas. The weather station came about thanks to the initiative of club member Michael Codling and is well worth a look at if you are netsurfing.

The club is also looking forward to a visit from a group of 16 RAAF glider pilots in late November early December for three weeks of flying to sample the superb conditions that are around at this time of

year and to give them a chance at completing some big distance flights.

## Overseas News

► The British Gliding Association in conjunction with the Royal Air Force Gliding Association have completed a trial aimed at "see and be seen".

The Red Nose Airborne trial's initial analysis is that there were no differences in detection distances between a motor glider fitted with Day-Glo (over one-third of the span) and an unmarked glider.

► Britain has selected its youngest international team ever to compete in the World Club Class championships to be held at Gawler, South Australia in January. The pilots are Pete Masson, Richard Hood and Afandi Darlington.

► The world's biggest sailplane flew for the first time in late July. Hans Werner Grosse flew the prototype Eta from near Wasserkuppe to his home base of Lübeck. This first flight of the 30.9 metre sailplane was the outcome of five years of planning between the designer, Dr Reiner Kickert, and a group of pilots seeking to produce the ultimate self-launching two-seater that should make circling virtually unnecessary, leading to higher cross country speed and greater distances flown. If there is no substitute for span, there can be nothing better than the Eta – which is the Greek letter for efficiency.

► Well-known glider pilot, Gerritt Kurstjens, has taken out several overseas gliding championships. He won the Spanish National Gliding Championships, the Benelux Championships Belgium and the International Competition (French National Gliding Championships) held at Bourges, France along with the seven-day Euroglide Rally where competitors flew from Eindhoven in Holland, to Lusse Airfield in Berlin, from there to Issoudun, France, and back to Eindhoven.

Gerritt and his wife Pam are presently in Australia and will take part in the Australian National Gliding Championships to be held at Gulgong in February.

## GFA Airworthiness Notice

### GFA AN 71 – Issue 2

*Types affected:* Mosquito, Mosquito B, Glasflugel 304

*Subject:* Miscellaneous airworthiness information.

## GFA Airworthiness Directives

### GFA AD 368 – Issue 2

*Types affected:* Mosquito, Mosquito B, H304  
*Subject:* Manual amendments for life extension to 12,000 hours.

### GFA AD 537 – Issue 2

*Type affected:* SZD-50-3 Puchacz  
*Subject:* Inspection of fuselage front bracket console.

was awarded the Dux of the Instructor Training Course at the National Gliding School.

Time passed and the function of the NGS was changed. It is now awarded to a nominated GFA member who has achieved national or international recognition for his contribution to the sport of gliding generally.

At the 1996 ACM Council recommended that the Hoinville Award be directed towards the operational aspects of gliding.

The Hoinville Award for the year 2000 has been awarded to Queensland's David Garfield Sharples.

Dave Sharples commenced gliding in 1969 at Kingaroy and started power flying in 1974. He was president of Kingaroy Soaring Club in 1972 and held this position for six years. He was also president of the Queensland Soaring Association from 1976, again for six years. As an instructor he held the authority from the DCA to train power pilots and issue towing endorsements. During his presidency, Kingaroy purchased three new gliders and a new tow aircraft.

He was president of GFA during 1987/89 and Australia's IGC delegate at meetings held in Frankfurt, Vienna, South Africa and New Zealand during 1988 to 1993. He was also a member of the selection panel for the World Gliding Championships to be held in Gawler in 2001.

In 1988 after the Queensland State Championships, which were held at Kingaroy, he entertained some distinguished overseas visitors, including the late Helmut Reichmann, Michael Bresser and Derek Piggott and flew them in his own aircraft down the east coast to Richmond, the venue of the Richmond Air Show.

Because of the escalating cost of operating tow aircraft Dave commenced work on investigating the use of auto engines to replace aero engines. He travelled to America, purchased a Ford engine and had it shipped to Australia. This project is still in progress, despite many setbacks, and the aircraft is flying satisfactorily to this day. Dave towed a Piper Pawnee from Kingaroy to Tocumwal to have the auto engine

installed. This project has been in progress for over 10 years, which in itself, is a measure of Dave Sharples' commitment. He has contributed an immense amount of his personal finances in his wish to make gliding less expensive for its adherents.

Dave was a signatory when the GFA became a company and was first registered in 1981. This was a culmination of many years of negotiation between the state associations.

He has been awarded a "Certificate of Appreciation" for his contribution to experimental aviation progress by the directors of the Aeronautics Education Enterprises of America.

For his services to gliding he received an Australia Day Award in 1990.

During the 26 years Dave has dedicated to the gliding movement he has attended the GFA's annual general meeting on 23 of those years. His long involvement at club, state, national and international levels makes him a fitting recipient of this award.





## Trike In-flight Refuelling System



Photos: Courtesy Tim Samuels



### TIM SAMUELS

Frustrated with circling around your local field for short trips?

Fed up with loading the back seat up with spare jerry cans?

Ever found yourself circling over farmers fields looking for a likely spot to land in order to quickly tip another 20 litres of fuel in the tank?

What about being caught in a headwind, watching your fuel level sink lower and lower while your destination still seems a long way off?

In normal conditions, the average microlight can safely fly for three hours on one tank of fuel. Admittedly this is usually as long as the average microlight pilot wants to stay in the air before his/her bladder complains. However, sometimes we do want to embark on longer cross-country trips, and sometimes it would be handy to have more of a safety margin. Many pilots have chosen to install in-flight refuelling systems. There are several methods, and each have their benefits and drawbacks. Here is one method that has been tried at the Sydney Microlight Club.

#### You will need:

- 3 metres (approximately) of fuel line (preferably clear plastic)
- 8 hose clamps
- A 'Y' or 'T' piece for the fuel line (from Airborne)
- A new fuel cap for the trike's petrol tank (from Airborne)
- 2 fuel finger filters (from Airborne)
- A 12 volt fuel pump
- Electrical wire, colour coded red and black for +ve and -ve terminals

- 12 volt switch
- 2 x 2 pin electrical plugs, 1 male and 1 female (weather proof)
- Spade electrical connectors
- 2 or 3 rubber grommets, just big enough to thread the fuel line through 2 x 20 litre plastic jerry cans
- A set of fuel panniers 2 spare caps for the jerry cans (or see Alternative Step 6)
- Cable ties

Total cost of parts is approximately \$200.

### Step 1

Create a 'power point' at the back of the trike by running a pair of electrical wires, one black and one red, along the base tube from the instrument console to a point up behind the passenger seat, just in front of the engine mounts. Attach one of the 2-pin electrical plugs on the end of the wire behind the passenger seat. Mount the 12V switch at an appropriate place on the instrument console and connect the wire through the new switch to the auxiliary power point (where the intercom and other electrical accessories draw their power). It probably goes without saying, but make sure



you connect the red wire to the positive terminal and the black wire to the negative and ensure the switch breaks the circuit on the positive (red) wire. Use cable ties as appropriate to keep the wires out of the way. Don't just wire the pump directly to the battery with a switch in between, since that arrangement won't be fused.

### Step 2

Attach the other two-pin electrical plug to the fuel pump.

### Step 3

Put the jerry cans (empty) in the panniers and mount them on the trike. Cut two equal lengths of fuel line that will run from the bottom of each jerry can up to a halfway point behind the passenger seat. On my system, these pieces were approximately 90cm in length. Take the



fuel line connector 'T' piece and attach the two pieces of fuel line. Use hose clamps to secure the pieces of fuel line to the 'T' piece.

## Step 4

Find a suitable mounting position for the fuel pump. I have cable tied the pump onto the trike frame behind the passenger seat so it can be removed easily. Cut another piece of fuel line to connect the inlet of the fuel pump to the 'T' piece. Connect the fuel line to the pump/'T' piece and secure with hose clamps. Cut a fourth piece of fuel line that will go from the fuel pump outlet to the trike's petrol tank.

## Step 5

Cut a hole in the spare petrol cap for the trike. The cap I have has a brass tail sticking out of it that the fuel line plugs on to (supplied this way by Airborne). You could just cut a hole, fit a rubber grommet and poke the fuel line through the cap into the tank. *Note: The original cap is secured by a steel cable to the trike's engine mount. Don't cut the original fuel cap off! I cable tied the original cap to the trike's frame in an "out-of-the-way" place. You will need to put the original fuel cap back on when you fold the trike down – otherwise fuel will leak everywhere.*

## Step 6

Cut holes in the tops of the spare jerry can lids, fit rubber grommets and thread the fuel line through.

### Alternative Step 6

I couldn't find spare caps for the jerry cans so took the collars off the long, yellow, flexible pouring spouts that came with the jerry cans, made two round discs with a hole in the centre that fitted inside the collars to create caps with holes big enough to pass the fuel line through.

## Step 7

Put the finger filters on the ends of the fuel line that will sit in the bottom of the jerry cans. Connect/secure everything.

## Step 8

Try it out. Put some fuel in each jerry can. Plug in the fuel pump and switch it on. It's probably best not to pump the first bit of fuel into the tank as the new fuel pump will probably have oil and other rubbish inside it when you take it out of the box. If you have a compass, make sure the compass doesn't move when you switch the pump on. Also check it doesn't create noise on the intercom or radio.

*Note: When everything is set up, the jerry cans cannot be sealed airtight. When the pump is switched on and fuel is sucked out of the jerry cans, air must be allowed in otherwise a vacuum will form and the pump will stop working. You can either drill a small breather hole in the jerry can caps, or, if you have jerry cans with two caps, loosen the other cap.*



# Wouldn't a triangle be nice?

## ANDREW WICKS

It's astounding how quickly a year can pass! With yet another Christmas and New Year season upon us, it doesn't seem so long ago we were seeing in the beginning of the new millennium. The Y2K Bug was certainly a big let down, but the flight I had on New Year's Day more than made up for it!

The New Year's Eve party at Pam and Garret's was great (thanks guys). Lots of people at Bright Central. I had my family at the caravan park and was back there for the turn of the clock (thanks Tash).

New Year's Day looked good. Tash, Ruby, Kieran and myself ended up at Mt Buffalo having lunch with flat top cu's forming all over the place.

I thought a 2pm launch was the go. I set up at 1pm and was the only pilot there. I was starting to think I'd got it wrong and everyone had gone elsewhere. Or maybe it was the Y2K Bug after all! Come to think of it, I had heard it was advised airports and aircraft should be avoided today.

I was on the ramp at about 1:50pm. By this time the set up area was packed with gliders and there was even one on the ramp behind me, waiting. So not Bug fear after all, just a late night out for everyone.

I got smooth air around to the 'hot rocks' and I could see a cloud forming over little Buff. I got up there and went back to Mt Buffalo with 6,000ft agl – **Cloudbase!**

After only 10 minutes in the air I decided to go XC.

An Aeros Stealth II left Buffalo at the same time. We arrived over the Ovens River and he was in front of me but 100ft lower (I was 100ft above him when we left Buffalo). However, after three turns in a thermal he was above me. I headed for his thermal.

I got there a few hundred feet below him. He topped out about 500ft above me. By the time I also topped out he was over Porepunkah range, and when I got there he was at Running Creek.

I topped up height in two thermals along the way to reach the north slopes of Running Creek. It seemed I was making ground on the Stealth. He had been scratching on the northern spur where Running Creek and the Kiewa valley meet.

After topping out again he was heading across the Kiewa, but that side of the valley was under cloud.

I found buoyant air along the ridge to the spot where the Stealth had been circling. I then headed north, straight line glide to Dederang, getting there at about 4,500ft agl. From there I turned south as I didn't like the thought of controlled airspace restricting my height. Besides, wouldn't a triangle be nice!

The Stealth was low on the mountainside. That was the last I saw of him. I topped up in the Running Creek/Kiewa thermal before trying to cross the creek. Full sun, lots of sink and getting low. I radioed my position to Tash but no answer (still playing on the Chalet lawns). I did, however, talk to Mal who was still waiting to launch.

I followed a spur hoping for lift. The trouble was the spur was rising and I was getting close to trees. Finally I hit a boomer 100m above the tree line. I crank and bank the SX4, hitching a 1,000 ft/min average up to base (now 6,400ft).

The cloud streets went all the way to Mt Beauty. Straight line glide in suck, through some blue and accompanying sink. I went more east towards Mt Emu. Back under cloud and up. The south end of the Kiewa, and from Mt Bogong to Mt Buffalo, was now under a blanket of cloud. From little Mt Emu I headed to the only sunny ground, south of Tawonga Gap. I arrived at 4,000ft, the lowest since Running Creek, and straight away found 600 averaged lift. Now, with Bright in my sights, I radio Mal to say that I was over tiger country and heading back (he was on the deck at Porepunkah strip).

I had a great glide to the north of German town where I found my next thermal. From there I could see the airstrip at Porepunkah, with lots of hang gliders waiting to be packed up.

Straight glide to Bright radio tower, a few more turns then onto the hill east of Porepunkah airstrip. A boomer 1,000 averaged up took me from 3,500 to 5,000ft. It was cold!

Tash and the kids were now heading down from Buffalo, and I also had cold beer in my harness weighing me down. It was time to land. I spiralled down and nailed my landing. Cold but smiling, I packed up. An 80km plus flight, two and half hours airtime – Happy New Year!





# The Art of a Graceful Landing

Whilst at the landing paddock the other day, I couldn't help but notice that some pilots don't land, they "arrive". This is not just a localised occurrence, I have seen it happen now and again all around the world.

Along with this, there seems to be a spreading misconception that hang gliders are hard to land. **Bullshit!**

*Are they doing something wrong or is it the equipment?*

The answer is perhaps both.

Some models of glider aren't as easy to land because they require "more accurate flare timing" than others, or have a light pitch feel. These gliders require the pilot to be more sensitive to feedback from the glider prior to flare. This sensitivity is optimised when the pilot has a gentle touch on the controls. A gentle touch on the controls prior to landing is promoted through confidence – which is often established by landing practice and success.

The best results from practice can be gained with feedback from an experienced hang gliding instructor/coach, or alternatively using this guide combined with video footage of your landings for self-assessment. A trap with using a video is that when an unsuccessful landing is viewed too often it is easily etched into ones mind, only to reappear in the form of action during a similar stressful moment, such as the next landing. Get your camera person to edit for you.

*Why do some pilots land great and make it look easy every time no matter what they are flying?*

Assuming basic skills, most pilots can fly the glider, wings level, down to an altitude that's safe to fall from. There are three more basic skills to display before you become a 'landing legend.'

### Skill One

You must be willing and able to reliably slow the glider to trim speed, the airspeed that's 10-15% faster than stall speed.

Trim speed is the speed that the glider flies with no pilot input, which means all pilot weight hangs from CG only, none on the uprights or hands!

When landing a poorly trimmed glider it is far harder to establish the correct airspeed prior to flare. Trim variations can occur through sail shrinkage or incorrect adjustment of frame, battens or CG/hang-point. These variations can occur through normal and abnormal wear and tear. Gliders that have soft batten or frame material can easily have the batten or frame shape altered from a simple nose-in and consequently suffer an alteration of the pitch stability and trim speed!

To make sure your glider is trimmed correctly, fly it prone in smooth conditions resting in trim (no pilot input). The glider should handle at least 50mm of forward control movement (at the base bar) from trim position before stalling. If you have an airspeed indicator it is easier to determine 10-15% faster than stall. So after correct adjustment, to find trim speed you should only have to **RELAX YOUR GRIP**.

If in doubt about any adjustment, ask your instructor, dealer or manufacturer.

### Skill Two

You must be willing and able to raise the nose of the glider to full stall/flare angle of attack.

Often the inability to raise the nose can be due to the pilot hanging too low. This can appear as if the pilots' arms are too short

(sound familiar?). The pilots' arms appear too short because most of the arm length is taken up just reaching out to grip the uprights at the wide part of the A-frame! See Figure 1, position B.

Additionally, most A-frames are raked forward so the pilot's shoulders, in trim, are even further back in relation to the grip – making their arms appear even shorter. It's hard to get the nose up (or push out and up) if the arms

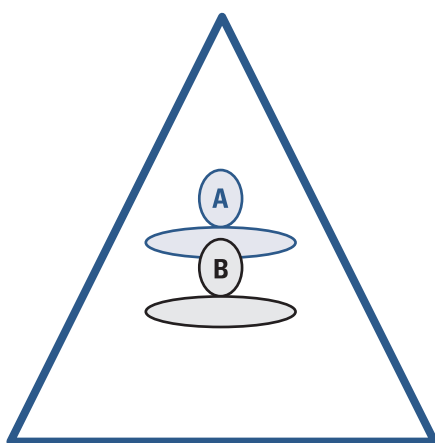


Figure 1: Front view



Cartoons: Julius Makk (www.bit.net.au/~skyvont)

### Well... He's solved the high approaches

are already straight! This pilot (Figure 2, position B) needs to hang 100-200mm higher in upright position, and will have to adjust the hang loops or harness accordingly to be more like position A.

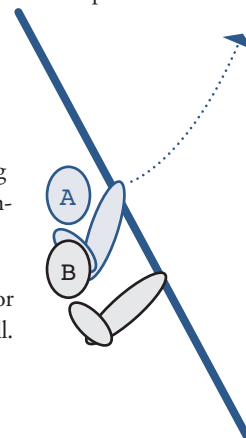


Figure 2: Side view

After adjustment of the hang loops, the correct chest/base bar clearance (in prone) can be set by adjusting the head-up/down rope, and should result in a slightly feet high attitude (compared with the horizon, in trim position). You will notice that the same pilots who land great have a slight feet high attitude whilst in

prone. This also makes them glide better and get higher (less drag) than the pilots that don't align their harness with the airflow. Some harness designs do not have a head-up/down adjustment so the legstraps may need to be tightened to raise the pilot whilst in upright position. If this cannot be done due to the excessive girth of the harness forcing the legstraps to be uncomfortable in prone, trade it in for one that fits properly. If in doubt see your instructor, dealer or manufacturer. (If your harness is made overseas serves you right for not buying an Aussie product.)

Additionally, inability to raise the nose can be due to the pilot only pushing forward. For a more positive nose up result, the pilot **must push mostly upwards**, with the grip at ear/eye height prior to flare. Hands must be open enough to avoid loading the controls with any pilot weight, but tight enough to avoid slippage. See Figure 2 curve. (Most of these details are taken care of when flaring using the rear wires. If this concept appeals to you, take care



Rohan is a National and World record holder, highly ranked Australian pilot, long time instructor with Dynamic Flight and SSO for Western Victoria Hang Gliding Club.

to practice steering with hands on the rear wires at altitude firstly, and secondly, do not attempt to flare any higher than you would like to fall from.) **Skill Three**

You must be willing and able to **run** a few steps so as to let the glider settle behind you when your feet touch the ground.

When good landings occur you will notice that the pilot's legs just coast to a gentle stop with very little effort. Think about aircraft that land on wheels, the legs should work just the way wheels do (except legs handle more crosswind). Seen many nice landings with the brakes locked on? If you have done all of the above correctly but there is greater groundspeed than the legs can keep up with, try landing into the wind!



## Summary of a graceful landing technique:

1. *Ensure your glider is trimmed properly, and harness is set up correctly.*
2. *Approach the landing zone with faster than trim airspeed.*
3. *Make sure wings are level and heading is consistently along your intended (adequate length) runway.*
4. *Relax off extra airspeed smoothly to level off at a height you feel safe to fall from (less than three feet for me).*
5. *Find trim speed by relaxing your grip on the controls, identify you are touching only the back of the uprights and all your weight is in the harness.*
6. *Flare out and UP – swiftly if a lot of slowing is required, slowly if a little slowing is required. No flare is required if no slowing is required (like on a windy day).*
7. *Coasting run to a gentle stop.*
8. *Wave to the impressed spectators as you carry your glider over to park it.*

## FUNNY CAPTION COMPETITION

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

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

The winner (announced in the February issue) will receive a HGFA cap.

And now, the moment you've all been waiting for, the winner of the October comp:



*"Dave's wind dance was just as ineffective at Bright as it had been elsewhere, but the devastation caused to the delicate alpine ecosystem by fleeing pilots would be felt for many years to come."* – Michael Dufty

This entry combined originality and humour, and while still poking fun at our naked subject, also managed to evoke some pity for him! Well done, Mike. Your cap is on its way. Other entries deserving a mention include the following:

*"Here comes the Morning Glory!"* – Rob Smith • *"No-one seemed to want to give Dave a hang check..."* – John Reynoldson • *"Being familiar with customs in the West, Dave prepared to pay the usual site fee."* – Bill Graham • *"It takes more than that to get me off."* – Wayne Bailey • *"I don't know why, but I keep getting this urge to point north..."* – Geoff Woodhouse

A surprising number of entries came from our HGFA Management Board. Good to see these blokes tackling the big issues! However, like many of the big issues facing the HGFA (or facing away from the HGFA as the case may be), a solution hasn't been forthcoming – the question still remains: What was Dave doing?!

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# Official Entry Form

## 39th Australian National FAI Gliding Championships

**Gulgong NSW – 10 to 23 February 2001**

PLEASE USE BLOCK LETTERS

Pilot Name:.....	Crew Chief Name:.....
Address:.....	Aircraft Type:.....
.....	Rego No:.....
.....	Class:.....
Phone:.....	GNSS Logger Fitted? Yes <input type="checkbox"/> No <input type="checkbox"/>
Fax:.....	Make.....
Email:.....	Model.....
Total Hours:.....	Emergency Contact Person.....
1st or 2nd Nationals? Yes <input type="checkbox"/> No <input type="checkbox"/>	Phone:.....
	Fax:.....
	Email:.....

### When registering you must show a valid:

GFA Membership Card, Competitor's Licence, Maintenance release, GFA currency requirements for cross-country flight. It is strongly recommended that gliders be insured for third party and public liability.

