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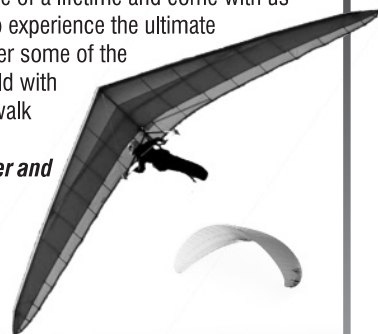
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Official publication of the Gliding Federation of Australia (GFA) and the Hang Gliding Federation of Australia (HGFA).

EDITORIAL CONTRIBUTIONS AND ADVERTISING

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

AUSTRALIAN For all editorial contributions contact:

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

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

CLASSIFIEDS AND ADVERTISING RATES

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

ALL OTHER MATTERS

Subscriptions/circulation/changes of address:



The Gliding Federation of Australia – ACN 008 560 263 & GFA Sales:
130 Wirraway Road, Essendon Airport, VIC 3041, ph: (03) 9379 7411, fax: (03) 9379 5519, email: <AdminOfficer@gfa.org.au>, web site: [www.gfa.org.au].



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Deadline for all editorial contributions and ad bookings is the 25th of each month, five weeks prior to publication.

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CREDITS

Cover: Flying over the Olgas
Photo: Lisa and Steve Ruffels
Design: Suzy Gneist, Gneist & Moffatt
Film, Printing: Pirie Printers, Canberra ACT
Mailing: National Mailing, Canberra ACT



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



Contents

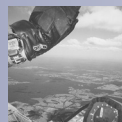
February 2001

Triking through South and Central Australia – Part 1 2

Mountain Flying in New Zealand 6



The day I tried for my 300 km 9
333 Week – 2000 10



High Noon-deening 12

VSA Form 2 Basic Airworthiness Course 14



In the Circuit 17
What was your best flight in 2000 17
Crossing the Great Divide 18



The Chubb Trans-Australia Expedition 20

Two Cultures – Part 2 22

Flying the Red Centre – Part 1 24



Letters to the Editors 26

HGFA News 27

Turbulators 30

Five Buckets of Plasticine 31

Storm Clouds 31

Scoring System 32

If you're a CFI or an instructor... 32

Gliding Lesson 33

The Role of Trikes in the 'Elephants of Timbuktu Research and Conservation Program'

HGFA Events Calendar 35

In Search of the Magic Moment 36

Pilot Profile: Mark 'Bomber' Thompson 37

Budgeting without Tears – Part 1 38

SA State Gliding Competition 39

The Largest Gliding Club in Australia 40

GFA Soaring Calendar 40

HGFA General Manager's Report 42

HGFA Board News 43

Schools in Australia 44

HGFA Classifieds 46

GFA Classifieds 47

HGFA Addresses 48



Triking through South and Central Australia

Flying over the Olgas

Part 1 – Heading North

LISA & STEVE RUFFELS (*Eagle School of Microlighting*)

Ayers Rock (Uluru) and the Olgas (Kata Tjuta)

After the long and monotonous drive up the Stuart Highway from Port Augusta we had finally arrived at the famous Ayers Rock. It was pretty late in the afternoon so we found ourselves a camping spot then raced out to the Rock to grab that sunset shot. We were very excited about the day ahead and spent the rest of the night before bed checking the VTC, flight plan and ERSA details.

After having talked about it for the past two years, the day had finally arrived – we were actually going to fly around the Olgas and Ayers Rock. The conditions couldn't have been more perfect, an 8 kt south-east breeze and clear sky. We drove into the airport around 8:30 am, introduced ourselves to the guys in airport operations and got the go ahead to fly. The procedure for flying here is pretty straight forward and clearly laid out in the ERSA. There is a set flight path which you must fly, for two reasons; to fit in with the popular tourist scenic flights and large RPT aircraft, and to respect the wishes of the Aborigines (the 'Arguna' people) who own this area of land. The flight path is not too restrictive and allows you to fly fairly close to the Rock and the Olgas. We set up on the tarmac next to the helicopters, fuelled up and taxied for runway 31.

After take-off we headed for the Olgas and climbed to 4,000 ft. The terrain was mostly flat apart from extensive lines of sand dunes running north-west/south-east and the ground was covered in clumps of spinifex, an extremely prickly plant prolific in this region. Landing options were few but we had enough height to glide to the only bitumen road which joined Uluru and Kata Tjuta. The helicopters flew a lower flight path than us and a lot quicker. We had to laugh on one occasion when listening to the tower broadcasting to a nearby helicopter that there was "a powered

parachute type of thing" flying 'the route' as well. That must have been us they were talking about! From the keen interest they showed in our aircraft after we landed, it was obvious that they hadn't seen many of our breed up this way.

From the air the Olgas looked like huge unwashed potatoes all clumped together – very impressive. In between these potatoes are some beautiful gorges and there are two popular walks through these ("Valley of the Winds" and the "Olga Gorge Walk") which allow you to explore from the ground.

After circuiting the Olgas we climbed to 4,500 ft and were outbound for The Rock. From where we were, on the west side of the Olgas, you could clearly see that they line up perfectly with Ayers Rock and Mt Conner way in the distance. Although Ayers Rock (863m) is not as high as Mt Olga (1,069m, the highest of the big potatoes) it looks massive on the vast flat horizon, perhaps because it stands alone.

It is often referred to as having different moods like it is some big living creature. In fact, tourists flock like clockwork, every morning and



Flying around Ayers Rock

evening, to the sunrise/sunset viewing areas to capture this mammoth feature on film as it wakes and sleeps. Then, after daybreak, they climb it and walk its base (9.4km). We were lucky being able to fly it as well and I think you need to experience it from all these perspectives to get a real appreciation of it.

As we flew around Uluru we could see what looked like a colony of ants making their way up the Rock. The Anungu people who own this land refuse to climb Uluru because it is a sacred place of creation referred to as Tjurpukah.

The Aborigines, in conjunction with Parks and Wildlife, have set up a cultural centre nearby which explains the Aboriginal version of the Rock's history and significance. There are signs everywhere that say DO NOT CLIMB, but in our culture everyone knows that if there's a mountain it must be conquered! I suppose that's always been the cultural difference between Whiteman and the Aborigines.

We flew back to Ayers Rock airfield via Yulara (Ayers Rock Resort, approx 10km from the Rock itself) and took one final look around us – we'd done it! We'd achieved a long-term goal of ours and it was worth every minute.

We gave an inbound call to the tower, waited for an Ansett plane to land, then set up a left hand circuit for runway 13.

What a memorable experience!

Kings Canyon via Kings Creek Station

We spent two more days at Ayers Rock; climbed it, walked around it and visited the Aboriginal Cultural Centre. From here we headed back out along the Lasseter Highway and took the turn-off to Kings Canyon, 255km away due north-west.

We arrived at Kings Creek Station exhausted from getting up before daybreak to see the sunrise on Ayers Rock, but it was well worth it. Although Kings Creek Station was 35km before Kings Canyon where we wanted to fly, it was also the only serviceable airstrip in the area. We arrived at approx 4:30pm and the sun set at 6:15pm. The conditions were mellowing so there was no time to waste. After clearing it with the owner, Ian, we set up the trike and took to the air once again.

We headed due north-west for Kings Canyon on the area frequency 126.7, as we were aware of the helicopter scenic flights which operated over Kings Canyon.

As we flew toward the Canyon itself, we followed an amazing escarpment which glowed burnt oranges and golden yellows in the afternoon sun. We reached a big cutting in the ridgeline just before an impressive bluff which juts out into no-where. We knew we were now directly over Kings Canyon, characterised by what looks like a giant piece of violet crumble honeycomb broken in two. Deep inside the Canyon is an oasis peppered with cycads and palms which surrounds a big waterhole. This spot is known as "The Garden of Eden".

Climbing back out of the canyon the landscape changed again with layers of rock stacked one on top of another creating rock formations, which closely resemble beehives. There is a fantastic walk which takes you through this strange landscape, aptly named "The Lost City".

As the sun began to sink towards the horizon and the shadows grew longer we headed back to Kings Creek Station. Just when we thought the excitement was over, we spotted some feral camels. We'd been told earlier that at this time of the year the bulls are really frisky and on the hunt for females. We thought we'd have a bit of fun mustering these big beasts and got them on the run.

As we landed the air was still and smooth. Ahead the sun sank low and lit up the clouds with pinks and golds. It was the best sunset we'd seen so far. We packed up the trike and camped at Kings Creek Station the night. In the morning we ventured off to Kings Canyon to explore it on foot.

West MacDonnell Ranges

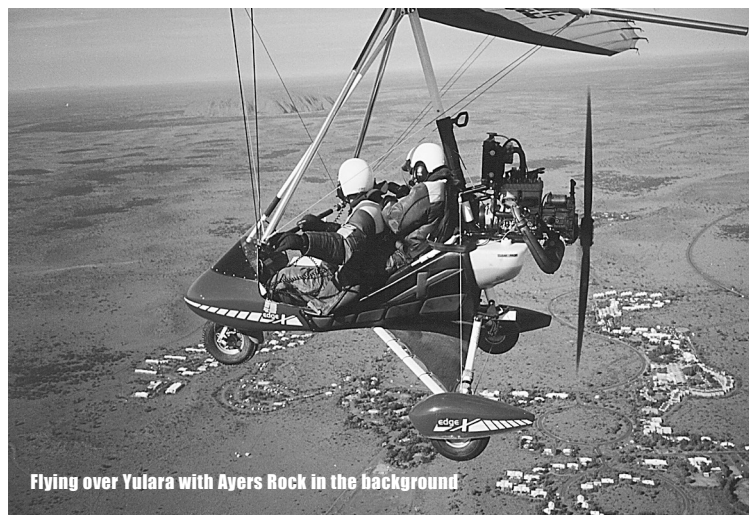
After driving almost 300km of dirt road we arrived in Alice Springs. One of the first things we did was to check out the closest airfields we could take off from to explore the West MacDonnells from the air. Bond Springs was one option, located 20km north, but although it was a great strip its location meant that we would have to land to refuel in order to make the distance to all the places we wanted to fly. We rang around some of the local pilots and with their help managed to locate another airfield 49km due west of Alice Springs in the direction of our planned route. We drove out to meet the owners, Shane and Karen Brumby; really lovely people and a great airstrip. The area had been cleared of trees and the 1,500m long red clay strip was in very good condition.

Our proposed trip was 200km out and return from Owen Springs down to Glen Helen Homestead and back. It took five days before the cold southerlies backed off enough for us to fly, but we had no trouble filling in this spare time with activities. Visiting the excellent flora and fauna Desert Park is a must, especially recommended is the Birds of Prey Show. This is a live show where well-trained wedge-tails and a variety of other large raptors display their hunting skills. One display that stuck in our minds was a buzzard, almost the size of a wedgie, that swooped down four metres from where we sat, picked up a stone in its beak and used it to break open an emu's egg – remarkable! Apparently it was not trained specifically to do this; rather, it is an innate talent and a hunting instinct. Certain props are set in place for the bird so that, when released, it simply does what comes naturally.