Please complete the indemnity form to the right and return the entry with payment of \$295 entry fee (cheques to be made payable to Cudgegong Soaring Pty Limited ABN 51 002 644 617). Please post completed entry form together with cheque to: Cudgegong Soaring Pty Limited, PO Box 352, Frenchs Forest NSW 1640 by no later than 30 November 2000. Late fee of \$50 will apply after this date.

All enquiries to Cudgegong Soaring Pty Limited – phone 02 9452 2777 or email <hkmxor@msn.com.au>. For more information see the Cudgegong Soaring web page accessible via GFA web page at [www.gfa.org.au].

### Indemnity Form (must be completed)

I certify that the information supplied above is true and correct.

I agree to abide by the competition rules (including any amendments) and note in particular that if any aircraft does not meet the airworthiness requirements of those rules, entry application may be rejected.

I agree to waive all claims against the Gliding Federation of Australia, the New South Wales Gliding Association and Cudgegong Soaring Pty Limited and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever.

I enclose cheque/money order for \$295 (per aircraft) entry fee.

Signature Pilot:..... Date .....

### Office Use Only

Date received.....Payment received .....Rules posted .....



# Chinchilla Flyaway Weekend

**DENIS LAMBERT**

**Over the last couple of years, the Darling Downs Soaring Club has been carrying out a number of flyaway weekends with the aim of attracting new members and providing existing members with a range of alternative sites to experience. This trip to Chinchilla was our third for the year and our most ambitious to date.**

Chrissie and Anthony Wetherspoon were living in Chinchilla at the time and were keen to see some home-grown gliding activity and were well supported by the local aero club. The trip also coincided with the annual Chinchilla Show which gave us a much greater population base than normal to draw from, as the showgrounds were only a short distance from the aerodrome allowing us to be seen quite clearly from the ground during most flights. The plan was to organise all the flying around the idea of all flights being pre-booked therefore allowing us to plan the weekend flying activity and gather enough members to assist with the various tasks.

Chrissie and Anthony put in a great deal of work locally, organising accommodation, meals, ticket sales, equipment, a raffle for a dual-tow dawn launch and the flying program. The club webmaster, Shane Andersen, co-ordinated operations from the club side and provided much of the public relations' work necessary. The Grob 103 and one Puchacz were dual-towed out on Friday the 19th by Stow Kentish in his C180 MDK. The tow across was fairly smooth as the day was not working particularly well. After a tow of about 30 minutes both Shane and I released about 15km short of Chinchilla aerodrome and flew over the town and showgrounds to check out the locals and announce our presence. We both landed after about a one hour flight and were greeted by our local ground crew. Several other flights finished off the day after which we tied the aircraft down and headed off for a pizza and some refreshments.

Saturday morning dawned with a high overcast and some light drizzle after a week of good conditions which seems to be the usual thing for a weekend when gliding is on. This persisted, and some of our earlier flights were in a light drizzle continuing to move in from the west. The lack of soaring conditions meant a series of higher than normal tows but this enabled us to give many passengers a smooth comfortable flight – around 20 to 25 minutes in most cases. For many of the people flying it was an ideal opportunity to fly over their own

homes and places of interest around the town, and to get a good introduction to gliding in calm air. One person I took for a fly in one of the few thermal flights of the day managed to climb over 2,000ft in a four-knot thermal with very little hindrance from myself on his first flight. This kind of flight allows people to enjoy themselves and gives a good impression of gliding as a fun sport in which it is not difficult to learn the basics.

Another of our plans while at Chinchilla was to promote our clubs Youth Scholarship Scheme (YSS) by actively seeking out people in the 14 to 20 years age group to learn to fly. I flew with several excellent prospective pilots, including one who almost landed the glider by himself on his third attempt and was doing much of the circuit flying on my prompting. One of these blokes was also in the process of applying to the RAAF for pilot training and showed excellent potential.

Some of the other club members to make the trip included. Robert Bradley, Mark Robertson, Paul Owens and Tony Cavanna, all of whom made the trip out to Chinchilla on the Saturday, with Rob putting on two very spectacular glider-handling demonstrations for the Chinchilla Show. Mark rode shotgun in the rear seat for the second run (he drew the short straw.) On Saturday night the Chinchilla Aero Club hosted a spit roast dinner which was enjoyed by all.

Sunday saw an early start for everyone with preparations for a "mile high dual-tow for the winners of the raffle. Part of the proceeds of the raffle was donated to the Queensland Cancer Fund. After repeated attempts to de-ice the wings of both gliders, the launch eventually got under way and with a further bonus of a photographer recording the event from a helicopter flown by a local pilot after some smooth-talking by Rob and Mark. The helicopter flew all around the formation and took some interesting shots which hopefully will come to light at some time in the future. After release, both gliders flew in formation to allow some good aerial photo opportunities in what was silk smooth air, perfect for these sort of flights. After

landing we continued with a steady stream of flights as the thermals had decided to grace us with their presence today but not in any sort of strength. Peter Griffiths and Lars Zehnder made a spectacular arrival in the Nimbus 4DM after a flight from the club in weak conditions. After landing Peter and Lars showed a number of people around the Nimbus and then headed back to the club.

As we were limited by a last light return to Toowoomba, we finished our last TIF flight around 3:30 pm and set up the aircraft for a dual-tow back to the club. After an uneventful tow back we both released about 20km short of the club and headed in quickly to land and hangar the aircraft. Stow also landed to unload some gear and then headed back to Toowoomba.

For us, the weekend was a great success with 46 flights made over the three days with many enquirer's fielded and a total of 22 club hours flown. This has also resulted in additional membership for the club. A lot of effort went into putting it all together which was well worth it, and once again proved that gliding can still draw them in if it's presented well. ✂

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## It was Love at First Sight



M200 with Peter Raphael and owner over Lake Negambie in central Victoria  
Photo: Peter Raphael



JOHN W KOHAN

There she was, hiding under a tarpaulin in a barn near Bridgewater, Victoria, and the minute I saw her I knew I must have her. Her sleek lines and long, slender wings whispered – “take me, take me.”

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Conceived in Italy by the Morelli Brothers (we are not positive if it was Alberto or Piero who was responsible) and born in France in 1967, the M-200 was given the name ‘Foehn’.

The total number manufactured in France is unknown by the author, but this one was number 15, and the only one brought into Australia by the importer, Eugene Blunt. However, it had the unfortunate circumstance of coming on the market around the same time as metal sailplanes. Everyone thought that metal would be better because of less maintenance and unlimited flying life, but did not consider metal fatigue. The Yellow Witch (50 years old) is still flying, but metal gliders have required extensive and expensive reinforcing and modifications.

The M-200 has several unusual attributes – among them staggered side-by-side seating (like a Kookaburra but 100% more comfortable) making conversation easy with family, friend or student (gliding does not have to be a lonely sport; and the dive brakes consist of 16 metal plates in each wing which are extremely effective, and are not subject to suction at any speed.

She is easy to fly, extremely versatile and suitable for dual instruction and first solo flying as well as club competition. The large baggage compartment, easily accessible to the rear pilot, allows an exceptionally easy arrangement for oxygen or anything that may add to the comfort of your flight, such as additional clothes, drinks, and a picnic basket just in case you want to land out.

But don't get me wrong; this is no 'pussy cat'. Its log book shows 500km flights and it won a day in the nationals at Benalla. Max and Cherie Howland flew the M-200 to win a day in the Queensland competition (okay, it was back in 1968). It is my intention to enter the M-200 in the forthcoming two-seater national competition in Benalla.

I have known her for five years now, but the adrenaline starts to fly and my heart still races with anticipation every time I walk into the hangar. She still beckons – “take me, take me.”



Inset above: M200 unusual but effective dive brakes consisting of 32 steel plates  
Photo: John Kohan



# World Gliding Championships - Club Class

8-26 January 2001  
- Gawler, South Australia

## TERRY CUBLEY

**E**ntries for the Club Class are excellent, the following list shows entries received so far. There may be some alterations as pilots are finalised.

Australia	3	Austria	3	Belgium	1
Canada	2	Czech Republic	3	Denmark	2
Germany	4	Great Britain	3	Hungary	1
Lithuania	3	Italy	2	Netherlands	3
Japan	1	Pakistan	1	Russia	3
Slovak Republic	2	Poland	3	Sweden	2
Slovenia	2	Switzerland	2	USA	3
New Zealand	2	South Africa	2		

### Breakfast

My own experience of world comps flying is that you get to meet a few pilots during the competition, and then get to meet many others at the final party and presentation. To encourage more interaction and to develop stronger alliances, it is proposed to run a welcome breakfast for pilots and team captains early in the practice week. This will be combined with a civic reception and will involve local councillors and business leaders. This should provide a great opportunity for pilots to meet one another as well as meet the leaders of the local community. So that crews and helpers are not left out, a separate breakfast will be held at the airfield to encourage greater interaction between these groups.

### Opening

The opening ceremony will be held on the Thursday evening of practice week at the main park in the centre of Gawler. Taking the competition to the town will ensure a greater connection between the competitors and the community. Holding it in the evening will mean that good flying time is not lost and pilots are not standing out in the hot summer sun during the day. The ceremony will involve a march-past of the teams, introduction of competitors, a carnival atmosphere and some entertainment. Hopefully the teams will then make use of the excellent catering opportunities in the town.

### Grand Prix entries

The Grand Prix competition is also looking successful. Somewhere between 15 and 25 entries are expected with a majority of Australian pilots plus a significant international entry. Pilots are flying gliders from Discus, ASW24 through to Ventus 2. The use of wingloading limits will ensure fair and equitable competition. There are still opportunities for pilots to enter. It is the first international event in this class and it will be a showcase to the world of a new way of racing. Potential for the future is huge.

### Organisation

A lot of people have been doing a great deal of work over the past year. Adelaide Soaring Club members have performed miracles with improvements to the main administration area of the competition; the airfield is looking great (if only it would stay as green as it currently looks); weighing systems, flag poles,

meteorology facilities, finish lines, and turnpoint books, etc. have all been developed and created. It does take a lot of effort from many people and all of those involved can be proud of the outcome. All competitors and visitors in January should be impressed with the facilities and organisation of the championships.

### Tasking options

Two types of task will be used. The standard speed only POST task commonly used at Club Class Nationals. Pilots are set a time period (typically three to five hours) and must then travel to their choice of turnpoints to achieve the greatest speed over this set time period. The other form of tasking is the Assigned Area Task where pilots are set a two to three turnpoint task but where the turnpoint sectors are of the order of 30-40km in radius. Pilots must achieve a data point in each turnpoint sector. By choosing whether to just enter the sector or travel well into the sector, the pilot can vary their task distance as well as make optimum use of weather conditions. Both of these task types work well with a handicap system as it permits the lower performance gliders and the higher performance gliders to fly during a similar time period on the day.

### Airfield services

A catering contract has been let for the competition, which ensures that a professional quality service will be provided. With over 400 participants, supporters and helpers, together with hundreds of visitors, this is a critical component to ensure the success of the competition. Appropriate entertainment has been arranged for many evenings which should see a regular crowd, adding to the spectacle and enjoyment. During the day, a series of sport aviation displays are being arranged so that the public and gliding visitors will have plenty to see between start time and the finishes. An excellent range of competition merchandise will be available during the event. Some of this will be available through the web page with some only being available for those who actually attend the event.

### Stewards and jury

International stewards are responsible to ensure that the organisers run the competition to the rules and in the spirit of the rules as described by the FAI. They are the referees of the event and the main contact for team members to clear up any rule issues. The stewards at Gawler are Bob Henderson from New Zealand as head steward (he was contest director at the 1995 World championships in Omarama), Waldemar Ratajczak from Poland, and Henk Meertens from Australia. The international jury comprises of the people who verify results of the competition; verify that it was conducted according to the rules; and who make a final decision on the results of any protest. The chairman of the jury is Mr Jaroslav Vach from the Czech Republic. Other jury members are John Roake and Ross Macintyre, both from New Zealand.



Gliding

## Farewell to Ron Cant

**BRYAN BLACKBURN,**  
*WAGA President*

**As many of you will know,  
Ron Cant, WAGA Immediate  
Past President, died at  
home on 6 October 2000.**

**R**on's contribution to gliding was extensive over many years. When his health prevented him from flying some years ago he turned his attention to organisation. His efforts smoothed the path and found the funding for many of the things that we have all enjoyed doing. He was WAGA President and GFA Regional Vice-President for the last three years and was still serving as Airfields and Airspace Officer when he died.

Ron served an apprenticeship with Qantas at Mascot in Sydney; worked in PNG and was promoted to flight engineer in the days of the Lockheed 1049 Super Constellation, an aircraft for which he retained an abiding affection. He had many stories about the frustrations of working on the Wright Cyclone engines that powered the L1049.

He obtained his commercial pilot's license and was employed by MMA in WA. He became a Captain, flying the De Havilland Dove, Douglas DC3, Fokker F28 and many other types. Health problems forced an end to his commercial flying career at a relatively early age, which must have been very difficult for him to bear. But Ron saw it through with fortitude and good grace, and worked another 15 years with the Swan Brewery.

He came into gliding in the mid-80s with Narrogin Gliding Club and quickly gained a Form 2 rating and a valued place in the club. Always meticulous and true to his engineering background, he worked for several years on many gliders, particularly the Blanik, with which he had a special relationship.

It was a mark of the man that, although he had been in poor health for some time, not many people outside the Narrogin club were aware of it.

We will miss him.





# Why can't we get a handle on this

MIKE MEIER (Reprinted from the Wills Wing web site with kind permission. This article also appeared in the September 1998 issue of the *Wills Wing* magazine)

If I were to ask you to characterise the view that the “uninformed public” has of hang gliding, what might you say? You might say that they think of hang gliding as a “death sport,” or, at the very least, an “unreasonably unsafe activity.” You might say that they think hang glider pilots are “thrill seekers” who recklessly disregard the inherent risks in what they do. You might say that they are under the mistaken impression that hang gliders are fragile, unstable flying contraptions blown about by the winds and only partially, and inadequately under the control of the occupant.

If confronted by this attitude in a spectator, how might you respond? You might say that once upon a time, in the very early days of the sport, it was true that gliders were dangerous, and pilots behaved in an unsafe manner. You might point out that in recent years, however, the quality of the equipment, the quality of training, and the level of maturity of the pilots have all improved immeasurably. You might point to the fine aerodynamic qualities of today's hang gliders, the rigorous certification programs in place for gliders, instructors, and pilots, and you might give examples of the respectable occupations of many hang glider pilots; doctors, lawyers, computer programmers. You might make the claim that hang gliding today is one of the safer forms of aviation, and is no more risky than many other action oriented sports.

Later on, you might laugh about the ignorant attitude of the “woofos.” Or, you might wonder, “Why is it, after all these years, that the public still doesn't understand? Why can't we educate them about what hang gliding is really like, and how safe and reasonable it really is?”

So now let me ask you another question. What if they're right? What if they're right and we're wrong? And what if I can prove it to you?

Let's take a look. First of all, you have to admit that year after year we continue to kill ourselves at a pretty depressing rate. Anybody who's been around this sport for very long has probably lost at least one friend or acquaintance to a fatal hang gliding accident. Most of us who have been around for more than twenty years have lost more than we care to think about. It's true that we have seemingly made some improvement in the overall numbers in the last 25 years; between 1974 and 1979 we averaged 31 fatalities a year. Since 1982 we've averaged about 10 per year. In the last six or eight years, we may have dropped that to seven per year. On the other hand, what has happened to the denominator in that equation? In 1978 there were 16 US manufacturers viable enough to send teams to the manufacturer's competition in Telluride. Today we don't even have a manufacturer's competition. My guess is that the fatality rate hasn't changed much, and almost certainly hasn't improved in the last ten years. I'd guess it's about 1/1,000 per year, which is what I guessed it was 10 years ago.

So the question is why? The equipment gets better and more high tech every year, we know more about teaching than ever, we've got parachutes, rockets to deploy them, full-face kevlar helmets, wheels, FM radios for emergency rescue. We're all about 20 years older, and commensurately wiser and more conservative. How come we're not safer?

I've been asking myself variations on this question for as long as I can remember. Three years ago I had an accident, and in thinking about that accident I thought that maybe I had stumbled onto some little insight into the answer. I'll share it with you.

Here's the story. (If you don't like reading “there I was” stories, or other people's confessional accident reports, skip this part. I won't be offended.) We were out doing some production test flying at Marshall Peak in San Bernardino. For those of you who haven't flown there, Marshall is a rounded knob in the middle of a 2,200ft tall ridge in the foothills along the northern border of the east end of the Los Angeles basin. It's a very reliable flying site; probably flyable 300 days a year and soarable on most of them. It was July, in the middle of the day, but the conditions were not particularly strong. We were landing on top, which we do whenever conditions are not too rowdy, because it vastly enhances efficiency. I was flying a Spectrum 165, and setting up my approach. I've logged about 100 top landings a year at Marshall for each of the last 15 years. Even so, I know for a fact that at the time I was not complacent. I know because I have a clear memory of what I was thinking as I set up my approach. In two weeks, I was due to leave on a three week family vacation abroad, and I was thinking, “*You damn well better not get yourself hurt before your trip or your wife is going to kill you.*” At the same time, I wasn't anxious. I was flying a Spectrum and the conditions were only moderate. I'd made lots of successful landings on more difficult gliders in more challenging conditions. I hadn't had an unsuccessful landing attempt in longer than I could remember. I was relaxed, yet focused. My intent was simply to fly a perfect approach. Such intent is always a good idea when top landing at Marshall; the landing is challenging, and a sloppy approach can quickly get you into trouble. I knew exactly where I wanted to be at every point in the approach; position, heading, altitude and airspeed. I executed the approach exactly as I wanted to.

You top land at Marshall half crosswind, gliding up the back side of the hill. You come in hot, because the gradient can be extreme, and there's often some degree of turbulence. The time interval from 40mph dive, through round out to flare is very short. I was halfway through this interval, past the point where one is normally rocked by whatever turbulence is present, when both my left wing and the nose dropped suddenly and severely. I went immediately to full opposite roll control, and managed to get the wings and nose just level when the basetube hit. Having turned 90 degrees, I was travelling mostly downwind, at a groundspeed of probably 30mph. The right downtube collapsed immediately, and the right side of my face and body hit the ground hard.

Very briefly, I thought I might die. For a slightly longer time, I thought about paralysis. Within a minute, I knew I was mostly okay. In the end, I got away with a slightly sprained ankle and a moderate case of whiplash. I had three weeks to think about the accident while I bounced around the rutted dirt roads of East Africa, trying in vain to keep my head balanced directly over my spine to moderate the pain.

The thing was, I never considered at the time of the landing that I was anywhere near “pushing the envelope.” I've done dozens of landings at Marshall where I did feel that way. All during the previous two summers I had been top landing Ram Airs at Marshall in the middle of the day in much stronger conditions. I had never had a crash. Thinking about it, I couldn't even remember the last time I had broken a downtube. I tried in vain to think of a clue that I had missed which might have suggested that this was going to be a dangerous landing. Finally, I was left with only one conclusion. What happened to me was nothing more or less than exactly what the potential result was, during any of the times I had land-

# safety thing?

(the US publication "Hang Gliding".)

order to make your goal. If you come back in at 1,000ft agl, you made a good decision. If you come back in at 400ft, you made a bad decision. The bad decision didn't cost you, because you built in a good margin, but it's important that you recognise it as a bad decision. Without having gone through both the before and after analyses of the decision (setting the 800ft limit, observing the 400ft result), you would never be aware of the existence of a bad decision, or the need to improve your decision making process.

This was one of the main ideas behind the safe pilot award. The idea wasn't to say that if you never crashed hard enough to need a doctor, you were a safe pilot. The idea was to get pilots thinking about the quality of their decisions. Not just, "Did I get hurt on that flight?" but "Could I have gotten hurt on that flight?" During the first couple of years of the safe pilot award program, I got a few calls and letters from pilots who would tell me about an incident they'd had, and ask for my opinion as to whether it should be cause for them to re-start their count of consecutive safe flights. I would give them my opinion, but always point out that in the end it didn't matter, what was important was that they were actively thinking about how dangerous the incident had really been, ie what was the actual quality of their decision making.

Looking back on it now, I would say that the criteria for a "safe flight" (any flight which didn't involve an injury indicating the need for treatment by a licensed medical professional) was too lenient. Today I would say it shouldn't count as a safe flight if, for example, you broke a downtube. A few years ago (or maybe it was ten or twelve, when you get to be my age, it's hard to tell) we had a short-lived controversy over "dangerous bars." The idea was that manufacturers were making dangerous control bars, because when smaller pilots with smaller bones crashed, their bones broke before the downtubes did. (Today, most of the complaints I hear are from the other side, pilots who would rather have stronger downtubes even if their bones break before the downtubes, because they're tired of buying \$65 downtubes, which they're doing with some regularity.) I have a different suggestion for both of these problems. Why don't we just stop crashing?

Of course, I know why. The first reason is, we don't even recognise it as "crashing." I continually hear from pilots who say they broke a downtube "on landing." (I even hear from pilots who tell me – with a straight face, I swear – that they broke a keel, or a leading edge "on landing.") The second reason is, we don't think it's possible to fly without breaking downtubes from time to time. I mean after all, sometimes you're coming in to land and the wind switches, or that thermal breaks off, or you're trying to squeak it into that small field, and you just can't help flaring with a wing down, sticking the leading edge, ground looping, slamming the nose (Whaaaaack!) and breaking a downtube.

We regularly observe our fellow pilots breaking downtubes, which also reinforces our perception that this is "normal." I'm going to go out on a limb here. I'm going to say that if you've broken more than one downtube in the last five years of flying, you're doing something seriously and fundamentally wrong. Either you're flying too hot a glider for your skills, or you're flying in too challenging conditions, or at too difficult a flying site.