After having camped around wild camels and chased a few in the trike, we thought we'd give camel riding down the Todd River a go. They are beautiful animals and very good-natured, although they've got shocking breath and do a lot of grumbling. The cameleer that lead our party explained that, unlike horses which can be easily startled, they have a much more easy going nature for the purposes of conserving energy and



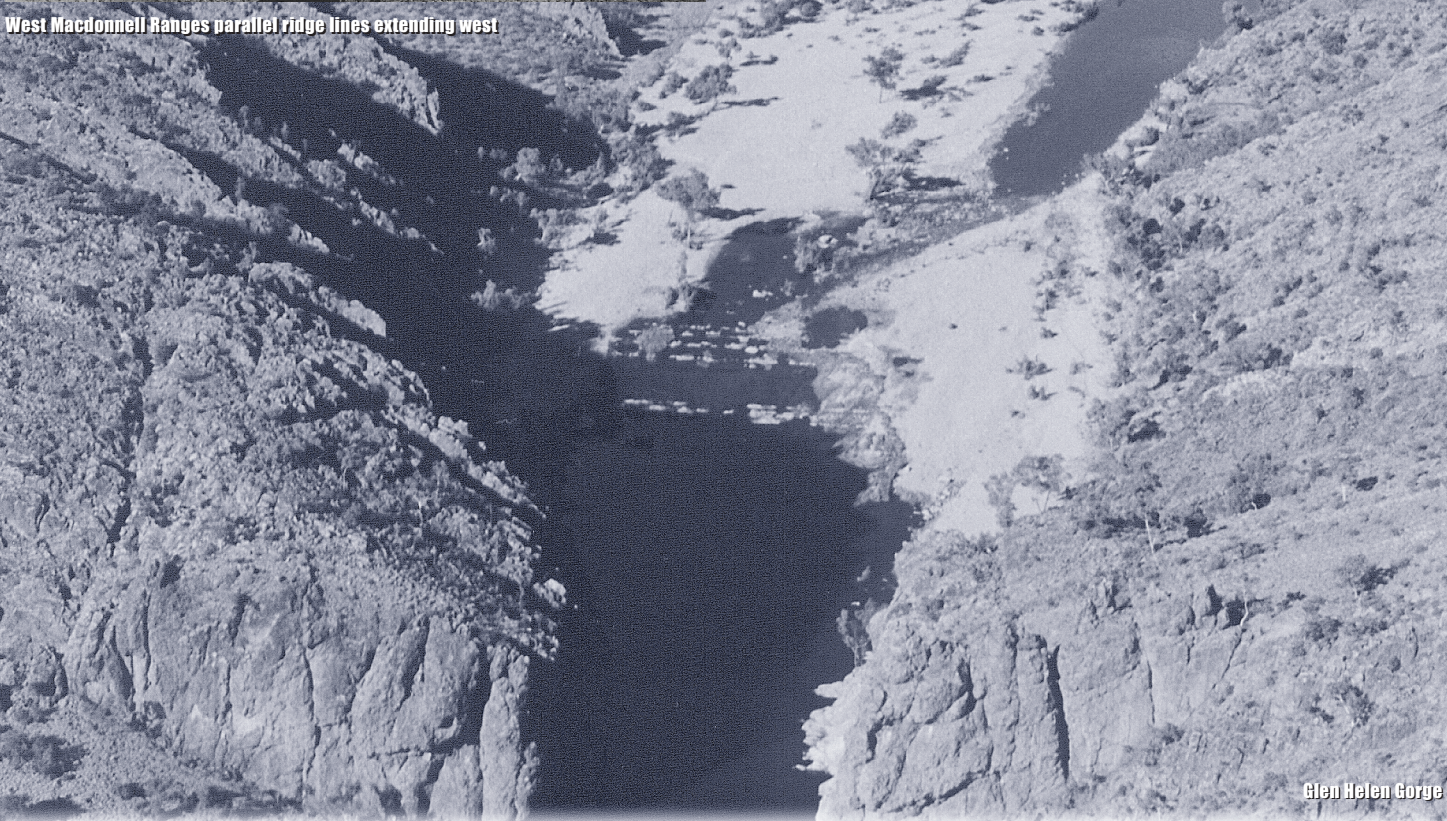
Wing over Kings Canyon



Flying over Yulara with Ayers Rock in the background



West Macdonnell Ranges parallel ridge lines extending west



Glen Helen Gorge

therefore water in the harsh environments they live in. This causes the camels to be sometimes so relaxed that they can be difficult to move. I soon discovered why they are called “ships of the desert”, after experiencing slight feelings of seasickness halfway through the 1.5 hour ride. I think it’s because you’re sitting up quite high, coupled with the slow and continuous rolling from side to side.

We departed Alice Springs before sunrise and headed off to Owen Springs to set up the trike for an 8am departure in order to beat the mid-morning winds. The day prior to this we’d tried to fly, but by 9:30am the wind had sprung up too strong so we decided to leave it another day and start much earlier. Once in the air we were relieved to find that the strong south-easterlies that had prevailed over the previous days had abated to a light easterly.

The West MacDonnell Ranges looked even more awesome from the air. They extended east-west, twisting and snaking like a huge serpent backbone as far as the eye could see; one of the gorges is actually called Serpentine Gorge. The main road runs parallel to two of the ranges and that’s all you are aware of from the ground, but from an aerial perspective these ranges are composed of a number of parallel ridgelines as can be seen in the photo.

As we followed the ridgelines we passed over all the gorges we’d previously visited on the drive into Alice Springs. Each gorge is unique and completely different from the next. Some have only dry creek beds at their base while others have deep permanent waterholes, but all have distinctive pearly quartz boulders and massive walls of colourful sandstone. Sheltered from the hot desert sun these natural oases have become a haven

for wildlife. If you’re privileged can you catch a rare glimpse of the rock wallabies that watch your every move behind their camouflage. It must have been our lucky day when we visited Stanley Chasm; we saw two of these shy creatures feeding high above us on tiny rock ledges. They are amazingly nimble for a creature that has short stumpy arms, roundish bodies and oversized back feet. They literally bounce from ledge to ledge on almost vertical rock walls metres above the ground. As we watched them disappear as quickly as they appeared into places where no one else dare go, we contemplated whether or not they ever fall short of these jumps.

On the ground you can pick up many details such as these, but it is impossible to grasp the extent and immensity of the West MacDonnell Ranges unless you’re in the air. The shapes and structures which house these stunning gorges can only be appreciated from above, and that’s what we both love about this sport.

Flying along the MacDonnell Ranges had long been a dream of mine (Steve). Back in January 1976, I visited Central Australia and had marvelled at the range overlooking Alice Springs. Looking up at the rugged cliff I had yearned to leap off and fly like an eagle, and it was this image of flying from the MacDonnell Ranges that was pivotal in leading me to learn hang gliding. One month after returning from my holiday, and after watching hang gliders flying from the Paps near Mansfield, I learnt the basics and that was the start of my flying obsession. Little did I know that this dream was to become a professional full time flying career 10 years later. It’s a great feeling knowing that you can make your dreams become a reality if the desire is strong enough. In 1976, I had promised myself when I was up in Central Australia that I would come back to fly this



Ridge line snaking westward like a serpent

awesome range one way or another. Now, 24 years later, that's what I did. Back then I wanted to leap off a cliff in a hang glider, but I now know that to see and experience the west MacDonnells properly can only be achieved from a powered aircraft. It was a memorable experience to be seeing something that not every tourist gets the chance to see. As you fly along these rugged mountains and look into the distance, away from the only road that accesses this region, you find yourself thinking that this would be a mighty inhospitable place to come down in, if you strayed too far away from the road.

Heading west we followed the highest range, which has most of the main gorges imbedded in it plus the highest peaks, which surprisingly top out over 5,000 ft high, with four other peaks over 4,000 ft high. With the road a few kilometres to the south we flew fairly high in order to have glide ability back to the road. After 45 cold minutes at altitude our destination came into view – Glen Helen Gorge and the 'jewel of the MacDonnells', Orminston Gorge, which is the largest of the gorges. Because Glen Helen was next to the road we descended down to 500 ft agl. From the ground this particular gorge is nothing special when compared with the other gorges, but from the air at this altitude with the morning sun on it, it looked fantastic! We did a few 360's overhead of a few tourists and then headed back east flying low along the road.

The layout of the West MacDonnells give them the potential and reputation for producing strong mechanical turbulence, especially when the wind is blowing from the north or south. This would mean that flying low would be uncomfortable, dangerous and out of the question. Fortunately though, the wind happened to be a light easterly the day we flew and was negligible down low. So, we took advantage of a slight tailwind on the way to Glen Helen Gorge and on the way back, rather than punching back into a headwind, we descended to 500 ft above the ground and cruised back at 60 kt following the road.

As we headed back we peered eastwards along the range to where Pine Gap should be, and sure enough you could see the domes even from 30 km away! We would have liked to have flown further eastwards towards Alice Springs, but time, fuel and weather conditions were against us by now. We spotted Owens Springs airfield from far away, there was no mistaking it. It stood out as clear as day and as if drawn onto the land in red pencil. It's amazing how well a country airstrip stands out in these surroundings; look in the right direction and you can see it from a long way off.

As we came into land it was apparent that there was thermic activity already starting at 10am. A couple of hawks were flying nearby, and for a while I thought that the wind had come back but it was only thermally produced. We did a straight in approach and descended for our final touchdown further up the strip where the trees had been well cleared. Besides being a little cold we once again felt privileged for having been able to have access to this stunning landscape from the air. After coming down to earth a little, we packed up and were once again on the road; this time heading south, destination – Coober Pedy and the Breakaways.

Part 2 next month.



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Mt Cook on my flight, near the goal turnpoint!

Mountain Flying in New Zealand

PETER CHAPMAN

I had heard of Omarama in the South Island of New Zealand since it was the site for the World Gliding Championships in 1995. I have a copy of the video "Wind Born" which was produced by Gavin Wills at Omarama and featured a lot of spectacular aerial footage of gliders soaring around the high peaks of the Southern Alps of New Zealand. So when I read three glowing testimonial articles, two in NZ Gliding Kiwi (February/March, April/May 2000) and one in the British Sailplane & Gliding April/May 2000 magazine of the GoGo Mountain course run by Gavin Wills it fired my imagination. I easily email contacted Gavin via his web site (GlideOmarama.com) and within days I was confirmed on his 4-8 December 2000 course. I was keen to confirm my booking because the courses have a limited number of six and there are generally only six courses per year. I chose my course dates to fit in with work commitments.

The course required students to be of at least Silver C standard. Students of lesser experience are welcome to join but they would be flying mostly in two-seaters. The five-day course is aimed at having fun and adventure in the extraordinary soaring environment around Omarama and to further develop each pilot's cross-country experience. As a bonus the wave conditions (usually one a week) in the summer

are unique in the world because, for example, they get better in the summer, start late in the day and the mountains generally lie perpendicular to the prevailing wind. Gavin is ideally qualified as the course director having climbed and flown this area for nearly 30 years and knows and understands the weather and topography extremely well. He has a very good understanding of a person's limits and when you are getting out of your depth. He has a very relaxed and professional attitude at all times with a good sense of humour and the technical content of the course is very high. I was clearly at the low experience level of course pre-requisite experience since in eight years of gliding I have only 120 hours solo in Jantars and LS4s (200 two-seater hours L1 instructing and TIFs) and about 50 hours cross-country (three real outlandings), mostly in flat land country with two wave flights at Bunyan over the Snowy Mountains some five years ago. I arrived at Omarama on a Friday and was met by Richard Halstead who had organised my airfield accommodation, which was one of the many modern chalets facing the runway with daily cleaning by his partner Helen. Richard also provided some excellent laminated charts and was the purveyor of oxygen. My brand new chalet was in the dress circle next to Gavin Wills. The airfield is in a flat valley with one large strip facing east/west magnetic at 1,380ft and nearly 1,400m long and 60m wide with

other areas suitable for landing adjacent to the main strip. I had a check flight with instructor Ross Marfell, one of the many typical Kiwis I met with that "can do" attitude, where nothing is too much trouble and anticipating many of my queries. The check flight in a twin Astir became my first serious ridge soaring lesson as we climbed up the nursery ridge which starts one kilometre to the south of the field and leads onto the 5,100ft mountain which joins up to a mountain called Mt Horrible. I soon got used to the idea of swooping around the bowls and knobs within two wingspans of the slope to get the best lift. It makes you brush up your circling, speed control and judgement of distance skills. The thermals close to the mountain are strong but very small because they are so close to the ground so this requires very quick and steep turns and no waiting for the lift to increase as you do for higher thermals. Ross pointed out many of the local features including some of the outlanding airfields. Most paddocks are too rocky to use for outlanding with some glider damage most likely.