Now let's ask one more thing. If hang glider pilots stopped dying, and if hang glider landing areas stopped resounding with the sound of Whaaaaack! every second or third landing (in other words, if hang gliding started looking like fun, instead of looking both terrifying and deadly), do you think maybe the public's perception of the sport might change? Not do you think more of them would want to do it; in truth, no they probably still wouldn't. But do you think maybe they'd stop thinking we were crazy for doing it?

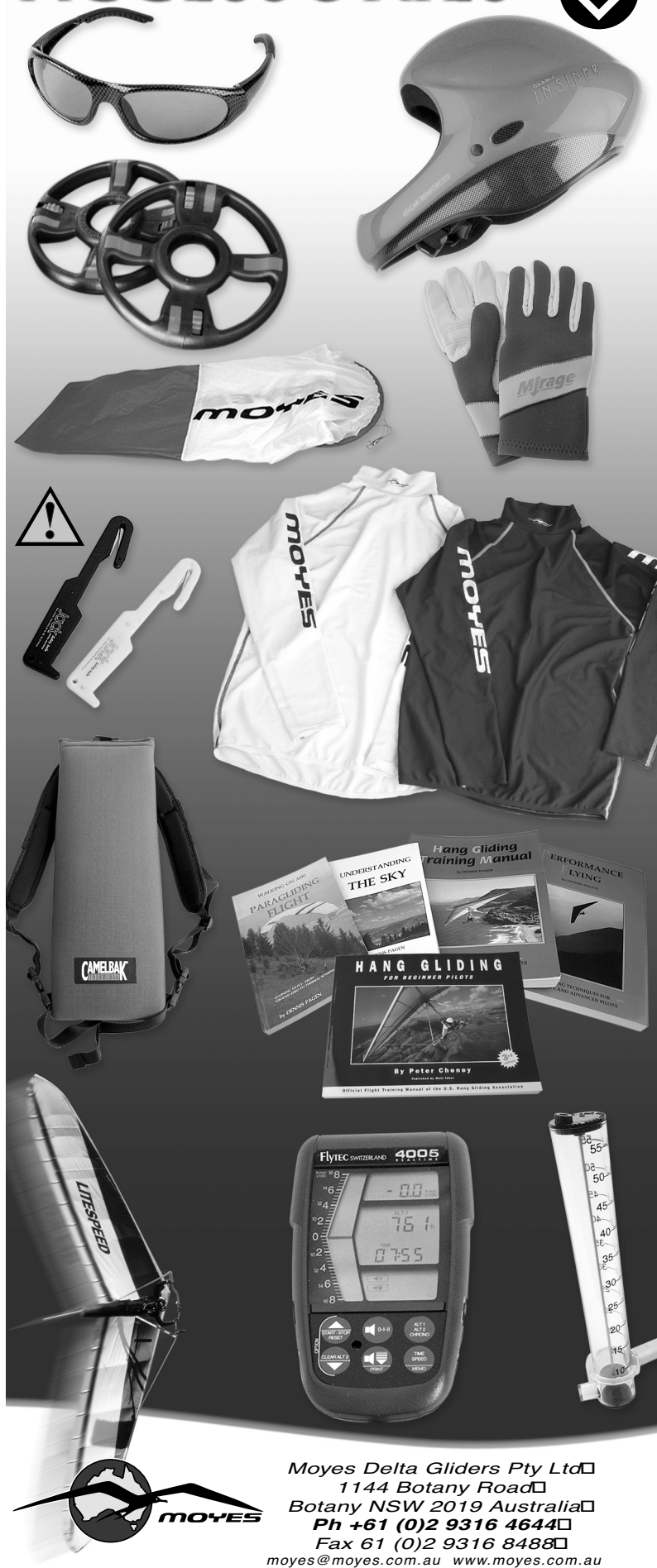
Maybe they would.

And maybe they'd be right.

December 2000

# MOYES

## ACCESSORIES



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ed under similar, or more challenging circumstances. That was a dangerous landing because of what could have (and did) happen. The corollary, of course, is that all the other landings I had done, on more challenging gliders, in more challenging conditions, were also dangerous. (In fact, they were more dangerous.) And they were so in spite of the fact that no bad results ensued in any of those landings.

And suddenly I felt like I was beginning to understand something that I hadn't previously understood.

You see, here's how I think it works. The overriding determinant of pilot safety in hang gliding is the quality of pilot decision making. Skill level, experience, quality of equipment; all those things are not determinants. What those things do is determine one's upper limits. More skill gives you a higher limit, as does more experience or better equipment. But safety is not a function of how high your limits are, but rather of how well you stay within those limits. And that, is determined by one thing – the quality of the decisions you make. And how good do those decisions have to be? Simply put, they have to be just about perfect. Consider the type of decisions you have to make when you fly. Do I fly today? Do I start my launch run at this time, in this cycle? Do I have room to turn back at the hill in this thermal? Can I continue to follow this thermal back as the wind increases and still make it back over the ridge? Each time you face such decisions, there is a level of uncertainty about how the conditions will unfold. If you make the "go" decision when you're 99% sure you can make it, you'll be wrong on average once every 100 decisions. At 99.9%, you'll still be wrong once every thousand decisions. You probably make 50 important decisions for every hour of airtime, so a thousand decisions comes every 20 hours, or about once or twice a year for the average pilot.

So, to be safe, you have to operate at a more than 99.9% certainty. But in reality, 99.9% is virtually impossible to distinguish from 100%, so really, for all intents and purposes, you have to be 100% sure to be safe.

And now I think we can begin to understand the problem. Let's first consider this; we all have a strong incentive to make the "go" decision. The

"go" decision means I launch now, relieve my impatience to get into the air and avoid the annoyance of the pilots waiting behind me, instead of waiting for the next cycle because the wind is a little cross and the glider doesn't feel quite balanced. It means I turn back in this thermal, and climb out above launch and stay up, instead of taking the conservative choice and risking sinking below the top and maybe losing it all the way to the LZ. It means I choose to fly today, even though conditions are beyond my previous experience, rather than face listening to the "there I was" stories of my friends in the LZ at the end of the day, knowing that I could have flown but didn't, and knowing that they did and were rewarded with enjoyable soaring flights.

So the incentive is there to choose "go." The only thing we have to counter this incentive is a healthy respect for the possible dangers of failure, and our ability to evaluate our prospects for success. And here's where we get caught by a mathematical trap. Let's say I'm making my decisions at the 99% level, and so are all my friends. Out of every 100 decisions, 99 do not result in any negative consequence. Even if they're bad decisions, nothing bad happens. Since nothing bad happens, I think they're good decisions. And this applies not just to my decisions, but to my friends' decisions as well, which I observe. They must be good decisions, they worked out didn't they? The next natural consequence of this is that I lower my decision threshold a little. Now I'm making decisions at the 98% level, and still, they're working out. The longer this goes on, the more I'm being reinforced for making bad decisions, and the more likely I am to make them.

Eventually, the statistics catch up with me, and my descending threshold collides with the increasing number of opportunities I've created through bad decisions. Something goes wrong; I blow a launch, or a landing, or get blown over the back, or hit the hill on the downwind side of a thermal. If I'm lucky it's a \$50 downtube or a \$200 leading edge. If I'm unlucky, I'm dead.

If we can agree at this point that making 100% decisions is the only safe way to fly, it then becomes interesting to consider, as an aside, what the sport of hang gliding would look like if we all operated this way. Pilots would choose to fly in milder, safer weather conditions. They would operate much more comfortably within their skill and experience limitations. They would choose to fly more docile, more stable, easier to fly gliders. Landings would be gentle, and under control. Hang glider manufacturers would sell two downtubes and one keel for every glider they build (the ones that come on the glider) instead of three or four replacement sets like they do now. There would be far, far fewer accidents. (As it is now, there are about 200 per year reported to USHGA.) There wouldn't be any fatalities, except maybe for one every couple of years if a pilot happened to die of a heart attack while flying (it's happened once so far that I can remember).

Since this isn't anything like what the sport of hang gliding does look like, we might conclude that hang gliding, as it is presently practiced, is an unreasonably unsafe activity practiced by people who lack a proper and reasonable regard for their personal safety. In other words, we might conclude that the "uninformed public" has been right about hang gliding all along.

If you don't like that conclusion, I'm pretty sure you're not going to like any of the coming ones either. But let's first ask this question; if we wanted to address this problem of bad decisions being reinforced because they look like good decisions, how would we do it? The answer is, we need to become more critically analytical of all of our flying decisions, both before and after the fact. We need to find a way to identify those bad decisions that didn't result in anything bad actually happening. Let's take an example. You're thermalling at your local site on a somewhat windy day. The thermals weaken with altitude, and the wind grows stronger. You need to make sure you can always glide back to the front of the ridge after drifting back with a thermal. You make a decision ahead of time, that you will always get back to the ridge above some minimum altitude above the ridge top; say 800ft. You monitor your drift, and the glide angle back to the ridge, and leave the thermal when you think you need to in

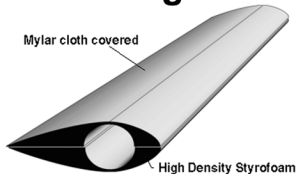
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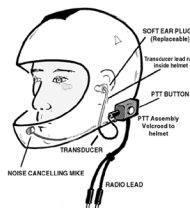
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# Flight test: Edel Confidence 1331

BILL MORRIS REPORTS (Courtesy of Skywings)

The DHV1-2 *Confidence* is a relatively new addition to the Edel stable. The comprehensive range now begins with the DHV1 *Control*, the entry-level glider that has replaced the excellent *Atlas*. Next comes the *Confidence* and above that the *Promise* in new colours, with the serial Class *Response* at the top end of the normal pilot range. The *Sector TX Racer* has been replaced by the *Millennium 2000*, an all new Michael Nesler design restricted to the sharp end of competition piloting. As well as the Prime tandem there's also an interesting lightweight (4.8kg!) glider/harness combination aimed at para-alpinists. It's called the *8000* – probably because Sandie Cochepain and friends have been hurling themselves off the world's 8,000 metre mountains on it. It seems to be a busy time for Edel, who are also developing a paraglider specifically for powered use.

The *Confidence* is built in three sizes scaled from the medium model. I flew the large glider for this test. The scaling gives all models 42 cells, 180 lines and an aspect ratio of 4.9:1. Claimed trim speed is around 36-38km/h, with another 10km/h or so available by standing on the speed bar.

The overall appearance is far more chunky than previous Edel designs, including the more square-cut graphic on the bottom surface. The profile is internally braced with a formed nose, with each cell evenly loaded through a four-riser line layout. The *Confidence* is an excellent example of the balanced simplicity of design produced by modern techniques.

Workmanship is accurate and of a standard we now take for granted; it's so very rare these days to see a badly made paraglider. However, I'll point out how tight the loop to get your harness karabiner through is. Perhaps I notice this because gliders come on and off my harness so frequently, but couldn't there be just a little more room? I know it's to stop the karabiner twisting, but I've noticed that these loops, especially with four-riser canopies, are getting tighter.

Inflating the glider is very simple: build the wall, stand it up to the height of the B-risers, give a light pull on the As and let it float up. Once it's above you it will centre, like many gliders in its class, giving a little more confidence to the nervous, low-airtime pilot with poor footwork. The steering handles allow a good gloved fit, and I again praise those who fit rings to tie the brake lines on.

After take off, from the first shuffle into the harness you can feel that the wing is very stable – more like being on a solid swing than under a paraglider. Brake lines are bowed with hands at the pulleys. Brake pressure is firm and the wing moves well under control inputs, with little whoosh-and-go out of turns. Certification flying was done with an open-style harness with reduced cross-bracing, and weight shift can be used to improve the roll. This is certainly a benefit: more aggressive harness movement helps the turn when thermalling and fights the tendency to straighten up when the thermal opposes your move into it. Low airtime pilots may want to start at the 42cm flight test setting and increase gradually – weight shifting may be good for control but you also need to be able to weight shift away from any deflations.

The tendency to tuck on this wing is very low. Asymmetric deflations need a real pull to initiate and there's a strong tendency for the wing to come out, and an ears-style one-sided collapse really doesn't move the glider at all. The ride is what you'd expect for this level of glider: very firm indeed, with a good climb in straight flight but needing hard work and big brake deflections at times to centre in thermals. Mistakes go unpunished and it's all very good fun.



Photo: Courtesy Alister Johnson

## Flight test table

Number of cells	42	42	42
Span (projected)	9.26m	10.06m	10.56m
Area (flat)	25.02m <sup>2</sup>	29.56m <sup>2</sup>	32.59m <sup>2</sup>
Aspect ratio	4.9:1	4.9:1	4.9:1
All-up weight range	65-85kg	80-105kg	95-120kg
AFNOR certification	Standard	Standard	Standard
DHV certification	1-2	1-2	1-2

Guarantee: Lifetime materials & workmanship

Information: email <info@edel-paragliders.com> or visit [www.edel-paragliders.com].

The speed system is designed to alter the angle of attack consistently throughout the speed bar range. It's essential to check the speed system fittings during pre-flight checks; systems of this type can occasionally stick under load. In normal use the bar was easy enough to deploy, and a comfortable setting that allows the bar to be got on easily and maximised with straight legs is not hard to find. As with all speed systems, there's a point where speed and descent rate suddenly increase! It's difficult to gauge the effect of using the speed bar in conjunction with Big Ears; I'm always conscious of this move (on any glider) making the leading edge more vulnerable to collapse.

The bag has lots of nook-and-cranny storage and plenty of straps to get the load right. The manual is in clear English with plenty of good advice and cautions. However I think that a manual that cautions against full stalls but describes how to do them should explain what a C-line stall is, especially when it is offered as an alternative to a (well explained) B-line stall. I'll also mention the attractively priced Edel Acro harness. The prices of some harnesses have gone ballistic recently, with any innovation incurring a big premium. Though a harness is a long term investment, manufacturers should bear in mind that offering a range of options down to a sound basic harness will attract more customers – as Edel have done.

## Overview

I'd place the *Confidence* as a natural step up from the *Atlas* which will suit both the low airtime or recreational pilot. It is well named, for ease of operation and control authority are both high. Edel, one of the world's largest manufacturers, continue to shine in this market and should continue to please their loyal pilots.

## Australian Dealers

Alister Johnson 0418 323 692 or Melbourne Paragliding Centre 03 9770 2400. Price for the *Confidence* S/M/L is \$3,700 retail. Colours come in Royal Blue and Red, Lilac and Red, Lilac and Yellow, Sky Blue and Red, Yellow and Red







# 'Leo' - the Economist

ANDREW GIBSON

It happened during what was once one of our annual excursions to Waikerie. There were four of us, Paul l'Anson, John Csoka, Kevin Thorman and myself. It was our habit in those years to turn up at Waikerie in early November and catch the good thermals before the season started back home.

Also present that year was 'Leo'. 'Leo' was an economist. Well, he must have been. I don't know whether he had a degree or not, but in order to save the \$5 per day clubhouse fee he slept in his car.

A couple of days before our arrival 'Leo' had had an accident. It seemed that during the process of pushing the gliders out of the hangar one morning he had dropped a tail dolly on his foot. 'Leo' spared no effort in constantly reminding all of those willing to listen to him that the pain he was suffering was almost unbearable. In addition, whenever he thought someone was watching, he made sure that his limp was acted to perfection.

On a particularly good soaring day it was decided that 'Leo' should attempt a cross-country flight, an out and return to Renmark for his Silver C distance. All necessary preparations were completed and 'Leo' set off in the early afternoon on what should have been a flight of less than two hours.

In the interim, those of us whose turn it was to fly that day completed the nominated task and returned in good time for the six o'clock ritual of "the opening of the bar".

A couple of hours later that evening no one really noticed the absence of 'Leo'. That is, no one except Maurie, the club manager. Maurie was standing at the bar with a somewhat worried look on his face. His look of concern evaporated instantly about 30 seconds later when the telephone rang and the news delivered by 'Leo' was good news. Well maybe not so good, but at least not bad. 'Leo' had in fact outlanded after flying 40km in six hours. He was waiting at the post office at Barmera for someone to collect him.

"We'll go and get him!" volunteered Kevin, who at that time was a non-drinker. Kevin was instantly promoted to the position of crew chief and charged with the task of rescuing 'Leo'. Kevin decided that we would take our own Astir trailer, which we were familiar with, and tow it behind the Waikerie club's car. Shortly after, all four of us were on the road for Barmera.

Once at the post office, we collected 'Leo' and, in keeping with the tradition of retrieving, drove directly to the nearest pub.

"What are we stopping here for?" asked 'Leo'. "We're going to have a drink, and you're going to do the buying."

Things were not going all that well. We were then to discover that, like a true economist, 'Leo' did not have any money. The problem however was quickly resolved when 'Leo' accepted a loan from John. I think our threat of leaving him there and driving back to Waikerie may have influenced his decision to take up John's offer.

Once inside, and partially refreshed, the planning for the forthcoming operation began.

"Where did you land?" asked John. "In a paddock with a little hill on it, not far from a lake. The glider is about one kilometre from the road." "Which road do we take to get there?" "I, err... don't remember," he paused. "When I got to the road a car picked me up and drove me directly to the post office." "Which direction is it from here? Is it to the north, or to the south?" "I don't remember. My foot was so sore from walking all the way from the glider, and I was so happy when the car picked me up that I didn't take any notice of which road we were on."

It did indeed look as if it was going to be a long night. The sun had long ago passed below the horizon, we had no idea where the glider was, and the money that had been advanced to 'Leo' was quickly evaporating.

As fate sometimes dictates, the barman came to the rescue. He had been listening to our conversation and suddenly remembered the description of, 'a paddock with a little hill, near a lake'. "Yes," he said. "I think I know where that is. I think it's on the road that runs past Lake Bonney."

He then explained the direction we should take to join up with the road, and that the paddock would be about 10km away from where we were.

Instructions were then issued for 'Leo' to spend the remainder of his money in the bottle department of the hotel. Reluctantly he limped off to do so.

Soon we were back in the car and the directions given to us by the barman proved to be accurate. We soon found the road that he had described and we all strained our eyes in the darkness trying to see something that resembled a small hill. Alas it was far too dark to see anything. We knew also that the glider was at least one kilometre from the road. The moon was just beginning to rise.

"Which wing did you tie down?" asked John. "What do you mean 'tie down'?" was 'Leo's' reply.

What followed was a harsh rebuke to 'Leo' for his failure to properly secure the aircraft

after landing. Even though the night was calm and clear there was much speculation from those of us within the car that it would be a waste of time collecting the glider anyway, because by now it would have been blown over and destroyed.

By this time, 'Leo' was quite worried. He pleaded that no one had ever mentioned tie-down kits to him, or that it was necessary to tie the glider down.

"There it is!" cried John. "There what is?" was our reply. "The glider - over there in that paddock, about one kilometre away."

To this day I still cannot believe that anyone could have seen a glider in such darkness; but see it he did. It turned out to be in the exact position that he said it was. John claimed later that he was watching for the reflection of the moonlight off the glider's wings. Thus, the reason for his earlier question - "which wing did you tie down?"

The next problem we were to encounter was the absence of a gate into the paddock. This problem, nevertheless, was quickly resolved when we discovered that, like most other fences in that area, the wires, not vice versa supported the posts. All that was necessary for us to do was to push the wires flat onto the ground and drive straight over the top.

By this time the moon was slightly higher and it was possible to see not only the small hill but also the glider, which was standing upright and proud in the middle of the paddock. What we could not see however, was 'Leo'. He had vanished.

It seems he was so worried about the consequences of his failing to use the tie-down kit that he forgot his limp and ran all the way to the glider. He did this so that he would be the first on the scene to inspect the damage. When we caught up with him a few minutes later, he was noticeably relieved to find that the beloved Astir was intact.

Kevin backed up to the aircraft as we prepared to dismantle it. 'Leo' had not previously been involved in de-rigging; and did not know what to expect. After removing the elevator and, with 'Leo' holding the right wing, we quickly had the left wing inside the trailer.

At about this time, with 'Leo' still holding the wing, someone decided it was now the proper time to sample some of the product that had been purchased in the bottle department. We were on the far side of the trailer from 'Leo' and he couldn't see what we were up to, obviously though, something very important to do with the de-rigging process.

After a suitable period, and when 'Leo' began to make noises about the pain in his foot, we very quickly completed the task and were on our way again, with Paul, John and me in the back seat sharing the company of the esky.

We hadn't been back on the road for more than five minutes when, up in front of us, blue flashing lights became visible. As we drew near-

er, it became obvious what was happening. Out in the middle of nowhere in the middle of the night the police had set up a random breath testing station.

Those of us in the back seat were not worried a bit; we had Kevin as a driver. Kevin on the other hand was worried. Kevin was employed as a motor vehicle inspector with the NSW Roads and Traffic Authority, and had become conscious of the fact that the vehicle he was driving was far from roadworthy. He went to a great deal of trouble to slow the vehicle without actually using the brakes in order to disguise the fact that the brake lights were not working.

What followed was the one piece of luck we had all night. Obviously fully aware of the

temperate habits of glider pilots, the police waved us straight through.

We had only just passed through the road-block when Paul announced with displeasure, *"the esky's empty."*

We still had about 35km to go to get back to Waikerie and were just approaching the intersection of the Stuart Highway which we would be turning onto when, without warning, the lights went out. All the lights went out, head lights, both high and low beams and the tail lights. We were in total darkness. Only the moon, which by now was high in the sky, was shining brightly.

After pondering the possibility of us spending the rest night on the side of the road with an

empty esky, it became apparent that we could see quite clearly in the moonlight. We could in fact see so well that Kevin decided to try it and continue driving. This we did and after turning onto the highway were greeted with the virtual absence of any other traffic. I think we saw only one or two other vehicles all the way back to Waikerie, and on each of those occasions we pulled over to the side of the road and let them pass.