I had hired a private LS3a recommended by Gavin because of its excellent instruments and it gave me the first opportunity to fly a single-seater with flaps and a belly hook. I had two excellent local flights on Saturday and Sunday totalling nearly nine hours with thermals to 8,000ft off the tops of the mountains. I was getting used to the very summer weather,

tops of 20 degrees and the sun setting about 9:30pm so you can launch at 6pm and still have an excellent three-hour flight. The course started with a briefing on Sunday evening where I met my fellow course members who consisted of two UK pilots (hiring an LS3a and an LS4), a fellow Aussie from Canberra Gliding Club (flying a hired Mosquito), a young German with his girlfriend (flying a hired Janus) and a Kiwi flying his Kestrel. All the other course participants had good cross-country and some had race experience with the Kiwi, Harman Halliday having 1,300 hours in the area and had done the course before. Now there is a testimonial. Gavin goes to a lot of trouble to structure the course with similar levels of ability or if not possible he streams the course into two groups based on levels of experience. Obviously if the low-level experience group is small, in our case and one of the British participants and myself, it can split up the task. He aims to get the whole group around the task but if the low experience group falls too far back, they generally break the task under the guidance of their instructor. The preferred option is to have a homogeneous group of experienced cross-country participants so Gavin can go on longer and more challenging tasks and the group can move more as one group.

The first day started with a briefing at 10am, and a recap of the nature of mountain thermals and trigger sources, ridge running and the importance of understanding the wind and sun direction and the effect on thermals. Gavin's guideline on how far to be away from the slope is to be close enough to see the tussocks bending with the aim of getting a wing over the

ridge. Naturally there was a large emphasis on safety and to always have an escape plan if the lift isn't working in the bowl or knob you are flying around. The guest instructor was Terry Delore who currently holds the world distance record set in NZ and who has flown this area for over 20 years. He has 29 1,000 km flights (which must be some sort of record), many using wave of course. The first day's task was a flight mostly within gliding range of the airfield consisting of flying up to 7,000 ft over the mountains and then descending to ridge height and running along the using the ridge lift. Due to my lack of experience I elected to go with Gavin in his Duo Discus in the back seat. It was very informative to see the way he was constantly soaking up clues about the wind direction and speed in the valley floors, at ridge height and the upper cloud wind direction and development. The day turned out to be a boomer and it was difficult to keep the gliders at ridge height even as they flew into rising ground. It was a simply amazing feeling to be within one to two wingspans of the ridge at over 100 kt and still climbing strongly. It was a very informative flight for me and to see how Gavin flew his glider in those conditions and kept tabs on the course participants. The five gliders had been spread between Gavin and Terry, which was a very manageable arrangement.

The next day, after three hours of debrief and lectures, was a task of nearly 300 km. I have yet to complete a 300 km in flat land, let alone in the mountains so I was in for a challenge. Gavin was very cognisant of my low experience and agreed to stay on the task. However I found it difficult to hold the Duo Discus and

eventually lost contact as I fell to ridge height of 5,000 ft (at the top of Timaru creek!). I had chosen a good "chimney" because I had seen a good cloud ahead and thought my spot would similarly develop. Although I could climb to about 600 ft above the ridge I wasn't inclined to move on into rising ground because my escape route to the valley floor was less available. I had lost Gavin because he was briefly distracted by two outlandings in our group, one was the two-seater with Terry Delore in the front and Matthew the German doing all the flying. Terry only took over to do the outlanding into an airstrip not even on our charts. The other outlanding was Aussie Stewart May who had followed into the blue hole as Terry had directed Matthew, expecting to get a climb off the far ridge but due to subtle wind changes the ridge wasn't working. I had some trouble changing radio frequencies to follow Gavin's frequency change so I elected to "aviate, navigate and communicate" until I could get above the ridge for a while to sort out my frequency. Poor Gavin was having kittens when he couldn't raise me for about 10 minutes because he knew where I last was. With communication established, Gavin pulled airbrakes and swooped down to join me and lead me out. Typically, as soon as we had about 400 ft over the ridge off we set, climbing up the ridge and taking the occasional good thermal to top up our height. Soon we had crossed over a saddle and I was within a 40 km comfortable final glide back to Omarama from nearly 6,000 ft. We had a debriefing over a barbecue whilst waiting for Stewart to return from his road retrieve.

Following Gavin to Mt Cook






Interesting cloud formation on the Mt Cook flight

case all over the South Island. Terry says his record task is merely "a whole lot of shorter tasks joined together" because he has flown all these shorter tasks at different times and plotted the wave all over the South Island. He has actually built wave pattern overlays, which he uses to plan his task routes. Now that a 2,500 km flight in a motor glider, not yet ratified, was flown in the Andes recently, Terry is re-activating his dream of a 3,000 km flight, which he outlined for us. I tried to convince Terry that doing the flight in a motor glider in such inhospitable country puts a completely different mind set on how you would end such a flight and he able to switch on the iron thermal and head for a safe landing. For Terry the point is a glider flew that distance non-stop and that

is a record to beat.

The easterly of about 20kt didn't abate as expected, so a local task was set around the Omarama basin. I elected to stay local by my standards by soaring off the Buscott ridge. The others were led downwind by Gavin and Terry to a conversion line and were able to climb Magic Mountain to the top at around 6,000ft. On the way back, one participant outlanded on one of our planned boltholes of Clearburn strip.

So ended a magnificent flying week which provided a lot of fun, some high adrenaline moments and a huge leap in my learning curve on how to fly mountain ridge, find mountain thermals or "chimneys" and get into, fall out of and use wave.

As I've said earlier, the course is aimed at competent "flatlander" cross-country pilots able to do a 300 km and outland when required. I was a little below this level but I plan to rectify that and go back. The other Aussie, Stewart Mays from Canberra Gliding Club, has already booked a Discus, chalet and the course for the same time next year. The reputation of Gavin and his courses is spreading fast to the northern hemisphere and bookings fill up quickly so I highly recommend you book early. The December period is generally particularly good but you won't need all the woollies you need when flying winter wave over Kosciusko. I had to work hard to avoid sunburn despite the fact that Omarama's latitude is below Hobart. This warm dry weather is largely caused by the prevailing westerly winds being lifted over the Alps on the western side of the South Island and being dried out as they come over the Mackenzie Basin in the middle of the South Island. Start your research by looking up Gavin's "GlideOmarama.com" web site. 

The next day, as previously arranged with the wind gods, was a wave day obvious for the spectacular but a bit jumbled lenticular clouds. The jumbled appearance of the "lennies" indicated difficult wave to read with the day being partly blue. Gavin's morning lecture was naturally on wave and the task was set as an out and return to Mt Cook, about 100km to the north-west, if we could get into the wave. Wow, what a task, this is one of the reasons I had come, a once in a lifetime experience unless you are a regular glider pilot from Omarama. I was sent off first (being the novice) and I got a good climb to 7,000ft off "Horrible". Our initial task was north to Twizel about 30km and out to Hugo's Elevator about 20km to the south. I did the first task and after Gavin had searched to the south for the wave, which some other gliders not on course had contacted, Gavin suggested we search on the nearby mountain to the north of the field. Typically Gavin got into it at about 7,000ft. I had been searching in an area where I had some good indications in front of the airfield and, with typical beginner's luck, I got established, went through 10,000ft and put myself on oxygen. The other guys had had no luck so far. Meanwhile Gavin had pushed on towards Mt Cook, but since I was up to 13,000ft he kindly parked en-route while I joined him some 35km en-route. I had some "moderate rough" getting across to the next wave and eventually we re-grouped and off he led me. We worked up the wave and after a photo session and the performance difference between an LS3a and the Duo Discus I fell out of the wave so again Gavin pulled brakes and came down and pulled me up to over 15,000ft. We got within 15km of Mt Cook, which certainly filled my camera lens, but by now it was

7:30pm and getting a bit late to outland at Glentanner airfield which was nearby, so we turned for home which was largely a ridge run at around 100kt hitting some rotor and bits of wave. I was on the ground at Omarama before 8pm, completing a magnificent flight of over five hours. Most of the other guys had got into wave later in the day but it was too late to go far for them.

The next day I chose as a rest day after nearly 20 hours single time (nearly 20% of my total solo time!) in four days with the last two flights being particularly challenging. After a debriefing on the wave day and more lectures the rest of the group set out into new country on a good thermal and ridge day and had a task of nearly 300km which became a fast ridge run with some wave up to 15,000ft. Some of the more experienced guys got around Mt Cook at up to 17,000ft. This is just another day in the office for Gavin. We had a very jolly dinner that night because Gavin had to leave early Friday evening to see his daughter perform in her play's opening night in Queenstown. Some of us had post dinner drinks at Terry's chalet where I admired about 12 FAI record certificates hanging on the walls.

The final day arrived with a strong easterly, which greatly restricts the soaring potential of the Omarama basin until you can find the convergence lines and get some good height. The locals expected the easterly to moderate so we extended our lectures and briefings with a fascinating discussion by Terry Delore of how he flew his 2,049km world record flight in 1995. He says he hasn't seen a day like it since. Such flights involve enormous logistics including a number of mates in the air, either gliding or commercial to report back conditions, in this

The day I tried for my 300 km – Saturday, 25 November 2000

JOHN INGRAM

This is an 'in-club' account of my effort to fly 300 km from Stonefield to Peterborough and back, in a Super Arrow ES 60 B, VH-GGO; ie local knowledge of locations and people are assumed.

With Philip as Official Observer, Ted on the winch, and cirrus above, I was launched at 12:52, to 1,500 ft indicated, and promptly found sink: NO. No. no. I notched the barograph, but found no lift until neutral buoyancy just west of a church.

Alright, I'm prepared to outland today; that paddock down there looks okay, but I'll have to watch out for SWER lines (the paddock across the road from our club!) – or I suppose I could complete the circuit for a relight. But the neutral air, and the suggestion of lift took me three paddocks away to where a farmer was reaping. From there I kept him company and painfully climbed to 4,000 ft. Above about 2,500 ft lift became easier to use and an eagle sought the opportunity to try soaring below me, but gave up after one turn. Even at height the air was not clean and clear.

As I have 'been there before', Robertstown was/should be in line from Stonefield and Sutherland's at the end of the first of three ridges I could see. The Morgan-Whyalla pumping station should be on the end of the first ridge.

Even if I can't see where I'm going, at least height is better than following landing paddocks close to a road. The other year it was circuit height out to Black Springs!

The intention was to have Robertstown on my left by several kilometres. Due to the haziness of the day I could at least get out to Porter Lagoon before resorting to the map to determine where Burra should be. So getting in the valley between ridges two and three, if the need arises, I could glide to Tothill Gap area, or out to the main road at Porter Lagoon. Now where the heck is Burra? At 9,000 ft plus I could almost see where Burra should be: Ah, there!

Have you noticed how the early explorers and settlers were 'inventive' on their town layouts – all the small towns have one road above the through road, and two (roads) below; with five cross streets.

Cloud streets? Not really. To explore that avenue there was a lot of sink around, and any streeting was over 'tiger country'.

My scenario was to keep high, in the 11,000 to 8,000 ft band.

So, with map in one hand, and glider in the other, I kept counting towns. A finger was used to mark my (probable) location, to determine where I should be. Even over Yarcowie I could not see Peterborough; so the philosophy was 'keep high, keep high'. Flying over Terowie, and by eye following the road which should lead to Peterborough I started for that town; but...

And there the 'bottom started to fall out'. A dash to Peterborough; from 9,000 ft going down! At least I should take a turnpoint photo before I land. Does everyone outland at the farthest possible point?