Later, as we turned off the highway and into the airfield, Paul remarked – *"we're home! Nothing else can possibly go wrong now."* We parked the trailer, walked inside the clubhouse, and discovered to our horror that Paul had been wrong; the bar had already closed. ✂

# The Making of Building A

EMILIS PRELGAUSKAS

With apologies to Isaac Asimov, we begin with the usual three basic laws. A truism of every Aussie bloke is that you can't have enough sheds. In the great order of things that's law number one.

**T**he next law of sheds is that no matter how big you make the shed, the amount of stuff inside grows to exceed the shed capacity by 10%. Just enough to justify to contemplate the next shed. Or at a minimum, a shanty lean-to to the current shed.

And law number three says you just know that you do have to hand just what you need right now, at your fingertips so to speak, but the only reason you can't find it now is firstly because of all the other stuff in the shed, and secondly there isn't room in the shed to separate all that good stuff so that it can be found when needed. Which is why another shed is needed.

These are the immutable laws, seemingly derived from the core laws of physics. For gliding, there is an extra element on top of these primal laws. Beyond the base laws, there are prescriptive man made laws. Written by human beings, and lacking the imprimatur of divine wisdom.

According to these official building regulations, any shed which can fit more than three cars is no longer a Class 10a shed, but is now a Class 7 warehouse, with all the requirements for

brick walls, staff amenities, firefighting facilities, and so on, that apply within those regulations.

Even T-hangers for a single sailplane can conceivably store three cars. But for the purposes of this short note, we'll assume that even gliding clubs can build sheds. And thereby achieve the elevating force that such spiritual activity brings (who used the word 'zen' around here?).

Building 'A' started as a property clean-up. Proof, if ever it was needed, how dangerous committing neatness can be – a well-known phenomenon to blokes who avoid such things as much as possible, but an argument however that doesn't seem to carry much weight with that other part of the human species.

There is a derelict quarry sited alongside the strip at home which has lain untended and messy for almost two decades.

While work was being done to tidy up the strip, the property access track came due for its repair and so the quarry lying alongside came in for attention as well. In the clean up, the huge boulders bare in the quarry were buried, the perimeter embankments straightened up, and the lot covered with dirt.

This left a levelled base in a sheltered sunken

location; just aching to be the foundation for a(nother) shed.

The location at the property entry end of the gliding strip meant that some public function could be fulfilled here, in effect building extra brownie points on the zen shed scale (the male refuge backyard shed scores brownie points on a different scale) – a place for the visiting public to stop and look at gliding in comfort, undercover. And, incidentally, away from the active flying operation.

The needs of the routine 3pm 'just passing' tourists could thereby be catered for. We get a lot of them. They've been to the zoo, or the park; just one more tourist stop that day will satiate them before they wend their way home. The remains of a winding down of a flying operation as the convective weather for the day dies at that time of day doesn't appeal to that spectator crowd. Much more suitable is a place where people can fossick amongst artefacts, something mixing the curio shop, the museum, and fair. Somewhere where they can comfort one another confidentially how bizarre and dangerous is this place for these sport fliers.

This infrastructure is clearly not 'core business' for the gliding club. It doesn't justify the spending of money more desperately needed on member needs. Except that it does permit fliers to get on with their thing in the rear of the property by giving others a destination as part of the front gate of the strip.

So a shed is slowly rising on an opportunity basis in the quarry. There is talk of mounting a sailplane tail at a rakish angle coming out of one shed wall, in imitation of something similar built at a Swedish gliding museum. There is a display wall being built integral to the shed frame to which gliding information displays will eventually be hung. Some bits and pieces (sailplane parts, control circuits, a few instruments, and two 'airframes') are at present in covered storage which would be better assembled and displayed. In context with the primal laws, reasons to build one more shed have been found or manufactured. ✂





## Entries rolling in for Lake Keepit comps

HARRY MEDLICOTT

Entries are rolling in very nicely for the New Millennium comps at Lake Keepit, although Club Class is still a little down in numbers at this stage. Our members are working enthusiastically to have the airfield in the best condition possible. A problem is scoring. If a few pilots bring a laptop computer and can help for a while in the evening then that would be a great help. Please let us know if this is the way in which you can contribute. It is a self-help competition and we all will need to do our bit.

We are looking forward to showing pilots our recent improvements. As well as the airfield we have new cabins and flight centre, and a new amenities block conveniently placed near a great camping area.

A few pilots have asked about the assigned area tasking system. It is similar to a standard task except that instead of a specific turnpoint, pilots will have a choice of different turnpoints

in the same area. There will be a minimum time to complete a task which will be used if the pilot arrives too early. Total distance flown is divided by time to give a speed which is used to calculate scores. The Club Class competition will use the Nationals' handicaps.

This is a particularly fair system where there is a large variation in glider performance and also gives us a chance to avoid storms or large areas of overdevelopment. The aim is to get everyone home. It has an advantage over POST tasking in that we all fly in the same meteorological conditions and in the same general direction, an important safety feature. I well remember at the Temora Nationals coming head on with a gaggle of gliders going the other way – it was a good day and the closing speed was 180kt. If I hadn't spotted them all I probably wouldn't be here to write this. Other pilots had similar experiences.

The FAI classes will be using the same assigned areas. Pilots have rights to have a say in how competitions are run. The tasking system will be discussed after a couple of days and the opinion of pilots sought as to how well it is working and if changes are desirable. Maybe we should call it the Democratic Comps, rather than the New Millennium Comps!



## GFA Badges & Certificates FAI Report at 24 October 2000

### A Certificate

NEWTON Callum James	10457 AIR TC
COCKS Dwayne Robert	10459 SA AIR TC
McGRATH Aaron James	10461 NSW AIR TC

### B and C Certificate

KING Samuel William	10444 SDASC
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### C Certificate

KUNST Belin Charles	10423 SDASC
BIDDLE Neil Arthur	10356 Forbes

### A, B and C Certificate

ITO Masayuki	10456 Stirlings
FLEMING John Graham	10458 Cudgegong
IRELAND David Edward George	10460 GCWA
BURGESS Wayne	10462 Darling Downs

### Gold C

KINSLEY Leslie Paul John	1532 Canberra
--------------------------	---------------

### Diamond Goal

CUNNINGHAM Ryan Troy	10020 Gympie
L'ESTRANGE Heath Edmund	10281 Sthn Down

### 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 Wannia ACT 2903  
Ph: 02 6231 4121  
Email: poboxw48@dynamite.com.au



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ASH25 thermalling over Wilpena  
Pound in South Australia, piloted  
by A Horton and B Ekeley  
Photo: B Ekeley



# Aeros

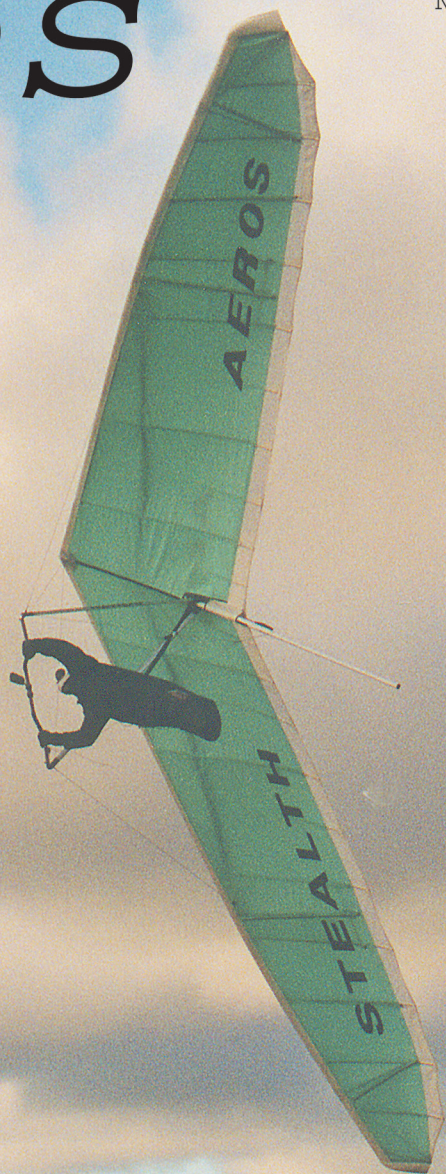
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Clint Fraser, Nelson,  
New Zealand. Photo: T Osborn



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## Commercial Operators approved for Carlo Sand Blow and Teewah, QLD

Early this year the Queensland Parks and Wildlife Service (QPWS) called for expressions of interest from commercial operators interested in conducting commercial hang gliding and paragliding activities in the Cooloola Section of the Great Sandy National Park.

The business development manager with QPWS, Ralph Henderson, has advised that QPWS has now entered into agreements with two operators to conduct these commercial activities, with an agreement with a third operator pending.

The agreements are with Mr David Cookman and Mr Jean-Luc Lejaille for hang gliding and paragliding at the Carlo Sand Blow and the Teewah hang gliding facility.

At present, Mr Cookman and Mr Lejaille are the only operators authorised to conduct commercial hang gliding and paragliding at these sites.

Private recreational pilots will continue to be able to operate from these sites as they currently do.

All commercial and recreational gliding at these two sites must be undertaken in accordance with HGFA's requirements.

Ralph Henderson, QPWS

## Club News

### Hill Flyers, WA

Congratulations to Dave and Carol Eckersley on their marriage. A great day was had by all (although it's a shame they couldn't make the most of the great flying weather by getting married on the launch of a hill site!). The venue was kept a surprise until the last minute when a mini-bus took us to a perfect setting in the Perth hills. 'Witnesses' to the marriage included two very friendly lamas; it was a lama farm after all!

Congratulations also to Sean Young and Kerry on their new baby boy, Connor.

A great day of social catch-up was also had by all on a recent Sunday when 22 pilots and supporters converged at Mt Bakewell, waiting most of the day for the conditions to improve. Unfortunately the wind stayed off all day, blowing from the west. Unfortunately it was a day our friendly landowners at 'The Range' had declared their great westerly site off limits due to an art festival they were hosting!

Steve Duncan finally experienced the exhilaration of a top Bakewell day a few weeks before. It was probably his last flight there though, before heading off to Newcastle with the RAAF. Steve has plans to add trikes to his piloting ability when he gets there. (Best of luck to Steve and family.)

There has been lots of thermal activity this spring, with many a pilot heading out for a tow, at Cundedin or Wylie, with some success. Recent reports from pilots around mid-October reported rough and scary conditions, but still managing some decent out and returns etc.

A string of recent accidents here in WA (primarily due to flying conditions) by some experienced pilots (both HG and PG) reminds us that we need to take the "AIR" part of "AIRMANSHIP" very seriously and perhaps increase our safety margins as we approach what's shaping up to be a turbulent summer.

There will be more great flying over the coming months both on the hills and out at Cundedin and Wylie. The annual combined club Christmas function with the Western Soarers is coming up on the second Thursday in December (14th). Always a great night, don't miss it. Further details will be available on the "listbot" and on the Hotline.

See you in the air, Rick

### New PG Club: Hunter Skysailors, NSW

The inaugural meeting of the Hunter Skysailors was recently held in the Hunter Valley of NSW. Paraglider pilots in the Hunter and surrounding areas (including Sydney) are invited to join in club activities. Interested pilots can contact:

John Clifford by email <johnpclifford@aol.com.au> or on 02 4930 9042 or 0438 302 033; or Neil Bright on 02 4932 3023 or 0412 689 067.

### Dynasoarers Hang Gliding Club, VIC

Well, all I can say is roll on summer! The weather hasn't been too kind to us pilots down this neck of the world of late with months of westerly winds blowing. However, a few pilots have managed a flight or two at Bells when the wind decided to come in from the east, or to brave a very cold flight at Spion with ominous looking rain clouds all around.

Well, hopefully the sea-breezes and thermals are starting to brew and should be with us shortly, but in the meantime why not attend the club meetings and at least talk about flying?

The next meeting will be held on the 3 November at the Sawyers Arms in Noble Street, Newtown followed, on 1 December, by the annual meeting and end of year BBQ at Peter and Vicky Hannahs' place. We need nominations for the club awards in by November such as:

## Notice to all Pilots

The HGFA office will close for the Christmas/New Year period at midday, 22 December 2000.

If you require anything at all to be returned to you by Friday, 22 December 2000, please forward all paperwork to the office by Friday, 15 December 2000.

Any paperwork received after this time will be processed in the new year.

This notice also applies to instructors requiring trainee membership forms.

The HGFA office will re-open on Tuesday, 2 January 2001.

Craig, Margaret, Colleen and Nicky wish everybody a safe and happy Christmas and New Year.

longest flight (coastal or inland), longest duration at our local sites, encouragement award for novices or anything else you believe somebody deserves an award for. So start nominating now and come along for a great night.

Fly free... because you can.

Mike Duffield

## HANGGLIDE FRANCE

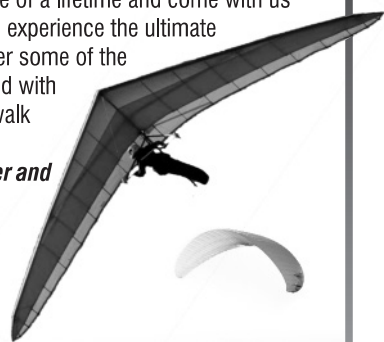
JUNE / JULY 2001

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## Western Victorian Hang Gliding Club

The club AGM was held at the end of July and several changes were made to the club executive. Phil Campbell who has been president for seven years moved to the treasurer spot and Steve Norman was elected in Phil's place as president. The new secretary is Nathan Grieve and the new vice-president is Glen Bachelor.

The annual parachute repack was held in August and was well attended. Excellent instruction on parachute repacking was provided by Joe Chitty.

The Golden Age Hotel in Beaufort which is the meeting place for club meetings on the last Saturday evening of every month, and the general hostelry for flying weekends, has changed hands. The new proprietors Marion and Gerry McIntyre and Julie and John Kliche are very supportive of the club and hang glider pilots.

Installation of the club's weather station is nearing completion. The solar panel has been erected and the base for the weather station steel container has been cast.

Ben More, one of the club's popular flying sites, is currently for sale. The top area used by the WVHGC for launch is included in the 100 acres that is for sale. The sale price would be between \$200 and \$300 per acre. This translates into a buying price of between \$20,000 and \$30,000. The site is predominantly flown in SW winds but can be flown in just about any direction. The treeless gently

## Did You Know?

*...that, when too windy to fly, bored motorised paraglider pilots have been seen zooming around their backyards with motor on back, throttle in mouth, and their children's scooters under foot? What sport should we call this?*

rounded top of the hill makes it a good site for easy launches for hang gliders and paragliders and also for top landings. So any cashed up fliers out there, don't be shy. Help secure a popular flying site.

The flight diary for the past few months has been quite good despite the pretty average weekend weather we have been having. Ben Nevis, Mt Lonarch, Ben More and Dynamic Flights Flight Park at Trawalla have seen the most activity. The landing paddocks have been very wet which made for soft landings if you don't land on your feet, but not so good for packing up in the puddles. There have been some days at Ben Nevis when even with cloud and rain banks rolling in the lift has been abundant.

**Steve Norman, President WVHGC**

## Skyhigh Paragliding Club, VIC

Flying season 2000/2001 is just at the door and Skyhigh Paragliding Club is ready for it. This year we have prepared better than ever and many interesting club activities are planned.

Upcoming events are: Millennium Cup Round 1 (2/3 December 2000) and Round 2 (13/14 January 2001), with Rounds 3 to 5 to be finalised; Tasmania trip (Australia Day long weekend) – booked out; South Gippsland Fly-In (February 2001); Corryong Cup (Labour day long weekend); Easter Fly-In (Easter 2001). Also a lot of interesting activities (videos, slide shows, guest speakers) and give away presents at the club meetings. To find out more just look at our web page [www.vhpa.org.au/skyhigh] or subscribe to the club magazine, Australian Paragliding News (APN). Our correspondence address is PO Box 441, Kew VIC 3101.

**Hakim Mentes**

## Tasmania Hang Gliding Association

The new site named Black Hill at Ouse has been secured. The site is proving to be a real success with a number of soaring flights being made in our prevailing northwesterly winds. Also, the first cross-country for the season have happened from this site. Wozza (Warren Judges) and Stephen Bayley left the ridge and flew back past Hamilton towards New Norfolk. Guess who are leading in the Tassie Cross-country Cup for this season? Early days yet, but this site looks as if it should provide us with some great flying over summer.

The sea-breezes have commenced again in Tassie. Winton Hill, Round Hill and Little Billop proving to be reliable sites to fly over the summer season. With Winton Hill please arrange to car pool with the landing paddock to the ridge to minimise

the traffic. Please note the site levy for Winton Hill for the season should be paid before flying the site. The funds are required to facilitate capital expenses at this site in the near future. For more information please contact Ben.

There are reports that the aggressive wedgies are back again this year, having spent winter sharpening their talons. Apparently one glider has been shredded this season already, so please respect their airspace or authority if you do not want your glider looking ragged out.

The Eaglehawk Neck launch is now in the Tasman National Park. This means your vehicle will require a Parks Pass to go to the launch site. We have not heard of any wedgie attacks at this site this summer. All the same, be careful when flying south of launch towards Tatnells Hill.

Take note of the Tasmanian State Competition, to be held 26-28 January 2001 (Australia Day weekend) at Valleyfield. See this issue's Events Calendar for more details.

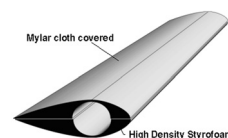
**Stephen Bayley, THGA Secretary**

## Product News

### Raptor Designs

Raptor Designs announces two new products for the coming season.

#### Tube Fairings



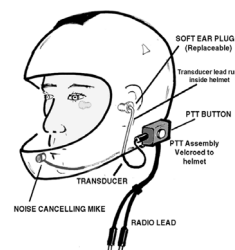
Developed to fit the exposed round tubes on flexwing aircraft. Suitable for Fun cross-bars and the exposed

nose struts or downtubes on Edge trikes.

When installed on a Fun crossbar, glide can increase by up to 1 point, maximum speed increases and minimum sink rate improves slightly.

Constructed of dense styrofoam and coated with Mylar, these fairings can be either slid onto the tube, or, in the case of the crossbar fairings, installed in a "clamshell fashion" for easy removal. Available in easy-to-transport 1.45m lengths.

#### Headset for paramotors/hang motors



This new headset system provides hearing protection while allowing you to wear a normal full-face soaring helmet on your paramotor or hang motor, with no dangling

wires or finger switches to get in the way. It includes a quality noise cancelling microphone for clear two-way communication.

Information on both these products are available at [www.aerialpursuits.com].

### Pro-Design

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**1800 063 648**

**or just email Lee Scott on**

**leescott@highadventure.com.au**

One course will be winch towing in the Flatlands in either February or March – Dates to be advised.

This will be a first-in-first-served basis and numbers are limited to 15 pilots.

**And if you would still like to take part in this Training Course it will cost you \$600.**

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Peter Bowyer

### Swing Paragliders: Astral 2

For the first season in Australia, the Swing Astral 2 is being presented. With DHV2 accelerated on all three sizes and an Acpul Standard rating for the Medium, the Astral 2 offers all for the experienced pilot.

Research into the profiles Swing has pursued has resulted in the Astral 2 being the most stable accelerated glider Swing has ever produced. The glider's top speed is 53km/h. The three-year/300 flight hours guarantee Swing offers underlines the commitment to better quality and gives the pilot confidence that he/she has made the correct choice.

Available for test flights at Stanwell Park, call Mark or Andy at Sydney Paragliding on 0409 462466. In Byron Bay and Lennox Head call Brett Cook on 0414 876907 and in Bright call Andrew Polidano on 0414 843510.

### Nova News: Carbon!

The Carbon M(25) passed DHV test flights with 1-2! Production is starting.

#### Comments from the designer:

"Designed as a high performance glider with DHV1-2, it doesn't replace the X-ACT. The build-up has its roots in the X-RAY. The ground shape and wing curve is new, as well as the newly developed profile. It offers very light handling, perfect feedback, is very stable with great performance and you can speed it up enormously."

#### Free glider checks for Nova Gliders.

If you have purchased a Nova glider through Alpine Paragliding or one of our dealers, contact us to arrange a free check. For further information contact Fred Gungl on 03 5755 1753 or 0428 352048.

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## FAI News

### FAI World Record Ratifications

FAI has ratified the following Class O records:

#### Sub-class Paragliders – Feminine

##### Claim number 6518:

Type of record: Speed over a 25km triangle

Course/location: Plaine Joux (FRA)

Performance: 19.86km/h, Pilot: Fiona Macaskill (UK)

Paraglider: Gin Boomerang, Date: 21/4/2000

Previous record: 18.98km/h (18/6/97, I. Sigwalt, FRA)

#### Sub-class O-3 (Paragliders) – Multiplace

##### Claim number 6600:

Type of record: Distance over a triangular course

Course/location: Melchboden Kiosk (AUT)

Performance: 101.9km

Pilot: Jürgen Stock (AUT), Crew: Sabine Krüll

Paraglider: Flight Design Twin 2, Date: 20/6/2000

Previous record: 78.15km (23/5/99, R. Würzler, CH)

##### Claim number 6601:

Type of record: Speed over a 100km triangle

Course/location: Melchboden Kiosk (AUT)

Performance: 19.41km/h

Pilot: Jürgen Stock (AUT), Crew: Sabine Krüll

Paraglider: Flight Design Twin 2, Date: 20/6/2000

Previous record: New

#### Sub-class O-3 (Paragliders) – General

##### Claim number 6603:

Type of record: Distance over a triangular course

Course/location: Stubnerkogel (AUT)

Performance: 203.6km, Pilot: Klaus Heimhofer (AUT)

Paraglider: Gin Boomerang, Date: 19/6/2000

Previous record: 181km (19/4/97, Pierre Bouilloux, FRA)

#### Sub-class O-1 (HG with rigid primary structure/controlled by weight shift) – General

##### Claim number 6566:

Type of record: Distance over a triangular course

Course/location: Stubnerkogel (Austria)

Performance: 212km, Pilot: Josef Brandner (AUT)

Hang glider: Icaro Laminar 14ST, Date: 15/5/2000

Previous record: 205km (17/6/96, Jo Bathmann, GER)

##### Claim number 6567:

Type of record: Speed over a 200km triangle

Course/location: Stubnerkogel (AUT)

Performance: 35.83km/h, Pilot: Josef Brandner (AUT)

Hang glider: Icaro Laminar 14ST, Date: 15/5/2000

Previous record: 28.64km/h (16/7/96, Jean Souvion, FRA)

##### Claim number 6602:

Type of record: Distance over a triangular course

Course/location: Stubnerkogel (Austria)

Performance: 224.5km, Pilot: Josef Brandner (AUT)

Hang glider: Icaro Laminar 14 ST, Date: 20/6/2000

Previous record: 212km (15/5/00, J. Brandner, AUT)

FAI congratulates the pilots on their splendid achievements.

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# Queensland State Gliding Champion

**BY NEW ZEALANDER  
MARTYN COOK**  
at his first Australian gliding contest

In late September New Zealand was still being buffeted by an endless succession of cold fronts bringing rain and wind – you could watch them on the Australian weather map as they passed to the south of the country. But Queensland was basking under slow-moving anti-cyclones and inland areas were in the middle of a drought. Spring and autumn are the best seasons for gliding in Queensland – mid-summer apparently brings frequent over-development, thunderstorms and cyclones. So the State Gliding Championships were held in late September this year – ideal for Kiwi glider pilots keen to start the season early.

Grae Harrison and I hired LS-8a gliders and Jim Berkett kindly came along to crew. We flew eight days in a row for a total of over 30 hours. The final contest day was abandoned due to strong winds and weak lift – even though it was 35 degrees on the ground, the air was just too stable to kick off decent thermals.

There were 25 gliders competing – 16 in Standard Class – but considerably more pilots as many were shared and there were several twins in the Open Class.

The contest was friendly and casual, although the safety briefings were strongly worded and direct. We all received a warm welcome from the Australians. The flying days were quite short, being so early in the season, with launching starting around midday and the thermals normally dying around 4 pm. We were warned that *“you will be on final glide at 4pm – whether you like it or not”* and it proved a useful guide. Certainly the thermals became very slow after that time, but the tasks were conservatively set and on many days everyone got home.

Once airborne there were no hills of any consequence to be seen. These were classic thermal racing conditions, with no ridge or wave, although we were told that weak shear wave could be present to help gain extra height before starting. The whole contest area was safe and easy to fly, which is very important when flying someone else's glider. The airfield at Warwick is two hours drive south-west of Brisbane, on the eastern side of the Great Dividing Range and sheltered from the influence of marine air. It lies at the south-east head of the massive and fertile Condamine valley, 30km wide and about 200km long, which grows extensive cereal and cotton crops. You could tell because 14 of the 29 turnpoints were grain silos. All tasks were set out to the north-west, where there is an abundance of landable paddocks, many over a kilometre in length. In some places the fields were irrigated, and the thermals were noticeably weaker where there was wet ground, so here it was better to follow the sides of the valley.

The contest began with vigorous thermal conditions, cloud bases 10,000ft above ground and long, clearly-marked streets. Average climbs of 8-10kt were normal under towering cumulus. The dry conditions rarely produced over-development, and it was a real joy to race along under the inviting clouds with flat bases and dark centres – yum yum! The only disappointment was the amount of smoke in the air from all the small scrub fires – burning off is a normal part of the agricultural cycle, and although the smoke sources gave a useful surface wind indication the haze made for reduced visibility.

This made it quite difficult to navigate by looking out the window, as you can often do in New Zealand, because we couldn't see too far, and at first the view looked the same in all directions. As a result compass and GPS were used a lot. Grae and I had brought our trusty Cambridge units, having learned the hard way

that whatever is familiar works best. The turnpoints were on the contest web page two weeks before the contest, so we were all set when we arrived. Our hired gliders both had Zander flight computers, which seemed very powerful instruments, but too much to learn just before going flying. I had my one set up by Miles Gore-Brown to always show a final glide back to Warwick, and that worked well.

My fastest day and best place was achieved by following on the tail of Grae, who actually won on that day. Keen to learn, I kept asking myself why he was doing this or doing that. By the time we had raced out to the most distant turnpoint (Kupunn Silo) I noticed we were only stopping for climbs greater than eight knots, and pulling up without turning only in lift greater than four knots. Otherwise it was full speed ahead with 120 litres of water aboard, either on track or along under a cloud street.

Naturally there were some amusing scenarios where even from a distance I could detect the cogs turning in Grae's head. Watch as the glider 500m in front straightens out under a cloud when the thermal we'd been climbing in dropped to two knots. Altitude 5,000ft QNH, 110km to run, finish line altitude 1,500ft. Pause. Adjust course to the left by 30 degrees – now we are pointing directly towards Warwick, according to the GPS. Peer ahead – only blue sky above and those irrigated paddocks below. Hmmm – no use going directly on track! Turn left a further 30 degrees to face a strong cloud street. Another pause... looks very good, but the line of clouds curves away in the distance even further to the left, and we would end up well off track. Hmmm, on second thoughts this is not so good either. Flipping the right wing down and realign 45 degrees off track to the right, then scurry over towards the scrubby undulating ground bordering the cultivated part of the valley. There's always lift among the hills, however low they might be.

But it's now 3:30pm and the sky looks quieter. Certainly the vario is less enthusiastic. We slow down, drop a bit of water ballast, and take two knot climbs, with optimistic pull-ups into any burble on the vario. But always we keep moving forward, gradually getting lower and lower. Finally, a few hundred feet below glide-slope and 20km from home, I bump into an eight knot thermal and take three turns. But it is too much extravagance – Grae continues on to the finish line without stopping – I lose two minutes and drop into third place for the day.

My only outlanding followed a slow first leg out to Millmerran, with a pilot-selected second turnpoint designed to give a minimum

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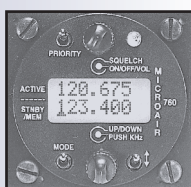
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time on task of two-and-a-half hours. Because of the headwind thermals were broken and times were slow. I chose Brookfield as the second turn, along with the rest of the gaggle, and then set course for Warwick in the company of "Little Petunia" (whose Aussie name was Trev) in an ASW-20 and Harry and Wendy in the beautiful Nimbus 3DM which used to live in New Zealand. The Nimbus would climb happily in half-a-knot, but that was no good to Trev and I, so we valiantly drifted homeward in the tailwind, taking a couple of slow climbs along the way, until we were within one thermal of finishing. The Nimbus then climbed away in a zero-knot thermal, while Trev and I carefully scrutinised the black fields below for power lines and those treacherous single-wire-earth-return cables which are so hard to see. But with an orange sun behind us the lines glistened and were easy to pick out. I had plenty of time to choose a paddock close to a road, clear of powerlines on approach, into wind and out of the sun. The surface was dry and crumbly, almost sandy, and the glider stopped abruptly without brake as the wheel sank into the soft surface. Everything unfolded exactly according to the briefing I'd been given.

The ground is conveniently colour-coded for the benefit of glider pilots. The black soil paddocks are the most suitable for landing gliders on, provided they are not irrigated or recently rained on. The green ones have crops and are not recommended. The glistening ones are irrigated, and can be landed in, but it could take several days to get the glider out of the bog. The grey ones are uncultivated, and although the surface looks acceptable they do grow rocks and tree-stumps. The cultivated red soil paddocks can grow rocks, but are okay in some areas. Simple really. Also, the black paddocks can be reasonable thermal generators late in the day – when you might be low down and needing a lift home. So drifting along a couple of thousand feet above the ground for 50-80km was quite achievable, especially with a tailwind, moving quietly from one region of black paddocks to the next.

Outlandings always lead onto more stories – you never know who or what you are going to meet with on the ground. The field I had landed in was so barren and dry that no crop had even been planted. No rain for the last seven months. The owners had walked off the farm and gone to the city to find work – there was nothing to do on the land until it rained. A relative of the owner was passing by and kindly told me the name of the road so I could

### Victorian Soaring Association Incorporated

#### Amended Meeting Notice

18 January 2001 VSA Youth 2001  
22 March 2001 Executive meeting  
19 April 2001 Executive meeting  
To be held at 329 Dorcas Street, South Melbourne. These meetings will commence at 19:30 and conclude at 22 hours.

#### SAGA Teams Challenge & 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 & 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 Medicott, PO Box 541, Terrigal NSW 2260. Ph: 02 4365 3626, email <hwmedicott@bigpond.com>.

#### Inter-service Gliding Competition

27 December 2000 - 12 January 2001 (inclusive)

Leeton. Please nominate to service representatives: Navy – Paul Wetherspoon 02 6937 5665; Army – Brian Tucker 02 9282 6183; RAAF – Nathan Guinness 03 9256 3687.

### South Australian State Gliding Competition

2-6 January 2001

Hosted by the Balaklava Gliding Club. Details to be advised.

#### Vintage Gliders Australia presents the 2001 Vintage Glider Rally

6-13 January 2001

Bacchus Marsh Airfield, VIC. Hangarage for 35-plus gliders, modern clubhouse facilities with clean amenities and bunkhouse, meals catered for at reasonable prices, aerotow and winch-launching available. Close to Melbourne, Geelong and Ballarat. Lots of family sightseeing and activities to do. Please contact the Chief Organiser, Ian Patching, 11 Sunnyside Crescent, Wattle Glen, VIC 3096, ph: 03 9438 3510, email <irtkpatc@melbpc.org.au> for details on accommodation, hangarage and other info.

#### 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>.

#### Horsham Week Annual Gliding Competition

3-10 February 2001 (inclusive)

Enjoy a great week of competition, ideal for early cross-country pilots through to champions. Verification will require GPS and dataloggers only. Sorry, no cameras. Prospective competitors and volunteers willing to assist with running the competition please call Max Hedd 03 5381 0844 or email <sschneider@onaustralia.com.au>

phone the retrieve crew. Her father had been an active aircraft homebuilder, so my arrival out of the sky was accepted without comment. Meanwhile, Jim and Grae were already on their way to get me, with a combination of GPS co-ordinates and road directions relayed by Trev. We were out of the paddock by dark, joining a small procession of glider trailers heading back to the airfield.

Later in the contest the conditions changed as the air mass grew "older". We were flying at lower altitude – starting at 5-6,000ft and flying at 2-4,000ft – and the effect of wind was more noticeable. This did give a better view of the terrain, and there were many interesting things to notice, like the huge man-made reservoirs designed to hold water harvested after rain. It was intended that the water would be lifted into them using giant helical screw pumps. Unfortunately, some reservoirs had never been filled in the several years since they were constructed, making them a poor investment. From the air they looked like walled paddocks, but with the centres quite dry. It has obviously been a tough life for the farmers in recent years.

Finally I'd like to thank all the pilots and helpers who made our trip to Warwick so successful and memorable. Special thanks to Grae for urging me to take part in the contest, and to Keith and Anne for the use of their glider, Kilo Uniform. Also to my good friend Jim for his unending enthusiasm for making the most of

every day, and cheerfully attacking any mundane task that needed doing. As he reminded me every morning when we sat leisurely in the sun chomping our breakfast, "Aren't we just the lucky ones!"

## Final Results

### Standard Class

1 Matt Anglim	Discus A
2 Grae Harrison	LS8
3 Andrew Georgeson	LS8

### Open Class

1 Peter Griffiths/Lars Zander	Nimbus 4DM
2 Hank Kauffman	Ventus 2C
3 Bob Ward	Ventus 2C

### 15 Metre Class

1 Trevor West	ASW20B
2 Giles Taylor	Open Libelle
3 Mick Webster	LS3

### Standard Class Club Handicap

1 Michael O'Brien	LS1F
2 Bevan Lane	Discus B
3 Martyn Cook	LS8

### Open Class Club Handicap

1 Harry Medicott	Nimbus 3DM
2 Dave Mutton	DG500M
3 Mike Maddock	DG500M

### 15 Metre Class Club Handicap

1 Giles Taylor	Open Libelle
2 Mick Webster	LS3
3 Dudley Waters	ASW20B





# Two Cultures – Lessons from History

**RICHARD PINCUS**

**Everyone at the 1974 world gliding championships (held at Waikerie) who had any knowledge of the Australian gliding movement and its history, would have predicted that the movement would have blossomed and prospered.**

**W**e were a well-controlled, well-organised, and highly responsible body of people, and had then, and have had on a continuing basis to today, the benefit of a group of extremely talented, hard-working and well-intentioned men and women.

Between 1974 and today, the main American sports flying organisation, the EEA, has gone from strength to strength.

Between 1974 and today the gliding movement in Australia has not (leaving hang-gliding out of the picture for the moment). The period between the Waikerie and the Benalla world championships was a period of patchy success and growth, particularly (but perhaps only) in the area of competition flying. During the whole period, right up to today, that treasure which the GFA has most particularly nurtured, the pilots who represent us at international competitions, has remained absolutely outstanding. Unfortunately the general club scene (and particularly smaller clubs) has not prospered. Issue after issue of the Australian Gliding magazine over 25 years contained articles describing the decline, the patches of success, and suggestions for change and improvement.

The GFA is to be congratulated for recognising that there is a problem, and attempting to do something about it. The move to amalgamate with the HGFA was one such attempt. The two proposals for a re-organisation of the GFA itself are another. The prime movers behind these proposals all recognise that one significant underlying problem is the very undemocratic nature of the GFA organisation. Unfortunately, changing the forms and procedures of an organisation do not necessarily change its underlying culture. There may need to be a complete paradigm shift. There may need to be major changes in personnel, especially in the positions of power.

This article is an attempt to point the forces of change in the correct direction.

## The culture of control

The EEA, and to a slightly lesser extent and more recently, the Australian equivalent the SAAA, have been repeatedly asked by the regulator (the FAA in the US, here the Department of name changes) to do the regulating and controlling of the movement. They have repeatedly refused, and repeatedly stated that

their only business is the encouragement, growth, guidance, and the promotion of safe building and fun flying.

The GFA accepted the regulating task. Initially the regulator agreed to pay for the service to be performed, and did for many years. The GFA acceptance was not very surprising. It seems much better to be regulated by “us” and not by “them.” The decision may have been correct at the time. The GFA followed loosely the BGA model, and many of the early and even more recent leaders were schooled in the British gliding movement. These things (and the decision to accept the regulating function) formed the GFA culture.

Britain is a very different country with a very different culture from Australia. It has a long and proud tradition, transitioning from a completely feudal system to a modified democracy, but always with preservation of that the wonder of wonders, the British class system. Everyone knew his or her place, and that place was (and is) always instantly recognisable by hearing the person speak only a few words. Power always flowed from the top, even within the union movement, and the lower orders were expected to protest occasionally, to complain often, and to obey always. They were, and remain today, almost totally without power or influence. They know no contribution to debate from them is expected or welcome, so they make no contribution. Most of the debates are over and the decisions made before they even hear that there is an issue to be decided. They are expected to contribute only as foot soldiers, factory workers, or servants. Their failure to contribute to debate is wrongly attributed to apathy.

Led, as it has been, largely by well-intentioned, highly motivated, and talented individuals, that British system produced astonishing results. Britain became one of the most successful and aggressive colonisers in the world, and almost certainly was the most powerful nation in the world, at least before the American Revolution against British power. Some of what they did was for the good – for example they abolished slavery long before others did, and in the last century fought two Great Wars, the second of which was probably justified, and perhaps unavoidable.

There are some parallels between the British system of government and culture, and that

system of government and culture which has been adopted by the GFA in pursuit of its goal of control. Sadly, however, the GFA has not achieved the greatness and the abundant success that was envisaged and predicted in 1974.

## The culture of freedom

After throwing off the British yoke, and settling its bloody internal battle against slavery, the US adopted the culture of freedom. To hold a pilot's licence in America is not a privilege, but a right. Any American citizen can design his or her own aeroplane, sailplane, helicopter, or balloon. He or she need not join the EEA, the SSA, or any other organisation. He can owe his allegiance to no-one but himself. He can seek or refuse advice, and is free to produce any aeroplane, made of any material, powered by any method, of any size. Provided he can satisfy a qualified examiner, he can obtain a pilot's licence. Provided the machine is placarded “experimental”, he has the right to have it registered in the appropriate category, and he can fly it, and take friends or strangers, with only those restrictions which would be appropriate to apply.

One of the most unexpected results of the process is that almost no design is crazy. Most individuals capable of learning to fly, and of putting together something that can fly, are bright enough to see that they should take proper advice, and generally heed it, without compulsion. Most of them join an EEA chapter. These are organised along the most democratic lines. Any members of EEA can form a chapter, and provided they pay annual dues, make available to themselves all the experience, knowledge, and facilities of that wonderful organisation, without once having to abide by any rule whatever.

If the aeroplane produced has design features that leave something to be desired, the FAA examiner may impose restrictions on the usage to prevent crashing into populated areas. Typically, the aeroplane may have to fly 50 hours over relatively or completely unpopulated areas, and document these flights sufficiently to satisfy the examiner, before a lesser restriction may be imposed.

The vast majority of aeroplanes produced under the system are in fact slightly modified versions of existing and well-proven designs. Very occasionally one sees an aircraft which is totally compliant with the designer's original plans. The expectation that if people are allowed to modify designs according to whim, they will generally produce something with hidden dangers, is simply not borne out by experience. Over 2500 RV4, RV 6 and RV8 aircraft have been built and are flying, for example, and very few I have seen are stock standard. Their safety record is remarkable.



Almost all of them in the US are allowed to fly into any airspace in the US which any registered aeroplane can, provided they are suitably equipped, for example with a transponder where there is a transponder veil. They fly into, out of, over, or through, airspace around the busiest airports in the world.

Occasionally, this freedom is fatal. But there is evidence that the safety record of those who enjoy this freedom is as good as ours. Our flying conditions and weather, are the driest and the safest in the world. Our country has almost no mountains. And yet our general aviation and gliding safety record is no better and, to depending on how the comparison is made, often far worse, than in the US. We have far fewer gliders or aircraft, and far more airspace, and far more control, yet our collision record is abysmal.

### What can be done?

Change becomes possible once it is recognised that the function of control is not compatible with the function of encouragement, that the interests of the individual glider pilot is often antithetical to the interests of the regulator, and that compulsion and restriction should only be tolerated as long as they are prove necessary and effective.

When he was the head of the department, both Dick Smith and the government recognised, and made very explicit, their determination to effect a change of culture in the regulator. Perhaps a more diplomatic head might have achieved that aim. I doubt it. The culture of an organisation that has a history of nearly 100 years of control cannot be changed easily. Dick Smith claims he was sabotaged by collusion between the major airlines and the regulators. Perhaps he was. Perhaps what we must learn from this little bit of history is that real change will only follow at least a total re-organisation, and probably abolition and new construction.

The first step it seems to me is to hand control back to the regulator.

The next step is to re-think what functions (if any) make it really necessary to have an organisation that can purport to represent Australian glider pilots. If there are any, a constitution must be written that allows true democracy to operate, and which absolutely prohibits decision-making without appropriate consultation, and that restricts the functions of the body to the absolute minimum necessary.

I believe such a body need have no headquarters. It would have a journal, and if it had to have a committee, its members could be anywhere there is a computer and a telephone line. I would be totally astonished if we could not get people willing to serve it on a voluntary basis, sufficient for all its needs. It would have no employees. It would not register aircraft. The government registers my power plane for \$0 annually. It would not train instructors: there are presently too many, not too few, level three

instructors. It would not have an operational panel: as issues arise all members could contribute opinions, and if necessary a vote could be taken, before operational proposals (from whatever source) are asked for, or resisted. It would not levy members to support competition flying – the competition pilots can (and do) generally support themselves. Individuals can be encouraged or supported by other individuals, or by groups such as the Uncle's Foundation. It would not have an airworthiness function: that can be safely handed back to the regulator, who has already announced that it will allocate no funds to it. No funds means freedom, not control, which is precisely what we want.

It would not outlay funds to fly members around, or in and out of Australia – it would have no need. If there is some advantage to some subgroup of glider pilots in belonging to some international organisation, that group can get together and fund its own delegate, or membership.

On a close analysis there may be no more reason to have a group representing glider pilots than there is to have a group representing pilots of blue aeroplanes, or in my case, green aeroplanes.

### Will it be done?

Many glider pilots mistake the valuable individual efforts of the (generally) volunteers working within the GFA, for the efforts of "the GFA." Some glider pilots are control freaks. They distrust others, and therefore distrust freedom. Most have simply no idea what the GFA actually does from day-to-day, or from year-to-year.

Many will look at the very good things that the gliding movement has achieved and for which the GFA takes the credit. A good example is the instructors manual, contributed to over a number of years by a variety of extremely talented and highly experienced persons. It is an exceptional document. It is a GFA operational document. But it need not be. Had instructors simply got together on the Internet, or had the NGS system continued in its earlier form, the manual might have represented a wider variety of input, and more careful thought about some aspects. It might be have been much better. The general aviation segment has many instructors manuals, of varying authorship, content and worth. They allow anyone to train to be an instructor. The results are, in my view, magnificent.

The present incumbents are persuasive and committed persons. One told me recently his was the best job he could have imagined having. They are used to power. They can be expected to have a different view, and to push it hard. These groups will resist real change.

For all these reasons it is essential that this moment of change be seized, and used properly. Every glider pilot who can honestly say he or she has greatly benefited from the old system, should defend it. The rest of us must get together here, in the pages of this our magazine, and be heard.

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## Joel Rebbechi Condolences

► I was very sad to read about Joel Rebbechi's death in Cross Country Magazine. I did not know Joel well, having only met him a few times and spent just a few afternoons flying with him and his father. An image that sprang vividly in my mind when I read the news was of Joel exploring the limits of the lift band at a hill called Landscape, near Melbourne, Australia. That was a long time ago, I think it was 1992, but I can still remember how he flew way off to the western side bowl, staying high on the weakest of late autumn lift, and how he was such a friendly lad in the top landing paddock.