Uh, uh, I won't even make Peterborough! As the altimeter approached 5,000 ft the ground was certainly not 5,000 ft away! I stopped sinking! Neutral air; now occasionally a slight move upwards. *"Stay with it!" "You're stupid enough to get this far. At least you can get closer to the town; it'll be less to walk."*

The clouds are to the west of the town, and so is the sink. After probably 10 to 20 minutes I gained about 100 ft. Gingerly I felt where the lift should be. Is this even Peterborough? There is a very big building running east and west so by my calculations it should be (Peterborough). I followed the lift and tracked around the west side so I could take a turnpoint photo in the proper sector. I'm in lift, and I'm keeping it!

By the time I worked myself around to the north side I was in the 8,000 ft region: I took a photo, and then concentrated on gaining height! At cloud base the nose went down for 70-80 kt (with minimal sink!) until I cleared the cloud, then 65-70 kt in the homeward run. Several times I stopped to pick up as much height as possible. At this time, well after 16:00 the chatter on the radio had stopped. I had glide distance to probably the Salt Lake (Apoinga Lagoon) Tothill Gap area. After Burra it was, *"take anything!"* I wanted to at least get over the ridge (number two) to be in the Robertstown area.

From between Porter Lagoon and the salt lake all lift stopped. So best 'lift-to-drag', well 55-60 kt. I desperately tried to extend my distance. Between Tothill Gap and Robertstown the decision was made to fly as far as possible and along the bitumen road towards Eudunda. If I had another 3,000 ft I would have struck across to Sutherlands and probably to Stonefield. Such is life.

There seemed to be buoyancy coming off the ridge (number two) which kept me going, past Robertstown, and even past Point Pass; but what was ahead near Eudunda? It looked like two large paddocks being spray-irrigated!

It must have looked funny, an aircraft, low, following the road to Eudunda; (no, I didn't wave to the locals. I was too busy flying); cutting corners was not really an option.

The closest, safest paddock to Eudunda had a road alongside, and had sheep in one corner so it must not have had any crop – harvesting was in full swing but many paddocks were obviously unharvested, and therefore not ideal to land in.

As soon as I landed (at 18:06), and not even out of the aircraft, a car pulled up on the road and the driver asked if I needed assistance (he was the owner's son). I said I was okay and had no problems, and gave him a quick recount of my day. He went back to work, and I phoned for my 'retrieve team'. Another car pulled up, also offering assistance; so I again explained that landing in paddocks is normal procedure. One chap went home, picked up his wife and kids and brought them back to have a look at the glider.

Now, getting hold of the retrieval team was another 'kettle of fish'. Eventually Philip rang back with the news they were in the process of retrieving the Blanik; and I would probably see them in about an hour-and-a-half's time. After two hours wait, the sun was beginning to get low so I decided to prepare the glider for easy manoeuvring to a more suitable gate.

Would you believe I was in the paddock when I saw the trailer going along the main road? A quick dash to the glider to call up my vehicle was in vain for that radio was switched off. So it went sailing past the end of the street, but did turn back and came down to Golf Oscar. De-rigging was completed by torchlight. Thanks crew; a great job.

It looks like I have gold height: low point is 970 ft, and the highest point is 12,300 ft (give or take the accuracy of the instruments and their calibrations), and time duration of five hours 14 minutes. The distance measured out as 288.3 km. If I had stretched my luck I possibly could have made the 300 km but; *"I'm here but I don't know how to get out!"* Or more likely, *"Somewhere between Robertstown and Stonefield; but there's no roads for miles around!"* (Not good for retrieves.)

As I was trying to get the utmost out of the glider my legs, arms and brain were continually working. The lower lumbar muscles are sore, and in future probably need more support between me and the parachute.

Hey! That's the longest time I have ever sat in one position for all of my life!





333 Week — 2000

MARK BOMBER THOMPSON

This year the Western Soarers once again tried to crack the Western Australian State Record of 290km which was set by Ray Chadfield back in February 1984 from Mt Bakewell in a SkyTrek Probe.

333 Week 2000 ran from 18-26 November 2000, with a great turnout including three tugs (thanks to Sid, Russell and Simon) and 15 pilots. The week produced PBs for most pilots and Rays record was just 18km away from being broken.

Day 1 — 99km to the north

Today will go down in history as we were up and ready to go and in the paddock by 8am — never heard of before.

We awoke to a fresh SE and some early morning cloud. Rob McFarland (Macca) started his aerotow endorsement this morning. Both tows went well and he managed to find thermals at 9am.

With this news the race was on to launch — however with our best efforts it was still 11am before Flatch was off the ground. He climbed out of the paddock and was on his way.

The paddock then sprang to life with three tugs and 14 other pilots trying to get into the air. The day was strange with some pilots specking out and others requiring four or five tows.

Climbs were good, between 400-1,000 up. Cloudbase started at 4,000ft but lifted to just under 7,000ft. Most pilots were making good progress (40km/h) until about 1pm when the day seemed to stop. Everybody was on the ground before 2pm.

Filthy won the day flying 99km, landing just short of Wongan Hills. Sam and Dave Wello landed just behind at 92km. Gordon and Frilly made about 80km just north of Goomalling. I flew 73km landing to the west of Goomalling. Further back was Daz, Mikey Thorn and Gavin Nichols landing near or past Meckering.

Humour for the day was provided by Flatcho's new gadget — his aero boot. Flatcho has crafted a boot out of polystyrene to reduce the drag on the rear of his harness. However, it fell off whilst on the dolly and then Russell landed on it with the Dragonfly, rendering it as a slightly compressed wheel chock.

Incident of the day goes to Filthy for being attacked by a wedgie just north of Meckering. The eagle struck the glider twice, ripping part of Filthy's leading edge.

Eagle award goes to the eagle just north of Meckering.

Hard luck story of the day goes to Kathy for his trouble in the paddock. The day starts to turn to shit for him when setting up the club XT and finding a huge dent in the leading edge. Then he sets up his pile of snot (ie Mission) and the dive sticks fall off. Kathy calls it quits and goes for a beer.

Day 2 — Gale dangling at York

Really windy today. Nobody tows. However we go to Mt Bakewell and watch Mikey and Gavin have a great flight for 3-4 hours.

Day 3 — More gale dangling, this time at Toodjay

Another really windy day. Nobody tows. We go to Toodjay and watch Mikey and Simon have an interesting flight (especially the landings).

Day 4 — 110km to the north-west

Most of us were a little testy after not flying for two days — but today looked promising.

The temp trace suggested wind from the north-east and thermals to 6,000ft. Knowing that today was not a record day we set off to fly west of Beverly. However, once we got airborne the wind was more from the SE. A quick change of tact and we were off to Northam via York (65km). However, Phil has been battling to get crosswind to Beverly and after a couple of hours in the air and a change of course ends up a couple of kilometres from the paddock.

Many pilots made it to Northam, but Dave Wello, Daz and I decide to fly on (controversial decision). Dave lands at Toodjay and heads to the pub. I land north of Toodjay on the side of a small mountain and Daz wins the day landing 15km further north.

Whilst not an earth shattering day, the flight is a good warm up after two days of being on the ground. We stop in at Northam on the way home for some hydraulic sandwiches and visual relief.

Day 5 — 200km to the south

Today looked much better — to break the record we needed to fly to Mt Barker to the south. Katanning (210km) is the declared goal (for the WA XC league) with the real prize Mt Barker.

The temp trace showed northerly wind at 10-20km/h and climbs to 6,000ft. The day started well with the first pilots leaving the paddock a little late at 12pm. I started the day with Phil and we both got low after the first thermal. I got to the next thermal higher than Phil (thanks to the Litespeed) and managed to get back up. Phil is unlucky and is unable to get back up.

Most pilots make good distance down the course and land around 5pm. Frilly, Dave Wello and I fly till after 6pm and land with the last thermal. The latest landing is 6:20pm (Phil Knight). Flying time was 5-6 hours.

I win the day making 200km (PB for me) landing just 12km short of the declared goal. Frilly is just behind me flying 181km (PB for him) landing south of Wagin.

Other good flights are Daz and Dave Wello's 100km to near Narrogin. We got back to Cunderdin at 2am. We thought that was late...

Day 6 – 272km to the south-east

Today looked even better than yesterday – pity we were pretty knackered from yesterdays flying. The temp trace showed NW wind and climbs to 11,000ft under cloud – this looked like the day the record could go. We set goals at Lake Grace 192km (for the WA XC League) and Jerramungup at 295km for the record (Jerramungup is approx 25km north of the south coast of WA between Albany and Esperance).

The day started blue over the paddock, but to the east of us was a sky full of high cu's. The climb out of the paddock was slow and scrappy, 200-400 up only going to 5,000ft. Phil and I climb together and fly crosswind to get to the clouds. Two thermals and we are under the clouds at 11,000ft.

Most pilots find the conditions great and you can simply fly from cloud to cloud. Picking a newly formed cloud gave climbs of 1,000 up – whilst a more mature cloud yielded scrappy 400-600 up. It was pretty cold up high, and as the flight progressed and pilots got cold we started gliding across big blue holes just to get low and warm up.

I got to Lake Grace at 4:30pm – the record looked in sight. I hadn't seen anyone since Phil and myself split up three hours before. The

next glide and climb I saw a pilot – bugger, it was Wello and he was on my tail. I had 5,000ft on him but I knew he was going to get close. I climbed to cloudbase and headed off. I got a good glide under a couple of clouds and then the way forward looked grim. The sea-breeze had come in, no clouds in front except one that looked like it was dead. Should I go for the cloud or the sunny bits? Ahhhh – I go for the sunny ground, after talking with Wello after he went for the cloud. The glide is great from 11,000ft and the air is silky smooth – not a good sign but I'm covering lots of ground. I stop and circle in some light lift and gain 1,000ft. How far can I go before I hit the sea-breeze, I wondered? Then I found out – at 2,500ft I stopped going forward, with VG full on, the bar stuffed and just coming down. Coming into land I'm going backwards and only start to go forward (and only just) with 50ft to go. I land safely just after 6pm.

First thing I check is my GPS and I've flown 267km – wonder where Wello landed? Later I found out he'd beaten me by 5km.

The next adventure began straight away trying to get picked up. I walked to a wheat bin and met a young lady called Joanna who kept me company for the next couple of hours. To cut a long story short, at 1:30am I was picked up by Macca and Wello. The next person we had to find was Phil. At 2am we found him curled up in his glider bag asleep in the scrub. We drove all night and ran out of fuel at Quariding. We filled up (and I had my first beer for the day) and made it back to camp at 6:30am. We went to bed.

At least six pilots had PBs for distance. Flying time was 5.5-6 hours.

Distances flown: Dave Wello – 272km (23km north of Jerramungup), Bomber – 267km (28km north of Jerramungup), Phil

Wainwright – 221km (south of Lake Grace), Daz and Jamie – 190km (south of Lake Grace). Others had great flights too.

Day 7 – 110km to the east

Wello, Phil and I decided not to fly and so helped with the ground crew. The day looked good, but with light winds the record is not up for grabs. We decide on a slightly crosswind task of 110km to Merridin.

Most pilots have good flight and Macca our driver goes XC. Scurge winds the day flying 110km to Merridin, with most other pilots landing along the Great Eastern Highway.

Day 8 – 70km triangle

Today the winds are light again – its all about tactics today. Two tasks are called; the first a 70km triangle and the second a 110km triangle. The temp trace showed light winds and thermals to 6,000ft.

Most pilots got away first tow, but others found no lift at all on the aerotow. About half the pilots chose the longer task. Only two pilots made the course and they had opted for the 70km triangle in reverse. Phil is the first back in the paddock with Scurge completing it faster in his CSX.

Day 9 – Nobody flies

Its been a great, but draining week – nearly every pilot has had a PB in either distance, flying time or height gain. Flying damage was limited to a couple of uprights and no one sustained any major injuries (although I'm sure a few of us may have gained a couple of kilos).

Thanks go to the tug pilots and drivers who made it all possible. Special thanks to Rod Carter for the use of the farm.

Maybe next year will be the one.





High Noon-deening

Launching from Noondeening Hill

MICHAEL DUFTY

Last year about this time we had a run of three or four weekends with great cross-country conditions, so after last Sunday's good flying I was determined to make the most of this October weekend. The forecast was for north-easterlies, and Noondeening Hill always seems to work best in the mornings (often shutting down around 12 noon), so I thought I'd try to get up early for once.

Eric phoned up about 8:30am and said the temp trace was indicating a cloudbase around 11,000ft once the inversion broke, so it was sounding even better. Gordon, Eric and I met up with Richard (from Belgium) at Midland and arrived on take-off at Noondeening at about 11am. It was looking a bit dodgy for launching though; the reasonably strong wind seemed off to the north a little, with some very strong gusts.

Gordon went off first and got shoved to the right by something just in front of launch, with associated flapping of wingtips. He didn't have a lot of penetration and was barely maintaining height, so it wasn't looking too good. However, as he reached the front ridge he started going seriously up, although still not forwards. He'd forgotten to turn the audio on his vario though, and didn't realise how good it was.

He hung around out front for a while and then landed, but the one thermal was enough

to convince Eric and myself to go. Eric got off at the end of a lull, but by the time I'd spread out my glider it had picked right up again. After a few minutes hanging onto my glider in a wall I managed to get a bit side on and collapsed it onto the ground. I was quite pleased with that until the wind shifted a bit and reopened the glider upside down, lifting it into a tree at the back of launch. I had to wait for the wind to drop to get it down, and it was full of sticks when I respread it, but the wind was okay so I went. Not the best inflation ever, but I caught the surge and veered between the trees and out front.

I went straight for the front ridge, as it felt a bit too strong to stay over take-off on the Saber which I'd borrowed from Dave (I wasn't sure how fast it was).

I got in one run of the main face without gaining or losing much. Then as I turned back I could see Eric circling and so joined him in a punchy thermal that was pretty hard to centre,

but felt good enough to clear the hill with. It faded out at about 3,000ft, and Eric and I drifted along for a while in a big lifty area, taking turns in finding little cores that vanished as soon as they appeared. An eagle helped out for a while, then everything turned to sink.

We glided crosswind towards the bushy hills near the Great Eastern Highway. The sink was phenomenal, solid 1,000fpm down which went on and on. I was starting to worry I'd make it to the hill and have to land in the trees around it. There was one little farm cleared to the base of the hill for a bailout option though, so I kept going, and right at the last minute got another punchy little thermal, giving me about 300fpm up which is a whole lot better than 1,000 down. I assumed Eric who was just behind would join me in it, but he must have found something else which faded, and fairly soon he was in the little paddock I'd spotted.

The climb didn't get me as high as the last one, only about 2,500ft above take-off, but enough to make it to the road. I wanted to try the next low hills, but was worried about getting dropped behind them with the wind as strong as it was. Fortunately I found lift again just as I was going to have to divert to keep safe landing options open, and found myself back up at about 2,500ft.

I'd been planning to try to push crosswind to the east (wind was north-east) to head for York, but I was very low and didn't like the landing options that way. In fact, the wind seemed to have swung more east and I was drifting west down Great Eastern Highway



Leaving Noondeening

towards Perth, so I decided to go with it and follow the road. I got more strong sink and ended up at about 500ft over the little hills behind Clackline, going down fast and looking for a landing option between the hobby farms and powerlines and bush. I got some zeros though, which I hoped would at least let me drift to a better landing place. However, it slowly got better and I dared hope it might take me through the inversion to where the cu's were starting to pop out well above. It didn't, but the next thermal did...

The drift was back to south-west so I was drifting into the remote area between Great Eastern Highway and the York Road, and towards the solid band of bush all the way to Perth. The cu's inspired me to keep going as it would be a good start if the day got better. I started getting some stronger climbs, pushing east across the wind between them to stay near the edge of the bush (if still a little over it). The lift really improved and it was like lift streets across the wind.

I kept hitting more lift, slowly drifting south towards the end of the bush, leaving the climbs whenever they weakened a little. It was pretty hard going, but eventually I got to where I wasn't worried about the bush and could get

a bit of downwind on my glides. Then just when I thought I'd done the hard bit (I was clear of forest, back in the higher airspace zone, within glide of a highway) I nearly lost it. The sink came back and I plummeted down to almost level with the top of a stony hill I'd been hoping would be a good thermal trigger for me not long before as I had been gliding a couple of thousand feet above it. It eventually came through with a thermal though, and I got a very rough ride right up to 8,000ft.

I was near Beverley then and it did get easy. I was able to cruise from cloud to cloud. The clouds were very short lived; every time I glided towards one it'd vanish. But that'd be okay because a new one would materialise above me.

I made it to Brookton and 10,000ft, and starting to get cold and tired and thirsty and hungry. But I was determined to finally get 100km. The GPS said I had 85km, and I figured with a groundspeed of 50km/h and 10,000ft under me it'd take some serious sink to bring me down short of 100km. Of course, that was what I got, and at 5,000ft I still had 7km to go. When the sink turned into the weakest of weak lift I just stuck in it and turned circles until I'd drifted past the 100km mark. Once I'd got there I dared explore a bit further and actually found some better lift further downwind. I climbed back to 6,500ft in it and took an easy glide to the next town south (which was off my map, but I later discovered to be Pingelly). It was 5pm then and I couldn't see another town for a while, so Pingelly looked like an attractive landing place.

I spiralled down from about 4,000ft to land on the nice big footy oval there, and ended up with half the town's kids watching me pack. I guess I could have easily made another 10km, but would have needed a bit of luck to get much further. I was pretty happy with my flight. I did 113km, which was my longest flight, and the paraglider record for WA.

En-route - Photos: Michael Duff



WILD TURKEY ADVENTURES

Turkey Adventure

A budget 3+1 weeks long paragliding adventure in Turkey. Visiting fewer sites but longer stays at each location and achieving longer XC distances. Visiting the most obvious sites in the south western part of Turkey in the first three weeks then, one extra week (if there is sufficient demand) in Cappadocia – central Turkey – the land of fairy chimneys, cave dwellings and bizarre valleys. Come and indulge yourself by flying over the most scenic places on earth. Besides flying, we enjoy activities like swimming in ancient Turkish baths, swimming in 36°C thermic swimming pools in rural Turkey under olive orchards, mud bath, and experiencing real Turkish life style.

The cost of 3 weeks long adventure is around \$US1100 which includes; transportation (in Turkey), retrieve, food and accommodation.

Dates: 9-27 Jul or 9 Jul-3 Aug

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Due to high demand on our Europe Adventure, the ultimate paragliding tour in Europe, is on again. Starting from Turkey, criss-crossing Europe (Greece, Italy, Austria, Germany, Switzerland, France, Andorra, Spain) and finishing in France. This hop-on hop-off tour is the most economical way of exploring the best sites in Europe. This six weeks long (13 Aug – 21 Sep) budget tour finishes in France (St Hilaire) just before the La Coupe Icare flight show.

There are maximum five seats available and some of them are already gone. Give me a call for cost and availability.

Options: Different plans are available for people who cannot make a full trip.

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VSA Form 2 Basic Airworthiness Course



Course candidates and some of the lecturers

EDWIN GRECH CUMBO

This course was designed to provide the candidates with the best theoretical and practical knowledge that can be offered in the state of Victoria. The GFA's Sailplane Engineering and MOSP Part 3 Airworthiness were the key text books recommended to the candidates.

Roger Druce and I reviewed the course material, with input from the three RTO/As and experts such as Phil Hearne, Alan Patching, Doug Lyon, Tobias Geiger, Joe Luciani and others. We prepared as many presentations as possible utilising PowerPoint. This provided the advantage of having two different methods of presentations, ie produce each presentation as an overhead or utilise the modern multimedia technology available by using the VSA's computer and a multimedia projector.

Davey Products Pty Ltd. came to our aid by providing a projector for the duration of the course, thus warranting an easy and trouble free presentation from the speaker's and candidate's point of view. The projector allowed us to play videos projected directly to the large screen. The candidates and speakers were all provided

with a bi-fold folder containing all the presentations in black and white with space to write notes next to each overhead.

The speakers

At the onset of the course, we drew a list of all the experts available to us in Victoria. These experts are well known for their practical

knowledge, experience and skills in all aspects of aircraft engineering. The speakers were:
Edwin Grech Cumbo – Course Administrator:
Introductions; administration and registration; course objectives; introduction to airworthiness; workshop safety; supervise Form 2 inspections.
Tobias Geiger – Lecturer and Demonstrator:
Plastic Sailplanes – materials used; properties of



Alan Patching lecturing on fatigue and flutter prevention

PHOTOS: EDWIN GRECH CUMBO

these materials, certification issues; where to buy and how to store them; design characteristics; failure characteristics; how to care for plastic sailplanes.

Phil Hearne – Lecturer and Demonstrator:

Non-destructive testing – methods available; corrosion; practical demonstration of liquid penetrate procedures.

Joe Luciani – Lecturer and Demonstrator:

Minor and major repairs to FRP sailplanes – preparation, procedures and safety issues; curing temperatures; practical repairs demonstration.

Candidates to try.

John Ashford – CTO/A – RTO/A:

Special surveys – what you have to do and what they entail; FAI and OSTIV role in gliding; OSTIV design standards SDP JAR22; pitot static systems;

Gary Sunderland – Lecturer and Demonstrator:

The safety chain – daily inspections and NGS DI test. Nuts, bolts and rivets; tow release testing machines; practical release testing by candidates; substitution of materials (CAR 36); non-standard modifications and repairs.

Eugene Blunt – RTO/A Demonstrator:

Cable swaging theory and practice; harness inspections and attachments; Form 2 maintenance release and logbooks; canopies practical stop drilling. Evening video presentations

Roger Druce – Lecturer and Demonstrator and Accommodation Officer:

Structure loads and stress tension, and compression; struts, shear and torsion; glider flight envelope; ground loads. Aircraft cables hardware and fittings; oxygen systems, electrical systems.

C. A. Patching – Lecturer and Demonstrator:

Fatigue cracking; fatigue life; fatigue testing; durability and environmental factors. Flutter – its causes and effects; how to overcome flutter.

Mike Valentine – CTO/A Lecturer and Demonstrator:

The GFA organisation and its delegations from CASA; the role of GFA in airworthiness; the administrative paperwork required; specific inspection requirements (ADs). The introduction of powered sailplanes and special issues that Form 2 inspectors should be aware of.

Doug Lyon – Lecturer and Demonstrator:

Weight and balancing of aircraft; timber species – selection and specification, defects and inspection; plywood-aircraft, marine and commercial; glues, gluing and case hardening; wood structures and repairs; types of fabrics and dopes.

Ian Patching:

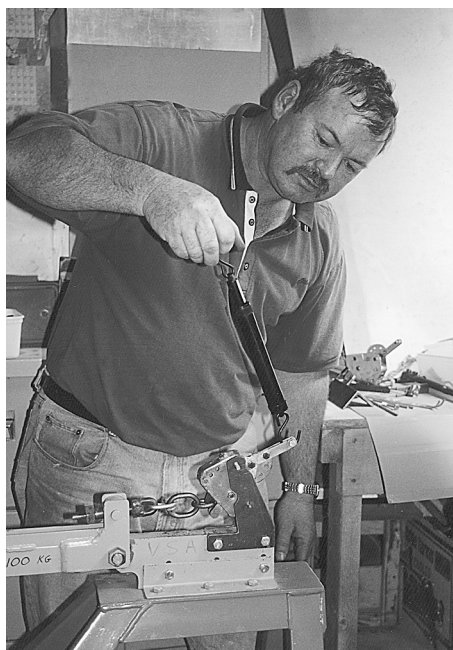
The VSA – its role and what it is doing for you.

Ian Bodinnar:

Supervising Form 2 inspections and assisting with the 30 year survey on club Blaniks.

Ross Birch and John Illet:

Demonstrating procedures and supervising release testing.