I offer my sincere condolences to Joel's family, friends and colleagues.

Later, I read the reports of the tragedies of the fatal mid-air collision at Stanwell Park, Australia, and the fatal towing accident in Texas. It felt terrible for so many people to have paid such a price for their love of flying. I hope that such a tragic spate of accidents will never happen again.

Let us remember with dignity those who have lost their lives, and if possible learn from the circumstances surrounding these accidents.

Sincerely,

Hamish Barker, Baden, Switzerland

► I knew Joel through many competitions we have flown together, and felt I had to put something down on paper. Here it is – I hope you can include it somewhere as a tribute to the man who added such a zest to the flying community.

Joel

**You strode across the sky with childish glee,**

**Laughing and dancing in the face of storms**

**A master's skills acquired with so much ease**

**That to the rest, you seemed a prodigy.**

**I heard the news and stared into my tea**

**Stunned and disbelieving at the thought**

**That one for whom the future held so much**

**Should lose so soon in life's cruel lottery.**

**A tiny bubble, spanned that narrow space**

**'Twixt tea and wall of cup, a fragile form**

**Reflecting rainbow swirls and in a flash was gone**

**My mug of tea at once a duller place.**

**And we who share the playground of the sky**

**And know the joy and freedom that was yours**

**Have lost a friend whose laugh and love of life**

**Stay with us, and remind us why we fly.**

Allan Barnes

► All members of the EHGC Vic wish to express their sadness at the tragic death of Joel Rebbechi. Prior to his meteoric rise in the hang gliding world, Joel was a popular member of our club where his father, Brian, is an active participant.

We extend our heartfelt sympathies to Joel's family. He will be greatly missed by us all.

Andrew Wicks, President EHGC Vic

## How safe is this flying business, really?

► Firstly I would like to extend my sincerest condolences to Joel's family and friends and to Glen's family.

The recent spate of fatal accidents has made me reflect on my vulnerability as a pilot. For some time I've been questioning my sanity flying paragliders. I just love flying paragliders, they're really convenient, but I hate the collapses.

I tell people that hang gliding is safe and predictable. They are designed to launch and fly and land within certain limits of weather and pilot skill. It's not the extreme sport that it looks, in fact it can be easier than riding a bike.

Personally my safety record doesn't smell of roses (not much else does either) although I think I am getting better in this regard. Less 'gung ho' and not getting peer-pressured into dubious acts. I try, every time, to concentrate hard on the act of launching. I've even become a safety officer for the club.

I like towing even though I suspect the risk of an accident must surely be increased. One hears of dollies getting tangled up, radios failing, lockouts, rope breaks, dust devils, etc. I feel confident about

towing and I have never had a tow incident that I could not handle. But better pilots than I have had less fortune at the end of a rope. Recently one of our club members had a bad lockout aerotowing tandem. The tug pilot was talking on the airband radio and didn't notice what was happening on the rope (still no mirror). The weak link broke and the hang glider spiralled in, hitting a fence. Both pilot and passenger walked off. Also, the thought of 'that' launch off Tambo at last year's Classic (see the video) makes me squirm – it was just too close. Last winter I had a near mid-air with a good friend that put the shit up both of us.

I've tree landed by not giving myself enough space then just running out of options.

Craig's reports in Skysailor are a litany of human error or bad judgement.

*So how dangerous is this flying business, really?*

I ask this question as next week my son turns 15 and will become a novice hang glider pilot. He has studied his books, shown great skill in handling a hang glider and is more enthusiastic about flying than anything I've ever seen him do. Definitely more enthusiastic about it than his mother is. Do we learn any lessons from Joel and Chuck and Nick and Pete and the others? Like how did Chuck hit a paraglider? Joel ground-loop? Nick miss his basebar? Pete hit powerlines? How preventable are accidents? These guys were better pilots than a lot of us.

It must be that most of us walk away from these could-have-been-bad incidences, but in the last weeks this has not been the case. I don't want to give up this passion but I'm afraid it just might be an addiction.

Eddie Gray

*PS: Re-reading this letter it seems that I am in a very negative frame of mind. I think it was the shock news of Joel's demise with so little information on how. I must also reflect on the hundreds of incident free flights taken every day, the true camaraderie I enjoy with my flying buddies in the air and on the ground, and the real father-son bond that has strengthened over the last year when his flying lessons started.*

## Bomber goes east

► For the past eight years I've enjoyed the friendship and flying culture in Western Australia. I have experienced the highs and lows over the years – sharing some great achievements and some sad losses. The friends I've made feel more like an extended family rather than people I share an interest with.

However, it is now time to say goodbye and begin a life in the East.

I'd like to thank all my flying friends in WA for the images, memories and feelings I have flowing around inside me.

Bomber

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# The Picolight Fly-in

**JOS WEEMAES**

**Report on the Annual Paramotoring and Hangmotoring Fly-In, 23 to 24**

**September 2000, Milbrulong NSW**

**A**lthough the fly-in was planned to start on Saturday morning, some of us could not restrain ourselves and took possession of Jeff's paddock on Friday afternoon. Jeff had slashed a few acres of lucerne and it was smooth and dense, ready for any emergency landing if necessary.

The invitation was open to all pilots of paramotors, hangmotors, powered parachutes and other ultra lightweight contraptions. However, the majority of participants were paramotor enthusiasts, with only one hangmotor pilot. The visitors came from all over the place; Sydney, Melbourne, Adelaide and even Brisbane. All in all 14 pilots and several on-lookers and interested parties were present. Camping was arranged at the Milbrulong hall and adjacent sports ground.

Early Saturday morning saw the canopies draped over the still wet lucern and soon the air was buzzing with two strokes. We all had a go at Paramotor Mustering of Jeff's sheep and we spent many hours frolicking in the air.

The test bench was used extensively to measure the thrust generated by the different paramotor models and prop designs. This test bench was designed and constructed by Jeff Hoffmann. It consists of a platform on roller bearings where the paramotor is placed, and a crossbar fitted with a loadcell. The loadcell is connected to a box of electronics which converts the pressure put onto the loadcell into a digital readout. When the paramotor is started, it exerts pressure on the loadcell and hence we can measure the thrust that the paramotor is delivering. Graham attempted to measure if there would be any loss of thrust by covering the leading edge of the prop with protective material. The first tests seemed to indicate that there was substantial increase in thrust without the leading edge protector and this sparked a lot of discussion. But repeated tests to confirm this failed to give the same results. The conclusion therefore is that leading edge protectors (in the form of plastic strips used by Graham) do reduce the thrust but it was not clear to what extent. The homebuilt paramotors were compared with the DK's, GT's and Fly's. Zanzoterra powered machines were compared with Solo 210's and interesting measurements were taken.

The homebuilt paramotors were compared with the DK's, GT's and Fly's. Zanzoterra powered machines were compared with Solo 210's and interesting measurements were taken.

December 2000

The weather over the weekend was superb. Slightly overcast, almost nil wind, no turbulence and ideal conditions to throw the paramotors through the air. Saturday afternoon we embarked on a three stage cross-country trip, refuelling in two locations. The first leg was from Milbrulong to Lockhart, refuelling on the Lockhart gliding strip (thanks Larrain for carting those jerry cans). Then it was on to Galore hill. This second leg saw some material damage. Tilo and Teo had to abandon the trip and be carted back to base.

Teo had skipped the first petrol stop at Lockhart because he had enough juice. Flying at 1,000ft, having a ball, he felt a massive jerk at his right hand followed by large vibrations from the paramotor. He quickly switched the paramotor engine off by using the kill switch and landed safely in a nearby paddock. Inspection revealed that one of the three blades on his GT was sheared off at the foot. Have a look at the third pilot from the left of the group photo... that's Teo with his two blade prop! The "expert" investigations concluded that his throttle cable must have been sucked into the prop cage. One of the prop blades then hooked onto the prop cable, slipped it down to the prop bottom and sheared the prop off. The prop cable contained a steel cable for the throttle and most likely this cable did the shearing. Teo landed safely and can still talk about it, which is good!

Tilo's problem was quite different. On the trip from Lockhart airfield to Galore Hill I noticed a small figure in an open paddock. Circling down it became clear that it was Tilo who had made an emergency landing. He had been fiddling with his paramotor for many hours during the weekend and when he finally got into the air the screws which were holding down the exhaust vibrated loose and he was in trouble. I landed beside Tilo, arranged over the radio transport back to base and took off again to complete the cross-country.

The second outlanding was Jim's airstrip, bordered by fields of canola. The landings here were sort of okay, but the take offs, with a slight crosswind on the strip, were a bit tricky and some of us were de-heading the canola

## Paragliding



▲▲▲ Andrew Polidano comes in to land  
▲▲ Frank's hangmotor on the test bench  
▲ Graham Sutherland – the smile says it all  
Background: Bill taking off  
▼ From left to right: Graham Sutherland, Andrew Polidano, Teo Kaiser, Rene, Bill, Mark, Gerry Olah, Jos Weemaes, Jeff Hoffmann  
Photos: Courtesy Jos Weemaes

on the way up. It was dark when the last pilots landed back at Jeff's by car headlights marking the landing field.

Some of us who had material damage left that evening and the rest chinwagged till the early Sunday morning.

Sunday dawned, and again, beautiful weather, not a bump in the sky. Many flights later we packed up, and thanked Jeff for his hospitality and the use of his land.

Till next year, same place!





## Tips & Tricks for your first Competition

**MARK 'BOMBER' THOMPSON**

This article provides over 30 tips and tricks that low airtime pilots can use in competition flying. I have written this article with practical implementation in mind rather than from a theoretical perspective. Most of the areas covered can be used in both towing and hill launch competition (although my own experience is based on towing).

I have tried to exclude all those obvious things you need to do in preparing for a comp, but apologise in advance for any that may slip through the cracks.

**Tip 1:** Select a good team well before the comp and market yourself to them. In Western Australia most teams benefit from a good novice pilot (as they can play a major role in winning the team's event). Check out the teams early (at least November) and approach one of the pilots with a good sales pitch or a retrieve driver – either should see you welcomed with open arms.

**Tip 2:** Get yourself a good set of topographical maps for the comp. Topographical are best as you can mark on the high points in the surrounding area which statistically are more likely to be good trigger sources for thermals. Also you can colour in blue low areas, so you know to avoid them.

**Tip 3:** A good map with road names that you can use once you've landed is vital. If you have a GPS you can triangulate your position and figure out which road you're on.

**Tip 4:** Buy or borrow a GPS – but learn how to drive it before the comp, not during. These allow you to dispense with flying with a map. The advantage of this is that most maps usually cut out a large degree of your field of view. As our sport relies on spotting other gliders, bird, etc this makes a significant difference.

**Tip 5:** Get a watch that has an hourly alarm and alarm you can set. The hourly alarm provides you with a subtle reminder that you been in the air an hour (allows you to monitor your progress along the course line). Setting an alarm for 2 hours before sunset provides a good reminder that you're approaching the last thermal of the day. This is a good reminder that you should be trying to fly in the top third of your flight band. As the day draws to a close you want to remain as high as possible and use the good air.

**Tip 6:** As a minimum obtain a basic understanding of "speed to glide". Knowing how far you can glide from any given height in wind conditions allows you to

(a) estimate if you can reach another pilot circling in a thermal (or likely trigger source) and still have enough height to get up (eg no point getting there at 100ft) and

(b) gives you a feel for your final glide into goal. Glide tables for most gliders can be found on our club web site [[www.iinet.net.au/~navi](http://www.iinet.net.au/~navi)].

**Tip 7:** Set a personal goal for yourself at the comps.

*Note: This does not mean setting out to beat someone else as this is outside your control, but rather to focus on a personal goal such as getting to goal everyday, flying further each day, staying in the air the longest, having your first 100km flight.*

**Tip 8:** Before the briefing each day at the comp get all your gear ready, eg radio batteries, camera, water. You tend to forget things in the hustle and bustle of the morning briefings.

**Tip 9:** At the morning briefing listen closely to the weather forecast. Learn to extract the following from the weather forecast and temp trace for the day: wind direction and strength at altitude, max thermal height (from these and your glide table you should be able to calculate your final glide distance), trigger temp for start of the day, forecast take off time. If you don't know any of these things ask one of the experienced pilots.

**Tip 10:** Write down and check the radio channels for the other teams each day. You may end up flying with someone for another team that you want to talk to. Radio channels can be written on your uprights with a marker pen – this works well. The marker pen can be removed with most aerosols (such as Aeroguard or spray deodorants).

**Tip 11:** Hydrate yourself well each morning before you launch. Drink at least two litres each day before take off – this gives you an advantage when making decisions compared with someone who is dehydrated. This also means that you may need to "go" during a long flight (or in my case any length of flight). Don't wait till the comps when you're in a crowded gaggle to practise this – try it on your normal weekend flying.

**Tip 12:** When the final task is called draw a straight line on your map from launch to goal. Figure out what you think the wind will do during the day. Check out the upwind side of the course line, as this is the route you want to fly. Be careful not to get stuck downwind of the course line towards the end of the day – at this time you're getting tired, impatient and the thermal strength maybe decreasing – best to stay upwind and make the last leg cross/tailwind.

**Tip 13:** If you're a novice fly with your red streamer from the king post. Most experienced pilots will give much more room when climbing in a thermal.

**Tip 14:** Write the description of goal on your other upright in marker pen. Nothing worse than getting close to goal and not being able to remember the description of the goal paddock.

**Tip 15:** Don't wait until the experienced pilots start towing for the day. Start towing early and be prepared to have a couple of tows. It's better to be towing with lots of pilots in the paddock rather than when most have left.

**Tip 16:** Don't hold up launch in tricky conditions. Step away from launch and let the more experienced pilots launch.

**Tip 17:** When you're on tow observe the pilots either side of you and compare their climb rates. The pilot that is climbing quicker provides a good indication of better air. When you pin at the end of the strip it is worth checking out the better side of the paddock.

**Tip 18:** Once you've pinned off the tow watch out for pilots approaching you still on tow – get out of their way if they are heading towards you.

**Tip 19:** If you see pilots circling on the upwind side of the paddock your towing in, it's a good time to launch.

**Tip 20:** Don't leave the paddock in just any thermal, especially if it's early in the day. Make a judgement call by considering the following:

- Is it strong enough and consistent or is it just a bubble?
- Are there other pilots on the course line?
- Has the thermal taken you high enough to glide to the next thermal source?
- Do you want to tow again (eg how big is the queue, what are launch conditions like, have they had a rope break, problems with the car, strip change, etc)?
- How late in the day is it (eg is it likely to get another thermal on the next tow)?
- Is there anybody climbing back in the paddock within glide distance? If there's lots of pilots climbing in the paddock then going back is not such a bad option.

**Tip 21:** Be prepared to thermal with other pilots. If you have not done this before talk to other pilots regarding how to do this. Also think about how this will effect your own flying.

**Tip 22:** When thermalling with others here are a few tips:

- When you've above looking at the pilot circling below, notice any pause in the turn rate. This "pause" is often a good indication of strong lift as their forward motion is converted to forward and upward motion in a strong



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surge. This has the visual effect of a "pause" in their circling rate. If the pilot below is starting to gain on you it is most likely they are in better lift. Move your circle on top of theirs. However, be prepared to wait until their surge hits you. This may happen only when they get close.

- When you're below, ignore them, they will be watching you. However, it might be worth alerting the pilot whether you have a visual on them.
- When you're at the same height try to work together to climb as fast as possible. To circle together watch the other person's wing tips and try and keep it opposite you. If they start to catch you then increase your bank angle. If you start to catch them then decrease your bank angle.

**Tip 23:** Ever wondered why some pilots climb through you in the same air? One reason is that they are flying slower and with less bank angle to reduce their sink rate. This can make as much as a 200ft/min difference in sink rate.

Thermal as slowly (as is safe - extra speed in rough air or in crowded conditions provides a greater level of control over the glider) and with as little bank angle as possible. This will increase your climb rate.

**Tip 24:** Know how to join a thermal - don't barge into the middle. As you approach a circling pilot observe the edge of their circle (eg pick a landmark in the distance). Enter the thermal at the edge of this circle and gradually work your way in. Getting in a pilot's way will result in you both having a less than optimal climb.

**Tip 25:** When approaching a gaggle or a pilot thermalling, approach from either directly upwind or downwind. You may experience a stronger climb rate than the established gaggle.

**Tip 26:** Consider how you will react once pilots in your thermal start to leave. Will you follow? Are they a gun pilot or a fellow novice? Will you take the thermal to the top? Why did they leave? Where are they going? Thinking about some of these things before they happen will make your decision making more informed. You may want to develop some rules of thumb (however, these rules need to be flexible to cater for different situations).

**Tip 27:** Build yourself a glide table, understand it and fly with it. A glide table allows you to estimate how far you can glide from a given height, in a given wind strength. Various glide tables are available on the Western Soarers website [www.iinet.net.au/~navi]. From the day's max height (that you get from the weather briefing and later on in the flight) you can calculate how far from goal you can make your final glide. Most novice pilots get to goal with too much height - I crossed my first goal line at 6,500ft on a day when the climbs were only 300ft/min (I could have saved 15 minutes). Try and get to goal between 1,000-2,000ft.

**Tip 28:** Learn to make good radio calls - think before you speak. When calling thermals, call the average (not the peak - nothing worse than being called over to 1,000 up to find only 400 up). When calling your location, call your bearing and distance from major towns, NOT road names. Why? If you call a road name it is often hard to find on a map. But call 5km north of Cunderdin and everyone knows where you are (including your team mates).

**Tip 29:** At the end of the day when the flying is over talk to other pilots about your day. Buy an experienced pilot a beer (or two) and quiz them about the day - where they found lift and where they didn't, climb rates for the day, the route they took, problems they had, how conditions changed during the day, thermal spacings, inversions, wind shear and when and why they took climbs to the top.

**Tip 30:** Just as useful as talking to experienced pilots is talking to other novices - cover the area's above and try and learn from their mistakes.

**Tip 31:** If you flew with someone, talk with them about your time together. Give them some feedback from your observations and also ask for comments on your own flying.

**Tip 32:** Re-think the flight for the day and re-live the good stuff and figure out what you'd do differently about the errors you made.

**Tip 33:** The best tip I can give for comp flying is relax and enjoy the company of those that share the best sport on this planet.



## HGFA Board News

Good news this month for the ACT HG and PG Association (ACTHPA) which has just received a loan of \$5,000 from the HGFA to fund a new road to the launch on Spring Hill. Access to this important westerly site recently became threatened, and although the site is actually in NSW, the ACTHPA acknowledged that its members are the major users and are therefore accepting financial responsibility for the construction of the new road.

Consideration of the Spring Hill application by the Management Board did reveal that the existing policies for funding of sites are in need of an overhaul. To this end I am currently working on a proposal for the formation of an annual "Site Development Grant" to formalise and streamline the process by which clubs can apply for funding for the purchase/lease or improvement of sites under their jurisdiction. This proposal will hopefully be considered by the Board by the end of the year and therefore in place early in 2001.

At our last meeting Phil Pritchard outlined his vision for an instructor development program for addressing declining instructor numbers and consequently membership growth. Phil feels that competency levels are a key issue and we need to develop better systems to maintain standards. The idea of HGFA organised Instructor Training Courses was brought up again. One idea that was put forward was a block course where apprentice instructors and chief flying instructors work together with a group of students and the trainees assessed on competency-based criteria. After a lot of discussion on this issue

Phil Pritchard was charged with the responsibility of developing a detailed proposal for an HGFA organised Instructor Training Course for consideration by the Management Board and the Safety and Operations Committee. Any members who are interested in contributing to this proposal are encouraged to contact Phil.

Unfortunately our insurers have recently advised us of the possibility of a 15% increase in our premium in March 2001. This predicted increase is likely the result of reduced competitiveness with the insurance market (as a result of insurance companies merging or going into liquidation) and a number of largish claims that have been made in the last few years following training and tandem accidents. In an organisation that derives most of its income from membership fees, it seems likely that if the cost of insurance does go up then an increase in these fees may be required to fund this. A decision on this matter has been deferred until the New Year and in the meantime we are also investigating the practicalities of breaking down our third party liability insurance to include separate policies

for pilot, instructors and tandem pilots. Currently there are no plans to split the insurance in this way, but at least we will have the information to consider.

Finally, a big thanks to all the members who have taken the time to provide us with feedback on what we are doing. Whether it is a phone call, an email or a 'bent-ear' on the hill it is always good to know when you think we are doing something right, or wrong, as the case may be. The Board, however, has asked me to solicit more feedback from clubs and in particular their committee members. We all know how important our clubs are to the vitality of flying in the regions and we'd really like to know if there are things that we should be doing (or doing better) from your perspective. Why not put us all on the mailing list for your newsletter or spend a few minutes at your next meeting making a list of things for us to consider? And if neither of those options appeals to you, just pick up the phone and have a yarn. We are listening.





# HGFA General Manager's

**It is hard to believe that Christmas is upon us once again, hopefully along with some great summer flying. I wish you all a Merry Christmas and many happy landings in the New Year.**

## Attitudes

Public opinion is a fickle thing; we work for literally decades to build positive perceptions of our sports; chipping away at the image that hang gliding gained in its early days; then it's all out the window once we have a few accidents in quick succession. I guess all we can do is persist in applying safety-based principles to our operations and hopefully in time our somewhat battered image will improve.

I have been dealing with many club executive members in recent weeks, aiming to reaffirm our "safety commitment". One thing that has been repeatedly agreed is that the promotion of safety is ongoing; we cannot relent.

What has also become apparent is that there are some pilots out there that could greatly improve their attitude toward safety. Sadly, some of these are experienced pilots, who, despite the recent accidents, believe that the rules don't apply to them! I will be working with clubs to let these individuals know that "cavalier" attitudes cannot be tolerated.