▲ Bill Anderson and Erwin Hirt from GCV discussing log book documentation

▲▲ A study in concentration: Martin Power of Geelong Gliding Club using the Alan Charles release tester

The candidates

This time round, we did not rely on advertising; we took the initiative to see how we could combine a post-out, to all Victorian members with the GFA subscription notice. Thanks to the flexibility of the GFA's secretary, Ms Julia Decarteret and her staff, all members in Victoria received a letter notifying them of the course, complete with application form and other useful information. This effort resulted in many enquires. Twenty candidates submitted expressions of interest, subject to obtaining leave from work. The course fees were set at \$200 per candidate with the VSA subsidising two meals a day. The RTO/As desired that, preferably, all meals should not occur away from

the venue in order to pack as much hands-on experience as possible during these eight days. The final candidates were:

Craig Blunt	Albury/Corowa Gliding Club Inc
Ross Larcombe	Albury/Corowa Gliding Club Inc
Douglas Park	Grampians Soaring Club
Ray Martin	Grampians Soaring Club
Bill Anderson	Gliding Club of Victoria Inc
Erwin Hirt	Gliding Club of Victoria Inc
Alan Payne	VMFG
Ian Hardy	Geelong Gliding Club
Martin Power	Geelong Gliding Club
Graeme Perham	Locksley Gliding Club Inc
Michael Watson	Swan Hill Gliding Club
Basu Mukherji	Beaufort Gliding Club

The collective experience amongst all these candidates exceeded 300 years. Their respective club airworthiness officers indicated that they had participated in many Form 2 inspections on club aircraft and were keen to obtain the rating to conduct Form 2 inspections on their club aircraft. All candidates had a daily inspector's rating and related professional training or experience in various disciplines.

The RTO/As and course demonstrators noted all the candidates demonstrated a very high standard of knowledge during the inspections that they were given to conduct.

The candidates were divided into five teams; each team was allocated an aircraft.

The teams were given time out to plan and determine the process of conducting a Form 2 inspection. On completion of this planning phase they had to elect a speaker to describe to the course panel, the process they intended to carry out, and the documentation they intend to apply to warrant the owner/s of the aircraft that the work had been competently done.

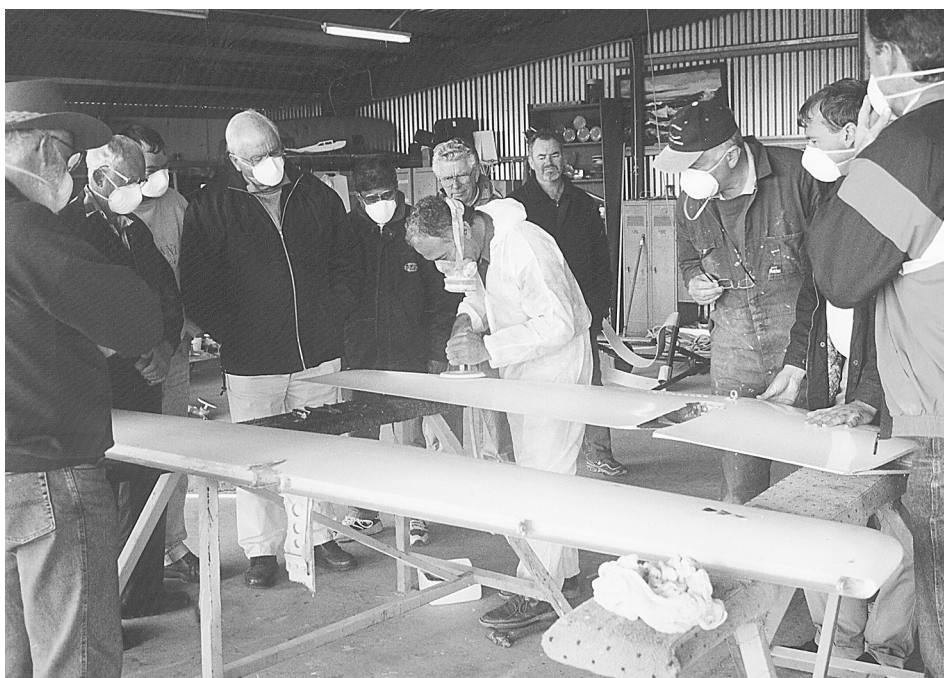
Available aircraft

Many of the candidates brought their own aircraft to the course. The aircraft we worked on were:

Swan Hill Gliding Club's	L13 Blanik
Geelong Gliding Club's	Puchacz
Erwin Hirt's	Mistral
Doug Parks's	Jantar
Alan Payne's	DG202

These aircraft provided candidates with a wide range of assemblies that required a keen eye to inspect. Furthermore, it tested the candidate's analytic approach to each assembly. The watchful eye of the speakers and lecturers being available to dispense their knowledge as required.

The Swan Hill Gliding Club Blanik provided candidates with the opportunity to experience a live 30-yearly survey and inspection under the watchful eye of Eugene Blunt RTO/A (north). This exposed candidates to the neces-



▲ Joe Luciani demonstrating the fine points of handling tools while scarfing FRP damage
 ▲ Ray Martin of the Grampians Soaring Club inspecting the tail end of a Blanik

sary administrative paperwork which is required before the GFA elects a surveyor and the processes required to complete such surveys and related documentation.

The Mistral has recently been registered in Australia. It is a French replica of an ASW 15 and has a fixed undercarriage. Erwin Hirt, the owner, had to translate all the current German documentation that had been provided with this aircraft for the course and the GFA. Discussions on documentation and first time inspections were presented by Roger Druce and Gary Sunderland.

Release testing

Many release assemblies, were brought to the course by the candidates for testing on the

various release testers that the VSA has in its workshops. The opportunity to view and plot results from two hydraulic testers, two GFA testers and the new Alan Charles mechanical tester, provided the instructors and candidates with a unique opportunity to compare results across these various testers. Gary Sunderland, Eugene Blunt, John Illet and Ross Birch ensured that all the individual tests conducted on these testers were properly documented.

The outcome of these tests provided an interesting talking point as to the authenticity of the GFA testers and hydraulic testers. The Alan Charles mechanical tester provided consistent results, throughout.

The two GFA testers showed significant difference between each other on the same Tost release, as did the hydraulic testers. Gary



Candidates doing release testing using the Alan Charles release tester

Sunderland and Eugene Blunt can be contacted directly to provide other regions with detailed information on these tests. Each candidate had a turn at conducting the test on each of the machines in question.

Course outcomes

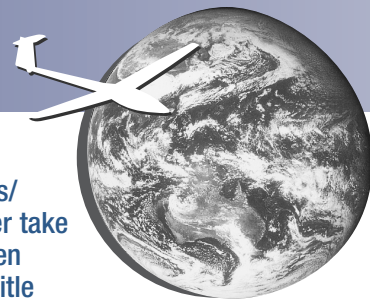
Two of the candidates were awarded the full Form 2 rating, and all the others were awarded with a replacement component rating. The latter were encouraged to take charge of a full Form 2 inspection individually, on completion, and call their respective RTO/A to examine the aircraft and associated documentation with a view of obtaining a further upgrade to their new rating.

The present GFA documentation needs to be supplemented with sections emphasising existing and developing techniques of inspection, since more powered sailplanes are being introduced to the register. It was also noted that a paper on the basic tolerances and what is acceptable would be of benefit to all inspectors. A recommendation on non-destructive testing should also contain a low and high tech recommendation for use by all inspectors.

The GFA together with its RTO/As need to define the responsibilities required of all inspectors in a consistent manner across all clubs.

Conclusion

The Victorian Soaring Association Inc is grateful to all the lecturers and demonstrators for the time devoted in preparing their papers and presentations. Our thanks to Davey Products Pty Ltd for their sponsorship with the provision of the multimedia projector and to Greg's on-site catering for providing the nourishing meals, on time, everyday of the course. ✂



Local News

The Victorian Soaring Association

Incorporated is seeking expressions of interest from Victorian gliding clubs to host the following courses during 2001 – 2002

Weight and balance course:

This course is being directed at Form 2 Inspectors who wish to include weight and balance to their existing inspector's endorsement. The intention is to conduct at least two courses during this year, at separate locations in Victoria.

The course entails a weekend, with one day on theory and process. The second day will be dedicated to hands-on practical experience. The timing of these courses shall be determined by the hosting club, in consultation with the Regional Technical Officers Airworthiness.

Basic Airworthiness Course:

The VSA is seeking to conduct a 2001 Form 2 course at another location other than Bacchus Marsh. The intention is to encourage regional and country clubs in supporting their members obtaining a Form 2 Inspector's rating.

This course requires eight days of live-in, intensive training. The theory and practice sessions are supported by well-known speakers and practitioners.

Clubs intending to host this course should be aware that full lecture room facilities are required and should be close to hangars and workshops. Arrangements for catering for the prospective candidates must also be considered.

The timing of these courses shall be determined by the hosting club, in consultation with the Regional Technical Officers Airworthiness and the various speakers.

Clubs interested in being host for these courses should contact Edwin Grech Cumbo on 03 9336 2305 or by email at <egrechc@melbpc.org.au>.

Raywood (Bendigo) 2000 Coaching Weekend

The Bendigo Gliding Club coaching camp, took place during the Melbourne Cup four-day weekend with 15 aircraft participating in an excellent flying start to the season. The fleet consisted of a Ka7, DG500M, Twin Astir, Nimbus 2, Lak 17, two Astir CS, three Libelles, two Cirrus, an ASW24, a Diamant 17 and one Boomerang.

The morning began with a full briefing session and coaching seminar prior to flying. Coaching took the form of instructional classes in subjects such as thermalling, preparation, contest readiness, sports psychology – all under a common banner theme for the weekend of "practice makes...".

Tasks set were 190km, 200km, 220km and 200km on the last day. These conservative distances were set based on weather forecasts, however on day two, flights of 460km and 296km were registered as the day proved better than

expected. Winch and aerotow (Grampians Soaring Club) were more than adequate. Average seven minute turn times for aerotow resulted in all the fleet getting launched very quickly allowing pilot pairs good opportunity to team up for lead and follow flights

Three low-time cross-country pilots – Mike Pettengale, Rob Benton, Geoff Lumb displayed their courage by flying personnel best distances.

Next year we are planning to extend the invitation to other local clubs. A great weekend, food, entertainment, camping, was had by all thanks to our hosts, Bendigo Gliding Club. The event was organised and managed by Phil Heame and members of the Bendigo Gliding Club.

The Victorian Soaring Association

Incorporated is seeking expressions of interest from Victorian gliding clubs to host State competitions during 2001-2002

The expression of interest should include the proposed venue, date, operations director and assistant director. Any clubs hosting state competitions are at liberty to schedule the competition timing. The VSA will endeavour to assist clubs with no experience at running this event. A state competition is an ideal introduction to early cross-country pilots to meet the challenges required of FAI Competition.

Clubs interested in being host for this event should contact Edwin Grech Cumbo on 03 9336 2305 or by email at <egrechc@melbpc.org.au>.

Griffiths/ Zehnder take out Open Class Title

Australians Peter Griffiths and Lars Zehnder, flying a Nimbus 4D, took out first place in the Open Class section of Gyps Africanus, the pre-world gliding competition held at Mafikeng, South Africa late December. Second place went to Michael Sammer, in a Nimbus, while third place was taken by Maartin Lufebben in an ASH25.

John Coutts, flying an ASW27, took out the honours in the 15m Class followed by Steven Raimond, also in an ASW27, and Henry Romeijn who flew a Ventus 2. Australian Tom Claffey, in an ASW20, was placed 11th.

The Standard Class section was won by Baer Selen in an LS8, followed by Erik Borgmann, Discus, and Erwin Ziegler in an LS4, Australian Graham Parker, flying an LS8, was placed fifth.

Darling Downs Soaring Club

A contingent of 14 Royal Air Force (RAF), one British Army and one Royal Navy recruit spent three weeks soaring as guests of the Darling Downs Soaring Club at Jondaryan in November. While the visit was part of the group's duty, much leisure time and fun was experienced. None of the group were pilots in their jobs, with most being technical and support staff. The soarers agreed that gliding conditions experienced at Jondaryan's McCaffrey field were twice as good as average conditions in England.