Motorised Hang gliding and Paragliding Code of Conduct I have finally released the code of conduct for motorised operations. I have distributed it to all endorsement holders, SSOs and instructors. Anyone interested in seeing the document can get a copy from the HGFA Head Office. It contains comprehensive guidelines for the operation of auxiliary powered hang gliders and paragliders, including operational limitations, procedures to limit the impact of engine noise, requirements for operating at public airstrips or gliding sites, and when flying from or over private property.

## Modifying Aircraft

Aircraft manufacturers go through the process of getting their aircraft certified to demonstrate to purchasers that their product can be safely operated within its limitations. Once an owner modifies that aircraft he or she runs the risk of greatly compromising the entire process. This applies to all aircraft types. The following report is a classic example of the dangers of modification.

"Our airstrip had not been mowed for a few weeks and the grass with a few days of warm weather had really shot longer than what it should have been allowed to get. Yesterday it was finally cut, and although it was not wet when it was done, a potentially dangerous situation arose that we had never experienced before. My assisting instructor was training with a student and as they taxied along they noticed the trike becoming increasingly sluggish, until finally it was down to a crawl close to full power. Stopping to see what was wrong they discovered that

the inside of each spat was filled with 'sticky' grass. They removed nearly a bucket full of grass from each spat! Once that was done they thought all would be okay and taxied only a further three metres but once again the trike slowed, being choked with grass. Obviously they weren't going to get into the air like this, and thinking of the potential dangers of landing with the wheels jamming, slowly taxied back.

The student, who happened to be a farmer who grows and sells hay for a living, described the 'sticky' grass as being at the 'basted' stage. He said that it doesn't happen every time grass is cut, but only occasionally when certain conditions of temperature, length of grass and greenness contribute to make it unworkable and that you just have to leave it for twelve hours so that it doesn't cling to everything. They weren't going to wait for twelve hours when perfect training conditions presented themselves, so the decision was made to remove the spats. It seemed like the most obvious thing to do to remedy the problem. In the past, myself and a number of other instructors I know, had regularly flown their trikes without spats so I couldn't see a problem with it.

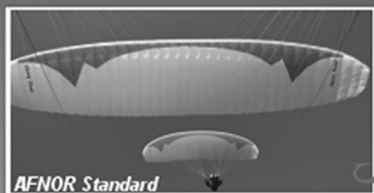
Once this was done they took off and proceeded to practice touch and go circuits. With repeated take offs and landings taking place the next thing that happened was I saw something falling from the trike and to my horror as the trike turned onto final I realised that they were coming in without a back wheel! I fully expected to witness the trike tip over, but miraculously the trike touched down on two wheels and then as the axle touched it slewed off to that side coming to an uneventful stop. The instructor and student had no idea what had happened until they got out of the trike!

After retrieving the wheel and assessing the trike after landing, I learned that unlike the English type trikes that have the axle drilled and tapped such that a screw holds the spats on and hence a lot of people fly without spats, the actual fibreglass spats on the Airborne trikes are an integral part of the wheel assembly and as such, hold the wheel-nuts on! Based on my previous experience flying trikes without spats I simply didn't realise that this was the case."

## Active Australia Projects

As you read this report I will be working with our new National Development Officer (NDO) to plan and begin to implement our Active Australia Club projects. We are planning a series of workshops over the coming year where we will be working with Club representatives to carry out Club evaluation, analysis and planning processes, and developing Club models following the Australian Sports Commission guidelines. These workshops will enable each Club to be structured to suit the needs of their members and allow Clubs to maintain their focus in areas that members prefer.

# SYRIUS



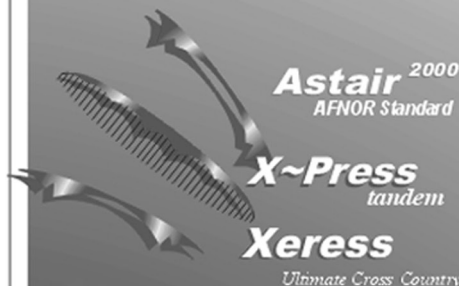
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# Report

To provide support to Clubs in the implementation of any planned activities, the NDO and I will utilise regionally based Club Development Officers. These CDOs will provide ongoing assistance to Clubs with the aim of improving member services, to long term and new members alike. It is proposed that a CDO will be engaged in each of the following areas: Queensland, NSW, Victoria, South Australia and West Australia.

## Accident Reports

### No 1

**Pilot:** Advanced rated hang gliding pilot.  
**Experience:** 1,900 hours/1,000+ tows.  
**Hours previous 90 days:** ~30 hours  
**Aircraft:** Topless hang glider  
**Aircraft damage:** Inboard leading edge, keel, down tube, fibreglass tip, minor sail damage.  
**Weather:** 5kt smooth air.  
**Location:** Inland tow paddock.  
**Launch method:** Static winch  
**Pilot injury:** Two broken legs, dislocated and fractured shoulder.

**Relevant equipment:** Tow bridle was one to one, with the weaklink at the keel attachment point. The release was on the pilot's harness with the bridle line passing through a ring on the end of the towrope.

**Description:**  
 Pilot climbed to about 800-900ft at which point the winch stopped winding-in due to mechanical failure. Pilot released and the loose end of the bridle wrapped and tangled at the towrope ring. Pilot dismissed the need to cut the rope due to the height, slack towrope and smooth air and elected to pull up the bridle to sort out the tangle. Glider began to oscillate and after about three oscillations entered a lockout and subsequent vertical dive away from the winch. As the glider was pulling out from the dive it suddenly tucked, broke and span inverted for a couple of revolutions before righting itself. The glider was sufficiently intact for the pilot to be able to maintain the wings relatively level although the descent rate was high. The pilot attempted to deploy the back-up parachute, but was unable to maintain the wings level attitude with one hand. Given the low altitude (probably now about 200ft) the pilot decided that keeping the glider level was a greater priority to allow a feet first contact with the ground.

#### **Pilot's Conclusions/Observations:**

1. The non-HGFA recommended bridle and release system on the hang glider was a major component of this incident. It was being used for convenience and was known to have potential wrapping problems when releasing under low tow tensions. There was a swivel between the parachute and the tow line, but none between the parachute and the leader to the ring. When the tow line tension reduced the chute partially deployed and rotated possibly adding to the bridle wrapping problem.

Flying is potentially dangerous. Pilots try to determine what risks are present and through

techniques, procedures, training, experience and equipment reduce the risks to an acceptable level. Using this system was poor risk management.

2. The decision to haul up the bridle to manually release the tow rope was also a poor decision. It allowed enough time for a seemingly minor event to develop into a severe situation. Although the winch lost the power to pull the glider up, it is unknown whether it was still applying some force to the rope. The winch was not taken out of the driving gear during the incident. Trying to haul the rope up with its weight and possibly increasing tension while trying to fly a high performance wing was allowing the risk to mount. The longer a problem exists the greater the risk of the problem growing in magnitude. A hook knife was available and rope is cheap.

3. The tuck while pulling out of the dive following the lockout was more than likely caused by the tow rope exerting a rotational force on the keel at the attachment point in front of the CG. The tow rope end was found in the vicinity of the crash site indicating that it was attached to the glider for the duration of the incident. There was no guillotine on the winch and given the relative speed at which the complete event took place, there was little time to manually cut the rope at the winch. GFA winches are now required to have a guillotine fitted, and it would seem prudent that winches (and tow vehicles) used for hang gliding have some method for the operator to dump the tow line at a moments notice.

### No 2

**Pilot:** Intermediate hang glider pilot  
**Experience:** 85 hours  
**Hours previous 90 days:** 6  
**Aircraft:** Intermediate hang glider  
**Aircraft Damage:** Two broken downtubes  
**Weather:** 5kt wind and light turbulence  
**Location:** Inland aerotow strip  
**Pilot injury:** Concussion, facial abrasions  
**Description:**

The pilot was undertaking his first aerotow. After launching from the dolly he climbed and pulled on extra speed to stay down with the trike. The glider began to oscillate wildly, partly from hitting the prop wash and partly from over-controlling by the pilot. The pilot released just prior to hitting the ground.

#### **Comments (by the pilot):**

"I believe I should have climbed a little and not over-controlled. The speed of the tow surprised me; I have little experience flying fast. Focussing on the release took my eyes off the horizon and I lost ground reference. Had I been looking up I would have been able to land, on my wheels if need be."

#### **Recommendations:**

I recommend that prior to attempting aerotow, pilots practice flying at 30-35 knots while free flying. Where possible, roll control should be limited to quick movement of the shoulders and little leg movement.

To limit the tendency for oscillation when aerotowing intermediate gliders, in the United States schools fit stabiliser fins to the rear of the keel. However, if the pilot has gained some experience flying at speed without a stabiliser this should not be required.

#### **Fly safely,**

**Craig Worth, HGFA General Manager**

**This may leave you speechless!**



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# Visit to the US World Class Nationals

**KEITH WILLIS, Bordertown/Keith Gliding Club**

**With special thanks to the South Australian**

**Gliding Association for its financial support.**

I was fortunate enough to be invited to the USA to compete in its World Class Nationals in July this year at Ephrata, Washington State.

I was also fortunate enough to be offered the loan of a PW5, trailer and a car. They only problem was that all were nearly 4,400km from Ephrata, however it turned out to be no problem at all. I flew from San Francisco to Knoxville, Tennessee, stayed two days with David Habercom – President of the World Class Association from whom I borrowed the glider – then left for a five-day drive, at 80km/h. At this speed, to Ephrata and return, I was able to see much of the beautiful countryside, travelling through 14 states.

I had hoped to have about three days practice prior to the competition, but because of the long drive I arrived only one day before the official practice day. This resulted in only a 50-minute flight late in the day.

The competition organisers were hoping for 10 or more PW5s, but many cancellations in the last week saw only five starters. Two other competitions combined – 29 in sports Class and eight in Open Class in the regional contest.

The weather and conditions were average, with days of only 3,000ft heights and others to 10,000ft high. Overall, the changes of conditions made the nine days of flying an interesting and testing competition.

With two days left I was in second position. Then I had a day with radio problems and could not get a chance to be observed at the

▲ **Some of the country which competitors had to fly across**  
▶ **Special shirts were made for PW5 pilots Keith Willis, Francois Pin, John Duhprey, Bill Snead and Patrick Tuckey – all of whom outlanded**  
▶ **Outlanding in Washington State with soft, soft soil and a pull-up in under 30 metres**  
Photos courtesy Keith Willis

start gate. I took a chance to fly for distance only, as the day was one of weak thermals and a low height ceiling of about 3,000ft, hoping that, just maybe, I could use take-off time and record distance to gain some points. Not to be. This rule was changed last year so I scored zero, dropping to fourth position. Looking back, I should have landed to find the fault with the radio and spent another \$US30 for an aerotow to have a late start.

Overall, it was a great experience to be there. The sports and Open Class used GPS for start and turnpoints, but for some reason the World Class had to use the 20-year-old system of start gate, using a start mirror, then covert to GPS for the rest of the task.

## Other interesting experiences

- The first night there, after the long journey, I walked down the main street looking for a good steak and a cold beer or two.



Suddenly I came across three police cars at a minor traffic accident, so I asked one of the police officers for directions to a good eating-house. A police woman with a German Shepherd approached me, told me to jump into her car (if I did not mind sitting on a seat covered with thousands of dog hairs), locked the dog on the back seat (luckily for me), drove me downtown and delivered me at the front door of a tavern.

- Outlanding number one. I landed one mile from a small town called Hartline, population about 40, and went looking for a phone to organise my retrieve. I went to the post office – no phone; checked the hotel – it had been closed for 30 years; next, to the local cafe – still no phone, so had to use the owner's mobile. While there I ordered a beer and an elderly gentleman



at the end of the bar nodded his head to the bartender, indicating that he would pay for it. The second, third, fourth, etc saw the same situation. After making myself known to him, for reasons of beer, it turns out he was in Australia between 1944-45 with the US Air Force and he believed I was the only Australian to visit his town in the last 55 years! By the time I left Hartline I think I had met 99% of the population, plus all 26 of the local dogs.

### **Outlanding Number Two:**

About 30km out of Ephrata I had a choice of the only two farmhouses in 10 miles, so decided on the smaller of the two that was on a main road. No sooner had I landed when a truck pulled up and a man offered me water and the use of his mobile phone. He said it would take

the retrieve team about an hour to arrive and suggested we go to his place, four miles away, for some ice for the water. This was the other farm. On the way he mentioned that on his farm there were 90 people living and working. When we turned into the driveway the sign read Hutterville Marlin Mission. He explained that the people were like the Amish, but more modern, with electricity and tractors etc. The experience of meeting the people and being shown through their buildings gave a special feeling. They were dressed similar to the Amish, but the clothing was bright and colourful. Apart from English, they spoke 'old' German.

After returning the car and glider to Knoxville I went to Canada for two weeks, then flew down to Houston and spent three weeks in Texas. I was asked by US pilot Francois Pin if I would like to crew for him (all expenses paid)

at the 18m USA Nationals at Uvalde. As I expect, it was a great contest, with 33 gliders taking part. Francois came eighth, flying an ASW28. In addition, 13 gliders competed in the US Open Nationals.

The weather at Uvalde was great. over the whole contest period Francois averaged 60mph (96km/h) for all combined tasks. The distance of all tasks averaged over 500km each.

On the last day Francois turned the last turnpoint at 7,000ft, 140 miles (225km) out, and did not have another turn on the whole leg home – cloud street forever.

Just prior to this contest, Ron Tabery from Austin offered me his spare Nimbus 3 to compete in the nationals. If I had not already been committed with Francois I just may have taken up this offer. ✂

# October Sports Committee Meeting

**TERRY CUBLEY**

**The sports committee meeting held in October was well attended by committee members and interested pilots. This resulted in some interesting discussion. Main decisions are as follows.**

### **FAI certificates/records/foreign claims**

Beryl Hartley reported a number of cost increases, notably postage and GST. The committee decided that these cost increases could be absorbed over the next 12 months with a further review at that time.

It was also noted that Anne Wolfe had undertaken to transfer 50 years of GFA FAI records to electronic media. This was a considerable task and one for which she was to be commended.

### **Decentralised Competition Event**

For the decentralised competition event there had been 73 flights submitted by 40 pilots including four from Western Australia and eight from central Queensland. Neither of those areas had participated in the DCE previously.

No entries had been received for the 'winter' events and Chris Stephens proposed to change the eligibility dates to:

*Summer – October to February inclusive.*

*Winter – March to September inclusive.*

*Barron Hilton Cup – Current eligibility period is to 15 March 2003.*

### **Awards**

The committee decided to recommend that the 'Wally Wallington Award', which is awarded for outstanding contribution to the sport of gliding, should be presented to John White this year. John has been Regional Technical Officer/Sports since the December 2000

start of the process, and has been instrumental in supporting camps at the AIS.

His actual contribution to coaching commenced well before the sports coach program was launched.

### **International teams**

The World Air Games will be held every four years, not necessarily using PW5s. Classes in 2001, in Spain, will be PW5 and the first 18m championships.

A number of issues related to team selection processes were discussed. The ratio between first and second year selection points will be adjusted to one-third and two-thirds. It was proposed to limit selection to the class flown in the second year, but this was not agreed to.

ITC is to publish an explanation of the selection formula and selection rules

### **National Competitions Committee (NCC)**

#### **Open Class weight limits:**

It was stressed that the weight limit for pure gliders is 750kg and for motor gliders 850kg. These are JAR22 limits.

Pilots should be aware that the maximum permitted aerotow weight in Australia is 750kg. If over 750kg weight a glider must self-launch.

No gliders may fly at over their certified weight limits.

For competition purposes the maximum permitted weight for 15 metre and Standard Class gliders is 525kg. The maximum for 18 metre gliders is to be advised.

### **Scoring formula**

This is to remain as at present for the two 2000/01 events at Benalla and Gulgong.

### **Minimum entries**

Minimum entries for a valid championship class were reduced to six entries with five flying on any contest day, as is currently the case in the Two-seater Class

### **Performance coaching**

Performance coaching is to be expanded to cover junior coaching and junior squad, performance coaching, AIS camps, etc.

The appointment of a sports coaching manager was considered and if appointed, should be on the sports committee.

### **Appointment of sports committee members**

**Chairman** – With the retirement of Terry Cubley as chairman, after serving for 13 of the previous 16 years in this position, several expressions of interest were received. It was finally agreed that John Buchanan should be the sports committee's nomination to council. This was later approved by council.

**International Teams Committee** – Paul Matthews  
**International Gliding Commission**

**representative** – Terry Cubley

**Foreign Claims and FAI representative** – Beryl Hartley

**FAI Records Officer** – David Jansen. If David became unavailable then Tim Shirley will take over.

**National Competitions Committee** – Council representatives to be Miles Gore-Brown and Tom Gilbert, and two pilots to be elected by a pilots' meeting.

**Decentralised Competitions Convener** – Chris Stephens

**Sports Coach manager** – Sports Committee to appoint.

**Trophies Officer** – Fred Foord ✂





# Airside Tours

EMILIS PRELGAUSKAS

A pamphlet with that title arrived at the club doorstep the other day. The paperwork offers various tours through the operational area of Adelaide Airport. This is a private sector commercial effort.

Attractions offered are to get close to the jets, the hangars, the 'environmental' surrounds, all from the safety of the airconditioned bus.

The tour also offers extensions from the ground tour to continue on in a scenic local flight, and/or lunch at the pub and pokies.

In contrast, during my youth I remember the welcome given at public aerodromes. It consisted of signs on behalf of the Director General admonishing that unless you had definite business there, it was a dangerous place to be, and you shouldn't be.

And so the world turns. Privatisation sees the aerodrome as a broad-based asset, to be put to use beyond its primary sectoral purpose. And a nice little earner besides. Prices range from \$15 to \$75. Groups of 18 please.

It brings to mind the countless hours spent by glider pilots each year showing people around the gliders, around their club, around the place from workshop to clubroom. In effect, 'free' tours taking resources away from the club flying operation.

Possibly we would be taken more seriously if instead the offer was 'the queue forms there', and the box has 'gold coin donation' written on it.

Certainly in an age where being a spectator is the world's favourite occupation, the window-pane of the airconditioned bus has two benefits. Not only does it give protection to the aircraft from prying fingers, but also protection is apparently valued by the tourist as protection for them.

Aircraft possibly are perceived to be as unpredictable as are the carnivores seen shortly before at the open range zoo down the road. And where the tourist has become acclimatised to the separation of viewer from the scene.



# What a Relief !

JOHN WHITE, RTO (Sports) NSW (S)

The perils of dehydration have been discussed at length in various publications. Suffice to say that dehydration while flying a glider (or anything else for that matter) can lead to loss of sensory perception and even to unconsciousness. Several accidents, which were of uncertain cause at the time, can now, with years of retrospectivity, be almost certainly attributed to dehydration.

Drinking more while flying is the obvious answer, but many pilots don't drink enough because of the perceived problem of urinating in flight. I say perceived, as there are many possible solutions, one or more of which might suit your particular needs.

Some gliders are equipped with 'pee tubes'. All well and good, but the plumbing must be satisfactory (i.e. not plugged or disconnected) and an adaptor of some kind is required at the business end. One possible adaptor for male pilots is an external catheter, which can be purchased at some of the larger pharmacies. If no 'pee tube' is fitted, empty plastic soft drink containers may be used (take the label off first !) or plastic bags (use double to minimise the possibility of leaks). Empty wine casks can also be used. These are guaranteed to be leak-proof, and there is also the pleasure of emptying them before putting them to use in the glider. The two-litre size seems about the right size, and they fold very small, so storage before use is no problem.

Another option for both sexes is the 'Restop', available from Pilot Shops. This works on the principle of gel absorption. It is highly efficient and once used, can't possibly spill. However capacity is only around 500ml and for a long flight more than one pack may be needed.

For ladies, the situation is slightly more difficult. Diana King in England has experimented to find the best method. She recommends an adaptor made out of an oval shape shampoo bottle or shower gel plastic bottle, shaped to fit and connected to the 'pee tube' or a suitable container. She emphasises that suitable clothing is a must for the system to work. Anyone interested in more details of her method can contact me and I can forward to you her detailed instructions.

Whatever system you use, it is essential to try it out for comfort and efficiency. Experiment in the bath at home first before trying it out in the glider on the ground or in the air. The main problem you will find is psychological but this should eventually be overcome with practice.

Well, there are a few suggestions. It is difficult

to over-emphasise the importance of finding a system which works for you. Nobody wants to outland because of the need to empty the bladder, while another aspect to think about is the danger of serious injury to internal organs if a crash occurs. Even a heavy landing could be injurious with an overfull bladder.

So that's it. You can uncross your legs now !



## Disposal of Urine in Flight

BILL JOHNSTON

A number of glider pilots use pretty primitive systems to dispose of urine in flight. The aromas from some cockpits are quite noticeable and could do with some improvement, particularly in regard to absorbent foam cushions. There are other ways.

Hospitals use a number of urinary drainage systems including in-dwelling catheters. While an in-dwelling catheter is not appropriate in a gliding situation it may be that a condom catheter might be useful for those who drink a lot during flight.

Catheter condoms are available from Amcal chemists from their 'Extend a Care' product manual. The product manual reference is: *Condom only (large) product Manual Number 420463*.

Urinary condoms consist of a condom with a spout. The condom is then connected to tubing which inserts into a drainage bag. Urine drainage bags with two-litre capacity are re-usable. They are accurately graduated and manufactured from the highest grade of PVC to ensure complete reliability.

There are also leg-drainage bags with non-return valves and a drainage outlet – product number 421024 for a packet of five leg-drainage bags. These bags are manufactured from strong, but soft grade, PVC. They have strengthened eyelets and leak-proof welds. Tapes are supplied to enable attachment of the bag to either lower leg or thigh. However, this bag has a lower capacity of 750ml.