What was your best flight in 2000?

FRED FOORTH,
GFA Trophies Officer

Every year GFA awards three perpetual trophies for the best flights claimed during the calendar year just ended:

1. *The Martin Warner Trophy – for the greatest height gain*
2. *The Wally Wood Trophy – for the greatest distance flight cross country*
3. *The Bob Irvine Trophy – for the best handicapped distance points cross country*

It is not necessary to spend money and time going to competitions, just fly from whichever location suits you. You need to submit a claim by letter, or email, including a copy of the barograph trace, and/or distance claim, correctly verified by an FAI Official Observer. If it has already been verified by the GFA Decentralised Competition Convenor,

or by the GFA Certificates Officer, say that and I will confer with them directly.

For the Bob Irvine Trophy, send full details of the sailplane type for handicapping purposes. The handicap factor will be the one currently approved by the GFA Sports Committee. Please note that you cannot win both the Wally Wood trophy and the Bob Irvine trophy for the same flight.

The essential factor is that the flights must be claimed. Without that we have no means of knowing about your great achievement and you do not know who else has applied. Don't assume that someone else has applied as you'll be cheesed off if someone gets a trophy when you actually did a better flight.

Post your application to Fred J Foord, GFA Trophies Officer, 18 Fremantle Road, Port Noarlunga South, SA 5167, to reach me by the closing date, 28 February 2001, or email to: <fjfoord@senet.com.au>.



Crossing The Great Divide



Halfway through the flight, looking south

DAVID PEARSON (AKA 'KRUSTY')

It was Task 5 on Day 7 of the 'Canungra Cup 2000', the area's first National paragliding competition. The weather forecast for Friday, 9 November indicated that the broad surface trough, which had brought significant rainfalls to western districts of Queensland the previous day, was likely to move eastwards, bringing showers and possibly thunderstorms.

We were gathered on launch at Beechmont, and when the task was called I didn't think it was possible, given that the conditions looked terrible, it had been raining overnight and the cloud cover was just about 100%. They had called Killarney as goal, some 92.4km away, and the other side of the Great Dividing Range.

'The Range' hadn't yet been crossed by a paraglider flying from any of our Canungra Hang Gliding Club sites, and it was less than ten years ago that a hang glider, flown by club legend 'Davo' Staver, had first made it. It's not that The Range in itself is any great barrier, it's just that from our sites you have to cross about four smaller ranges and some big wide valleys first (around 75km all up). Then add to that the fact that our sites are on coastal ranges and susceptible to "coastal" weather conditions. So now you can see why I had been dreaming of the near perfect conditions you'd need to cross The Range in a paraglider, and that's NOT what we had.

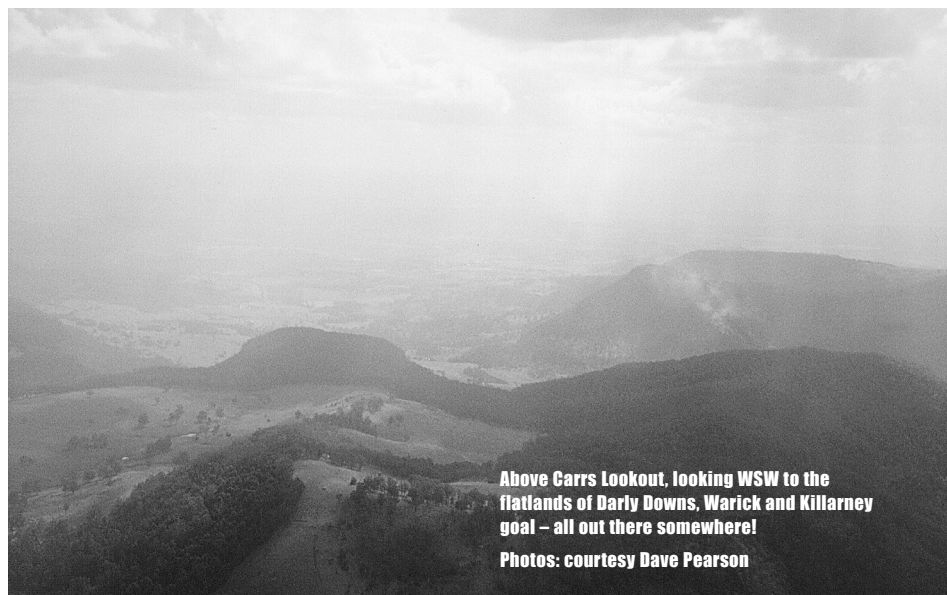
I climbed slowly away from launch after a bit of scratching, hit a low inversion and drifted downwind in lift. Adam Nienkemper and I worked well together to stay in weak lift to cross the Beechmont Plateau. Adam headed to the north of the course line, while I headed for a big fire to the south of the course line two valleys away. I later heard that Adam got a personal best that day – fantastic to hear, congratulations buddy.

I hit the smoke low and climbed rapidly in the superheated air above the fire; this was only the first of many fires for the day. As a matter of fact, I flew fires most of the way, linking up with Rhett Rockman (of Manilla fame) several times; first near Tamrookum, and later to the south of Maroon Dam, some 50km plus from launch. I first saw Rhett when I was on a big glide between fires. He had found one of the few thermals of the day not caused by fire. I topped up with Rhett enough to go for the next fire, and off I headed.

After over 120 days of no rain, with farmers losing stock and householders buying water, we of course had been under total fire ban. The obvious way to break any drought is to have either a hang gliding or paragliding competition. Well, we here at Canungra did our local farmers a huge favour and held both.

During the hangy comp it rained, but not enough to lift the fire ban. The week between the two comps it rained, just enough for the fire ban to be lifted. Then, during the paragliding comp, it rained some more, finally giving the farmers a chance to burn off without risking setting fire to the whole state. So with wet ground, more rain forecast and low winds, it seemed lots of farmers chose that day to burn off. This was to my good fortune thermal-wise, although with all that smoke my photos turned out pretty bad (all I can say about the photo is that somewhere out there in the smoke haze is Killarney and goal!).

Rhett followed me when he saw the climb I was getting above the fire, and he hit a boomer.



Above Carrs Lookout, looking WSW to the flatlands of Darby Downs, Warwick and Killarney goal – all out there somewhere!

Photos: courtesy Dave Pearson

We were soon climbing wing tip to wing tip, holding a conversation (we're both loud people). I told him I was impressed how the Omega 5 proto climbed. He said I should buy one. I told him that I was happy with my sponsors, and would stay with APCO flying the Bagheera until my new Simba arrives. (*Nicely done, Dave! – Sub-ed*)

We agreed we were both happy with our wings, and that we should head for the fires on the other side of Maroon Dam. Only thing was, we headed to different fires. Not that it mattered, as we were flying together again less than an hour later, right on the eastern side of The Range. Another quick chat and we agreed we were both going to make goal, as we only had 25 km to go. We decided to go for it. Rhett picked up a little bubble, got higher and away from me in the valley between Wilsons Peak and Mt Clunie (east of Carr's Lookout) – I thought I'd blown it!

I was low and in smoky conditions and on my own. I could see Rhett disappearing into the smoke haze further up the valley, not going down, but definitely not going up. I couldn't just follow him, and I'm glad I didn't. I noticed that the land features on the 'far side' of the next valley to the NW looked only as hazy as the ridge 'between' the two valleys. So I took a gamble that cleaner air would give me better quality thermals, and made a run for the ridge. I was rewarded with a nasty lee-sider. I worked with it till it turned better in the middle of the valley, and I climbed and drifted with it over the top of Carr's Lookout. I now had a good glide into goal for a distance of 92.4 km, and still yet another fire to fly over if I wanted.

I called Gordo (one of the local hangy legends) in goal, and asked him if anyone else was already there, or looked like making it. He said no, and encouraged me to stay high and try for either Warwick or Stanthorpe. I was pretty excited, as I was crossing The Range – a first for paragliders! I must have sounded excited talking to Gordo, as a lady

called me to ask where on The Range I was. We were both amazed, as she was in Grafton but sounded closer than Gordo. I explained the significance of my achievement and she shared my excitement. The one-sided conversation Gordo must have been hearing in goal would have at least kept him entertained.

With goal achieved, and plenty of height left, I headed off along the Warwick road. The record stood at 106 point something kilometres, and Gordo radioed that I needed to break the record by 2%. A quick calculation gave me a rough target of 109 km. The cloud cover was now total, with a fresh easterly pushing me along. Drifting in zeroes when I was lucky I eked out 111 km before I was finally decked.

Paul from Woollies at Warwick was kind enough to give me a ride right to the goal line back in Killarney. Gordo met me with a beer. Fran Ning, fellow APCO Bagheera pilot and Queensland's top female, arrived with our driver Murray not long after to share the moment.

I had just made aviation history, the first paraglider to cross The Range. And like Davo Staver, after his first crossing in his hang glider, I know that I will do it again, and so will many others. My site record, and hopefully my new PB, will both be beaten, (but ahh, not today, not today, and never again the first).

Fran later asked, "had I crossed any tiger country?" Of course I had "crossed" tiger country, but I always had altitude to spare and landing options galore, even if the walk outs would have been hell. So I am as proud as punch; a record breaking flight and as safe as could be.

I have to thank my retrieve team Fran, Olga, and our driver Murray, and give honourable mention to those pilots who came so close. Rhett dropped about 19 km short, Ivan Anissimov was about 20 km short, and Andrew Horchner, long time Queensland stalwart, fell about 25 km short. Congratulations one and all.



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The Chubb Trans-Australia Expedition



Camp site

▲ Red rock formation from the air

The 'Expedition Somewhere, Adventures in Places You'd Rather Be' series has seen Steve Gates and Tim Anderson undertake numerous adventures into the extreme, all raising money for charity. Their latest expedition saw them utilise the sport of paramotoring, in an attempt to set the World Record for a continuous trip stretching over 5,000km from one side of Australia to the other.

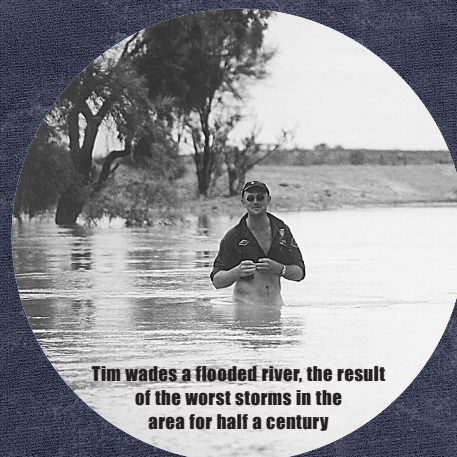
The Expedition launched from the most westerly point in Australia, Steep Point, and traversed six of Australia's most inhospitable

deserts to finish at Cape Byron Lighthouse, the most easterly point of Australia.

The expedition promoted awareness of, and generated funds for, The Royal Flying Doctor Service of Australia, CANTEEN and a scholarship for a person otherwise unable to attend the University of Tasmania through Jane Franklin Hall.

The expedition used Vortex MPG's and Reflex paragliders.

These photos provide a brief taste of Steve and Tim's adventures. For more information and statistics visit [www.chubb.com.au/chubb/expedition/].



Tim wades a flooded river, the result of the worst storms in the area for half a century

PHOTOS: STEVE GATES



Ground handling at dusk



Flat as the eye can see




Steve launching



A rather inhospitable landing paddock!



Some storm clouds to be avoided!

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Two Cultures – Part 2

RICHARD PINCUS

In my recent article I noted that the EEA and the SAAA were vigorous and flourishing, but the GFA was not, and suggested that this might not be coincidence. The EEA and lately the SAAA, have refused the poisoned chalice of delegated authority, no matter what the bribe offered. They have grasped the levers of freedom, encouraging and educating their (voluntary) membership. Feeling a mood for change, I congratulated the leadership of GFA, which had recognised that an undemocratic system, geared for control rather than for growth, was no longer suitable for the needs of Australian glider pilots, especially now that the government no longer paid us to do its work.