# Official Entry Form

## Australian Grand Prix Championship

(Incorporating 39th Australian National Gliding Championships)  
held at Gulgong NSW – 10 to 23 February 2001

PLEASE USE BLOCK LETTERS

Aircraft Type.....

Registration VH .....

Club .....

Contest Letters/Numbers.....

### First Pilot (Team Captain):

Name

Address

City

Postcode

GFA Membership Number

Total Hours Flown

Phone:

Fax:

Email:

### Second Pilot:

Name

Address

City

Postcode

GFA Membership Number

Total Hours Flown

Phone:

Fax:

Email:

GNSS Logger Fitted? Yes ☐ No ☐

Make.....

Model.....

### Emergency Contact Person(s):

Name .....

Address.....

Phone:.....

Fax: .....

Email:.....

### Requirements:

At registration pilot must provide proof of GFA Membership, FAI Competitor's Licence and the aircraft's current Maintenance Release.

It is strongly recommended that gliders be insured for third party and public liability.

Entry forms and payment must be received by 30 November 2000.

A late fee of \$50 will apply for entries received after this date.

Please complete the indemnity form to the right and return the entry with payment of \$295 entry fee. Cheques are to be made payable to Cudgegong Soaring Pty Limited ABN 51 002 644 617 and sent to PO Box 352 Frenchs Forest NSW 1640 by 30 November 2000.

All enquiries to Cudgegong Soaring Pty Limited, phone 02 9452 2777 or email <hkmxor@msn.com.au>.

For more information see the Cudgegong Soaring Web Page accessible via GFA web page at [www.gfa.org.au].

### Indemnity Form (must be completed)

I certify that the information supplied above is true and correct.

I agree to abide by the competition rules (including any amendments) and note in particular that if any aircraft does not meet the airworthiness requirements of those rules, entry application may be rejected.

I agree to waive all claims against the Gliding Federation of Australia, the New South Wales Gliding Association, Cudgegong Soaring Pty Limited and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever.

I enclose cheque/money order for \$295 (per aircraft) entry fee.

Signature First Pilot:..... Date .....

Signature Second Pilot:..... Date .....

### Office Use Only

Date received.....Payment received .....Rules posted .....





# 2001 South Australian State Competitions

LEIGH BUNTING

**T**he true beginning of the new millennium is getting off to a great start as far as glider pilots are concerned in South Australia. First there is the South Australian State Competition hosted by the Balaklava Gliding Club, followed by World Club Class Competition at Gawler.

The State competition will be held from 2 to 6 January, with a practice on 1 January.

The World competition commences on 7 January and carries through to 27 January. This includes practice days.

For those who wish to be involved in new millennium celebrations, a party will be organised for New Year's Eve at the Balaklava Gliding Club clubhouse.

The timing also allows World competition pilots to gain valuable experience in exactly the same contest area. In fact the turnpoints used at the SA State competition are almost all identical with the ones to be used at world competition, which means that pilots competing at Balaklava will have a distinct advantage flying at Gawler the following week.

Detailed information on the event at Balaklava is available on the internet and

can be accessed at <[www.bgc.asn.au](http://www.bgc.asn.au)>.

After the huge success of last year's State competition, with weather the stuff that dreams are made of (and on order again), the Balaklava Gliding Club is determined to follow on with friendliest and lowest-cost competition possible, catering for all levels of experience.

One pilot from a nearby club has already indicated that, "*You would have to shoot me to stop me attending.*" Winch launching and aerotowing will be available on all days. Pilots have the options of competing in either Sports Class or in any of the FAI classes, but must present written confirmation from their CFI that they are qualified to compete in this event.

The club has a licensed bar and club members will provide a full catering service at low cost. Limited bunkhouse accommodation might also be allocated strictly on a first-in-best-dressed basis. Although a number of motels are located in the area the club will arrange budget-style accommodation in additional powered caravans based on the airfield (on request only).

Tasking will generally be over flat farming country; which is occasionally interrupted by low ridges running north-south. The entire contest area is within the boundaries of South

Australia and is covered by WAC chart number 3458 (Adelaide). Good and reliable thermals can be expected at this time of the year with blue skies on the majority of days. The biggest advantage of the site is the almost unrestricted airspace allowing climbs up to 8,500ft right over the airfield. An even higher ceiling is available in the area to the north and the east.

Members in medium performance aircraft with local knowledge regularly perform final glides over a distance of 100km or so.

All BGC club members wish to make this competition an event to remember.

Preparations are under way to provide occasional evening entertainment.

The club has established excellent facilities over the years. These include toilet facilities, a licensed bar, a laundry/washing machine, a large clubhouse with kitchen, barbecue facilities for visitors, a caravan park, a large workshop and six hangars for approximately 20 aircraft. The large airfield features two runways with generous grassed adjacent landing strips. It is envisaged to conduct winch launching and aerotowing off the one airstrip as proved successful last January.

We are all looking forward to seeing you at Balaklava in January.



## Fire Drill

EMILIS PRELGAUSKAS

**C**allington Country Fire Service Unit was given the task of arranging this year's regional volunteer training exercise for volunteer firefighters in the South Australian mallee. In common with volunteering everywhere, including gliding, the difficulty is to get participants to attend. After a few years of training days with repetitive same-o, same-o, motivation understandably droops. Over the same time the volunteer CFS role has changed by expanding from focussing predominantly on farm fires and has extended to allied activities including freeway rescue and urban firefighting. The organisers thus looked to extend the range of exercises available at the training day to include the relevant, hopefully interesting; and maybe even bring somewhat unique new components into the program. An aviation accident/fire/rescue was seen as one such feature. While relevant expertise for training was to be contributed by Adelaide Airport professionals,

an aircraft as a real world prop for the full scale exercise proved to be a problem.

In terms of a powered craft airframe, its practicality to disassemble, and transport/erection effort and timing to the exercise site at Mypolonga oval all proved to be barriers.

A glider would more easily overcome the assembly and transportability issues. The Adelaide Hills Soaring Group, when approached, was willing. Initial aspirations to fly in/fly out proved impracticable, with a small oval exercise area and adjacent paddocks unavailable. So it did mean an extremely early morning start with de-rig, travel, rig, tie-down, followed by explanation/plea to the fire crews about the essential fragility of aircraft, and a late afternoon de-rig, travel and re-rig at home in the dark. Its amazing how quickly a glider rigs when the mosquitoes are biting. And while forming a full-size prop with the right general look, the glider didn't have fuel tanks, a passenger cabin, and the training crews weren't permitted to set it on fire ('boo' says the spectator crowd). The crews seem to have contained their disappointment well enough for the day. (The original power owners had similar caveats on their aircraft). A somewhat peripheral connection for

gliding to participate. For what? For lots of reasons. Because it was something different. Because the club has a firefighting tanker unit of its own, and an intrinsic sympathy with the district volunteers on whose services we hope never to have to call. Yes, gliding literature was distributed; we weren't going to miss the promotional value of the day to gliding. Yes, we hope the community tie between local organisations was slightly strengthened. Most of all, because it was an act of doing. In volunteer bureaucracies everywhere there are plenty of nay-sayers who rightly point to all the possible problems. Why things shouldn't/couldn't/oughtn't be done. In the months preceding this exercise both organisational entities had to contemplate the likelihood of things going wrong. And yet we could all stay in bed believing we are safe, and die in the fall as termites eat the leg off the bed-frame. Life is a risk.

On the other hand, we can approach potentially risky things with respect for the risk, appropriate measures in hand, and much to the nay-sayers' disgust maybe even have a little fun along the way. And the club has one more certificate of appreciation to hang amongst its accumulated mementos. Happy 21st, AHSG.







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 hrs, Cambridge L-Nav, Icom 20, covers, trailer, towing gear, parachute. All reasonable offers considered. Ph: Adam Malarz 02 6288 9683, mob 0429 440 467, fax 02 6288 9641, email <amalarz@effect.net.au>.

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

**H201B Libelle** 1,800 hrs with 750 capability. VH-GBK is in excellent condition & is offered for sale as a complete package including parachute & trailer, \$18,000. Ph: 02 6226 4773.

**BG12A VH-GND** 30 yearly completed. With fresh Form 2 & open trailer. \$12,000. Ph: 02 4373 1147 (h).

**ASTIR CS WVO** 856 hrs, 475 launches, excellent condition, never damaged, always hangared. Incl. 360 ch radio, Cambridge Mk4, 14A oxy, 'chute, fresh Form 2, total glider covers, etc. Dual axle clamshell trailer & tow out gear (sprung). Ph: Richard 02 9709 6009 (h), 0417 485 652 (m). Can assist in delivery. Must sell.

**SZD 51-1 Junior XOH**, 1,654 hrs, 1,825 landings – \$30,000. **Mosquito KV** 2,714 hrs, 1,219 landings – \$32,000. **Standard Cirrus ZR** with trailer, 2,650 hrs, 1,345 landings – \$22,000. **20.5M LAK 12 GDE** 500 hrs, 165 landings – \$35,000. This glider has broken five Open Class World Records. All the above gliders are Tocumwal based. 50% deposit, bal. 12 mths interest free. Ph: Don 03 5874 3897 (h).

### Two-Seaters

**NIMBUS 3 DT** Excellent record beater complete with trailer. Offers considered. Ph: 03 9432 2921 or 03 9439 8947.

**Bergfalke 4 GZQ** L/D 1:34, TT 5,950 hrs Excellent condition, 30 yrly completed Feb 2000, available with new Form 2, fully instrumented incl. radio, \$22,000 neg. Ph/fax: Ron Geake 07 5486 7247 anytime, email <rcgeake@tpg.com.au>. Fully enclosed trailer also available.

### Motor Gliders

**DG400 VH-HDB** 17m tips, 1,100 hrs TT, 110 eng hrs, SNav, 720ch radio, Schwaballac gelcoat, covers, trailer, tow out gear. VG condition \$89,000. Ph: 08 82814458, email <rodjl@picknowl.com.au>.



### Available again after a trip halfway round

**Australia:** Touring motor glider ZBN – 12 litres/hr, 3 position prop, retract undercarriage folding wings, toe brakes, strobe lights, 31:1 glide ratio, cruise at 100kt, 6 hrs endurance, 2 headsets, KLX135 GPS, Skyforce GPS, dual flight instruments, low hrs, side by side comfort. Form a syndicate & see Australia. Ph: Barry 02 4636 6314.

### Instruments and Equipment

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### General

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

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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>.

**WANTED: Blanik Trailer** Prefer registered, or with pink slip. Open or enclosed type okay. Ph: Henry Musto 02 4256 6018.

### CORRECTION TO NOVEMBER ISSUE

LUKE DODDS advert on page 22 contained a typographic error. It should have read:

*FILSER UTR57 – 760 channel VHF radio, 57mm panel mount, 9 frequency memory, current and standby frequency displayed. Only 90mA current drain....*

## 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.

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## New South Wales



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## New South Wales continued



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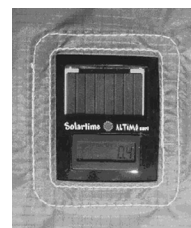
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**CLASSIFIEDS ARE NOW FREE OF CHARGE** to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted. Classifieds are to be delivered directly to the sub-editor, by email or post, not by phone. The deadline is 25th 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 perspective buyers), your HGFA membership number (for membership verification) and the State under which you would like the classified placed. (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

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**Aero 150** nov, GC, speedbar, rubberback DTs, easy to fly. Airborne make spares, \$500 ono. Foil 139 Racer adv, EC, Airborne make spares, \$500 ono. Must sell. Ph: 02 4294 3333.

**Airborne Fun 160** nov, GC, low hrs, spare DTs, \$3,300. Moyes Sonic 165 int, blue/black US, VGC, speedbar, 2 spare DTs, \$3,400. Possible delivery Canberra, Sydney & Blue Mtns. Ph: Kath or Lee 02 6456 1590; 0427 220764.

**Airborne Fun 190** nov, 1.5 hours, with wheels, \$3,100. Moyes Flex harness, suit pilot 183cm high, \$600. Bräuniger IQ-Basis II vario, \$400. Icom 40S radio, \$300. Lazer helmet, L, with headset, \$150. Equipment in near-new cond. Ph: Ross 02 4739 2765; <rharper@mountains.net.au>.

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**Airborne Shark 156** adv, built May '99, 100 hours, EC, white TS, red/black/white/grey US, never aerobatted or flown on the coast (only to it), \$3,400 ono. Ph: Al 02 4943 0674 (h); <aprice@ozemail.com.au>.

**Airborne Sting 154** int, 30 hours, \$1,700. Ph: Keith 0418 244673; <kpisani@hotmail.com>.

**Airborne Sting 154** int, one owner, dark blue L/E, fluoro orange/yellow US. View or test fly Newcastle area. \$1,800 Ph: Rod 02 4934 7917.

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For the following equipment contact: Jason Turner, Chief Flight Instructor, ph/fax 02 49 637070 or email <jasonturner@iprimus.com.au>.

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**Apco full-face helmet (S)**, \$130.

### ACT

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### Victoria

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

**Clearance:** Desire 141 adv, EC, \$750 ono. XS 142 adv, sail rough, \$500 ono. GTR Race 162 adv, VGC, \$250. Mars 150 nov, Swiss tube older model, \$300 ono. Ph: 03 5755 1040; <pands@netc.net.au>.

**EW Combat II 152** adv, pink/lilac/white, average cond. but flies well, incl. spare DT, \$500 ono. Also: Uniden Sundowner UHF 40ch radio, \$120. Ph: Curtis 0419 395705.

**Mars 150** nov, white with fluoro pink LE. Well used but good airworthy cond. Has many hours left. Delightful handling, easy to rig. Lightweight Swiss tubing. Max hook-in 90kg. Ideal for 45-70kg pilot. \$800 ono. Ph: Dete 03 97408853.

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**Airwave Samba** int, 75-95kg, EC. Plus New! Simple 3D harness. Must sell, \$1,650. Fly away for Xmas! Ph: John 02 9999 0202; 02 6685 4894.

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### East Coast HG and PG Centre

For the following equipment contact: Jason Turner, Chief Flight Instructor, ph/fax 02 49 637070 or email <jasonturner@iprimus.com.au>.

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### Victoria

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# HGFA Events Calendar

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## Victoria

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**Pegasus Quantum 503 T-2756**, Q2 wing, 143 hours, EC, arplast prop, full instruments, hangared. Incl. fact. training bars, pod cover, ute carry frame, helmets, coms, GPS, A22, etc. Still the best performing/designed trike. Must sell, offers above \$16000 considered. Ph: Phillip (Melbourne) 0428 400820 (w); 03 93888636 (h).

## Queensland

**Airborne Edge Executive T2-2684**, TT, 265 hours, 582 rotax, full instruments, electric start. A22E, ICOM radio, Lynx micro helmets & headsets, full covers, GPS, saddle bags, always hangared. All in VGC. \$17,999. Urgent sale. Ph: Shaun 07 46713062.

## Other

### CANON NP6030 Photocopier for sale – \$600

Has done 906,677 copies. For further info contact the HGFA office on 02 6947 2888.

### Cross Country Magazine

Subscriptions ph: Carol Binder 0417 311360.

### Free Web Site:

Free website: 300 hang gliders for sale on the net. Free site, no catches. List your gear and see your ad immediately appear, for everyone to see. Change your ad at anytime. Check it out at [www.technet2000.com.au/~mikerose/cgi-bin/Ultimate.cgi].

### CASH UP

on your surplus equipment with AIRDISPLAY.COM.AU aviation trading post. Create your own free classified photo-advert at [www.airdisplay.com.au]. See the website for online help or call Andy on 0414 733049.

### GOORAMADDA AIR:

For all your paramotor needs. Importer and agent for Delta Sky Paramotors. Dealer enquiries welcome. Contact Jos Weemaes <jweemaes@albury.net.au> or 02 6026 5658 (h).

### Go to [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!!!

## Australia

### Corryong Fly-in

**26-30 December 2000**

Illawarra Club will be holding the Xmas fly-in. All welcome. No entry fee. Free camping at Towong campsite. Meet at Elliot bomb-out Boxing Day. For more details contact Greg Smith, 0409 680589.

### WA State Soaring Competition 2001

**24 February - 5 March 2000**

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.

### Australian Nationals

**3-12 January 2001**

Hay, NSW. Practice day & registration: 3 January at the New Crown Hotel/Motel, Hay, commencing at 7pm. Welcome briefing to take place at 9pm. Sanction AAA. GPS scoring will be used, therefore GPS mandatory (Garmin or Aircotec). Entry fee: \$180. Minimum 4 pilots per strip. Minimum pilot requirements: Restrict., tow endorsed, HGFA member. Other min. requirements: airworthy hang glider/paraglider, parachute, instruments, tow gauge, rope, releases, driver. Entries close 24 December 2000 (information booklet will be sent upon receipt of entry fee) and should be sent to: Dynamic Flight Pty Ltd, RMB 236B, Trarwalla VIC 3373. Email us for further info <dynamic@netconnect.com.au>.

### 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@1earth.net>.

### Forbes Flatlands 2001

**14-21 January 2001**

Practice Day: 13 January; Presentation Night: 21 January. Rating: AAA and FAI Sanctioned WPRS (World Pilot Ranking Scheme). This will be a Flatlands with a difference – an all aerotow meet. That is, we will supply the tows, you just have to show up with a glider, tow release and retrieve. Tow Organiser: Bill Moyes (we will be very organised in the paddock!). Meet Organiser: Vicki Cain (contact Moyes Gliders, ph: 02 9316 4644). 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, and 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.

### Bright PG Open

**20-27 January 2001**

Bright, VIC. Sanction AA and CIVL Cat. 2. Entry fee: \$140 if payment received before 29 December 2000 (\$170

thereafter). Last year we had over \$5,000 worth of prizes incl. cash prizes & we hope to better that this year.

Requirements: HGFA m/ship & a min. of 50 hours inland flying experience, reserve 'chute & HGFA Comp Committee approved GPS for flight verification. Recommended: UHF radio. For further info see [www.cnl.com.au/users/djm/2001pgbright.html] or contact David on <djm@cs.mu.oz.au> or ph: 0411 513404.

### Bogong Cup 2001

**23 January - 2 February 2001**

Registration: 23 January. Last comp 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> or visit [www.geocities.com/mountaincreek2000/index.html].

### Tasmanian State Competition

**26-28 January 2001**

Australia Day weekend, January 2001 at Valleyfield. The Inaugural State Competition for PG & HG. To be held at Valleyfield. Guaranteed to be a fun comp. More info contact Stephen Bayley 0408 154156.

### Australian Paragliding Open 2001

**3-10 February 2001 (not March as previously)**

Manilla, NSW. Registration: 2 February, Manilla Town Hall HQ. Sanction AA. Min. 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 6785 6546, or full online info and rego at [www.mss.org.au].

### 2001 NSW HG State Titles

**17-24 February 2001**

A or AA grade. Registration: 16th & morning of 17 February, Imperial Hotel. Entry fee: \$120, incl. films, T-shirt & presentation dinner. Requirements: 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>.

### State of Origin 2001 PG Comp

**Good Friday - Easter Sunday**

Manilla, NSW. A fun comp for all levels. Registration: Friday morning 9-10am. Free entry, just turn up & fly for the glory of your state (& maybe some free beer). For any further info contact Enda Murphy 02 4209 42129 or email <endamurphy@ozemail.com.au>.

### Flatter than the Flatlands 2001

**13-17 April (Easter)**

Birchip, VIC. Entry fee: \$60 per person. Entries from teams only. Min. 5 pilots per team. Entries open 15 January 2001, NOT before. For more info & updates visit [www.ains.net.au/~warwickduncan/].

## Overseas

### 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 & Andrea Hadfield ph: 64 3 566 863, 64 21 400 295 (mob), email <rich\_hadfield@hotmail.com>.



# 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)

40 Gilliver Street, Mt Gravatt QLD 4122,  
07 3219 2218, <Secretary@hgfa.asn.au>

### John Reynoldson (Treasurer)

68 Teddington, 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, 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 (CIVIL 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>

## Microflight 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.

## 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.

## NEW SOUTH WALES

### Blue Mountains Hang Gliding Club Inc

Pres: Peter Burditt 0418 435204, <artisan@sia.net.au>; Sec: Alan Bond 02 98995351, 9 Finchley Pl, Glenhaven NSW 2353; SSO: David Middleton 02 47362605; Newsletter: Michael Reese-Evans; 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 0414 843510, <andrew@byron-bay.com>; V-Pres: Brett Cook 02 66876907; Sec: Michelle Batterham 0414 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 730777.

### 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 Coates; 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; SSO: Jamie Cannon 0410 686232, Steve Pick (PG) 02 42943072.

## 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 Pizzev 07 49387607; Sec: Grayden 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: Clint Smith 07 47747650; Sec: David McMahon, 07 4772 3858, PO Box 103, James Cook University, Townsville QLD 4811; Trs: Graeme Beplate 07 47732913; SSO: Graham Etherton 0427 831797.

### 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, <hrt@deakin.edu.au>; PR: Warwick Spratt 03 52531096. Meetings: 1st Fri/month, Bay View Hotel, 2 Mercer St, Geelong.

## Eastern Hang Gliding Club

[www.vhpa.org.au/Clubs/EHGCINFO.htm] Pres: Andrew Wicks 03 9752 5528; Sec: Scott Barrett 03 5941 5656; Trs: Steve Donehue 03 9873 3473. Meetings: 3 Wed/month, "Rhubarb Room" The Palace Hotel, 893 Burke Road Camberwell (opposite Camberwell train station).

## 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 Mentis 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 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, various venues.

## 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.cygnum.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@

cygnum.uwa.edu.au>. Meetings: Last Wed/month 8pm, Sportsmans Association, Woodsome, 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, 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@stothoare.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 93484246, <Krista.Gaunt@woodside.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend, Subiaco.



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