I suggested that it was time for a complete re-think. First, did we need a body purporting to represent us at all? We do not have a non-elected, highly secretive, and expensive, group of persons representing the owners of green planes. Why do we need one for sailplanes?

If we do, what (if any) standing powers should it have? Do we need a headquarters? Paid staff? To send members at our expense around Australia and the world? To pay large sums to register our gliders each year when it costs nil to keep a power aeroplane on the register? To tax us for the benefit of selected groups of members? To refuse to investigate our many accidents? To control our every move, when the government already has a system which can and does control all – airworthiness and operations, the airspace, the supply of weather and other pilot information, all the rules, all the air traffic control, and the government can register all the aeroplanes.

I suggested that sailplane pilots and owners in Australia needed to see the culture of control abandoned and replaced with that of freedom, encouragement, and education (meaning shared information, not lectures.)

I then read in AG/Skysailor of November 2000 (published long after I wrote the first article) that the GFA had asked all members – *“Do you wish to retain but improve the operation*

of the existing structure?” Who could possibly not want to improve the existing structure? What a no-brainer! It was designed to be answered with a resounding and unanimous “Yes.” The response was astonishing. Only 52% wanted the existing structure *“retained, but improved!”* Forty-one per cent voted “No!” They could not be voting against improvement. Were they voting on the question the GFA did not mean to ask, but did in fact ask: *“Do you want us as a controlling/governing body, in addition to CASA and AA?”*

Freedom

Any person in Sydney can build or buy, and sail, a yacht or power boat of any material, size, and design, just as any person in the US can an aeroplane, except in the US they will need to get a pilot's licence. In Sydney you need a licence if the boat can travel over 10kt under power, a sensible precaution. You get a licence by learning the answers to about 30 important questions, like on which side to leave a red light or buoy when going into harbour. You can maintain a boat or yacht yourself, or use a professional if you wish. You are entirely responsible for every safety aspect, with very few exceptions (eg some safety equipment is mandated for sailing far from land). Very few people fail to have care for the safety of themselves, their

loved ones, and the public. Those few that do fail to care can, and do, fail whether they are licensed or not. Why is more needed to fly a sailplane than sail a yacht?

Attempts at control

Apart from the survey, other things have happened between the writing of my first article and this one.

For example, Parliament refused to pass the new laws to govern aircraft registration in Australia – Part 47. The story need not delay us. Suffice it to say that it was designed to sneak in a new regime requiring any person responsible for the maintenance of the aeroplane to be registered as owner. No doubt it was drafted with the best of intentions. The department of name changes has had quite a hiding over the years about various maintenance problems. The fact that the new, uniquely-Australian, legislation would cause a large number of serious problems to many owners and operators was not the department's priority. The minister was guided by the department. The cabinet by the minister. The government is run by the cabinet, just as the GFA is run by the council. It was only when it got to that last bastion of democracy, the parliament, that it was blocked. Thank God for democracy.

As to the legislation I note the following:

1. By its terms, it caught all sailplanes.
2. The GFA never told any person about it or what the GFA suggested be done about it in this, our magazine.
3. The AOPA (Aeroplane Owners and Pilots Association) did not ask its membership what it wanted to do.
4. It was rejected only after a fax campaign (said to be 1,000 to one against) direct to the senate from individual pilots and owners. The “representative” bodies were irrelevant.

Freedom

I continue to believe that times have changed, that individuals perform better if they are responsible for their own actions, that control is the concern of the Government, that the business of a gathering of like-minded persons, even glider pilots, is to find ways to encourage and help each other, not to add another layer of bureaucracy onto an existing system. I continue to hold the view that most glider pilots in Australia who believe they have benefited from the actions of the GFA have in fact benefited

from the selfless work of individuals for whose good work the GFA claims credit.

The EEA has boomed while the gliding movement in Australia has languished, precisely because the EEA is voluntary, espouses freedom, and repudiates control. More planes flew into the EEA convention at Oshkosh last August (11,000) than have ever been registered in Australia. They were guided by voluntary controllers, acting without any delegation. All were registered in, and out, by voluntary workers, at no charge. None had to make a single radio call in response to control calls! There were 850,000 visitors. There were over 2,000 display aircraft, and far more than that were homebuilt, owner-maintained “experimental” aircraft – the most successful category in world aeronautical history, and one the GFA has firmly set its face against, without consultation with its powerless, forced, membership. Most gliders in the US fly under that banner, with benefits I outlined briefly in my previous article.

Take registration – let’s hand it back

Why do we not just hand this back to AA? What harm would flow? It surely is not the cost: my power aircraft costs nil per year to keep on the register. Why should it cost anything to do nothing?

Airservices Australia (AA) has threatened full cost recovery for registration services. Each “transaction”, it estimates, would be costed at about \$47. Now that the new Part 47 is defeated, you only need a transaction when you first register, or buy or sell, an aircraft. There is no annual cost to “keep” it registered. To pay \$47 to have an aircraft put on the register, or to register ownership when bought, seems fair.

The GFA charges far more for these services plus a hefty annual charge to send you a Form 1. The corresponding document in the non-sailplane system is a single-sheet, (folded) and costs \$1.50.

And instruction

The delegation that the GFA is most known for is control of the instructional scheme. Let us compare it with the general aviation scheme. I obtained my Australian power licence in 1970, the same year I first went solo in a glider in Australia.

The following features of the general aviation instructional system applied then, and still apply now: The instructors were, and are, extremely knowledgeable and competent. They are always (in my experience) thorough, friendly and encouraging. The reasons are plain. First, any pilot can be trained to be an instructor – there is no secret selection criteria,

only objective qualification and experience. The pilot can choose who is to train him to be an instructor, just as he chose who trained him to fly. Next, each training organisation elects to hire only those instructors it feels will be friendly, patient and competent, and each trainee chooses only those that continue to live up to this promise. The bad-tempered, the unsure, the judgmental instructor soon drops away. There are few ignorant or incompetent instructors, and none who would rather not be there but who have been pressed into service by the organisation.

Next, each pupil can choose the organisation it wants to train him, and the instructor he or she wants to be trained by. The trainee can set the dates, the pace, the aircraft, and the method, within limits (eg, self-study by textbook, classes, videos, computer-moderated learning). Once trained, he or she is tested by reference to objective criteria. He or she obtains a licence valid all over the world, knowing that flying was, and is, the first international system, with one language and one methodology.

Sadly, I cannot say the same for the GFA instructional system. I know I risk opprobrium and personal attack, but the issues are too important if gliding is to do more than merely survive on the fringes. My experience as an instructor dates back to 1975 or 1976, as a course instructor to 1980, as a Level 3 to 1992, I have instructed in numerous clubs, but mainly in two of the three clubs I currently belong to. I have been a CFI. I have dutifully attended various GFA-organised meetings over many years. I have got feedback about the GFA instructional system, over many years. Much of it has been very negative. This is no reflection on the many talented and dedicated individuals who attempt to do their best week after week, year after year. It is a system problem. You only have to describe the system to define the problem.

It is secretive. In the past no-one could have access to the instructors’ panel notes except instructors. No-one could attend meetings except instructors. Only instructors could invite any pilot to join the ranks of the elite. The reasons why the GFA accepted or rejected persons as instructors, or for promotion to Level 3, or selected persons to train or examine the candidates, were seldom, if ever, openly disclosed with those affected before a decision was taken.

It is unfair. People (not instructors, ever, in my experience) could be put on a “watch” list, or subjected to ill-informed, often secondhand, criticism of their actions, often without notice that they were to be the subject of discussion. In the past it was not uncommon to ground

trainee or solo pilots after secret deliberations by a body that was both accuser, judge and jury.

I do not personally recall any occasion when an instructor was grounded, for any reason.

It is centrally controlled. Only the GFA can accept (or refuse) a candidate. Only the GFA can allocate a trainee instructor to a pupil for mentor training, or decide to hold a course, and if so, to decide who is to be a course instructor. Only the GFA can nominate instructor examiners.

It is extremely patchy in quality. That in turn results from a system that eschews any formal examination as to theory, despite statutory obligations to have them, that has not developed any objective skill criteria to judge performance, that has had increasingly (as the recruitment and retention levels have continued to fall) to attempt to recruit to the ranks almost any person with the minimum qualifications. More than one-third of the experienced solo members of each of the clubs I belong to are instructors! Despite the fact that few of them are current in cross-country, most remain instructors if they wish to, for as long as they wish to. Mostly they do wish to. Hopefully, this is for the best reasons, but there is some suspicion that it is seen as membership of a protected in-group, and to reduce the costs of their own flying.

It is monumentally inefficient. For many years now I have advised potential sailplane pilots to attend professional, full-time, courses, or the part-time, nominated-Instructor, “mini-courses” one of my “home” clubs runs. I have never had negative feedback about this. For several years I have tried to get off the weekend roster, partly for selfish reasons, but largely because I see it is so difficult to achieve the progress that is routine in the professional courses. I have repeatedly noted pupils reach an early peak of performance, then deteriorate, or stutter on with fits and starts. They constantly complain that they get different messages from different instructors. What one instructor lays down as mandatory, another bans absolutely. Those few who do persist learn as much as they do learn despite, not because of, the system.

In my direct experience this system has led to a large drop-out rate at every level, over many years. It may be true that this is an inevitable consequence of factors beyond the gliding movement’s control, but that breaches the first rule of thumb of science – Occam’s razor!





Flying the Red Centre • Part 1



A section of the line-up at the Masters' Games

BERNARD ECKEY

"I wonder if the Masters' Games at Alice Springs will be held again this year? We could go there for a week or so and get to know the Red Centre at the same time," I suggested to my wife and chief crew. *"Sounds okay to me,"* was the reply. *"Why don't you ring up and find out a bit more about it?"*

The very next day I was on the phone to the NT Tourism Office in Adelaide and only a few minutes later I held a fax containing details. *"We are off to a good start,"* I thought, and almost immediately I rang a few motels. *"Sorry, we are fully booked out for the whole duration of the Masters' Games,"* was the universal answer. There was not even a vacant spot in a caravan park.

Fearing that I had left my run too late I thought of Kevin and Beate Roberts from Alice Springs who flew at Balaklava a year or so ago. They promptly agreed to let us stay at their place, proving once again that it doesn't matter what you know but who you know. With all major obstacles removed we put in our entry form, applied for leave and obtained current charts of the area.

Finding a co-pilot is never a problem when you fly a motorised ASH 25, but finding one

with a wealth of experience of flying over tiger country is a bit more challenging. Fortunately it is not impossible.

The trip from Adelaide to Alice Springs was broken up by a stopover in Coober Pedy where we had the pleasure of spending the night in a real dugout as guests of my co-pilot Brian Underwood and his wife Judy. In the morning we hit the road again, pleasantly surprised by the lush vegetation along the remaining 700 km of remarkably good roads. Approaching Alice Springs, and with already close to 1,500 km on the clock, we noticed an ever-thickening cloud cover. With this in mind it was decided to spend the next day resting but still registering for the Masters' Games and perhaps getting to know a bit of Alice Springs.

Overcast conditions for the next two days meant that our sightseeing of the MacDonnell Ranges happened earlier, rather than later. Finally, on the third day, we headed for Bond

Springs Airfield where we found the 'boys from Millicent' re-installing a welded aluminium fitting to their Astir.

The colour and the size of the airfield are to be seen to be believed. A brilliantly glowing red but rather coarse sand makes for an excellent surface when dry but, according to my co-pilot, turns into something akin to baby poo when wet. Something we were to experience a bit later.

The day was declared a practice day giving us ample time to put the ASH 25 together. We then self-launched on a runway undoubtedly big enough for a fully laden jumbo jet. A few cumulus clouds approx. 100 km to the west made us decide to explore the area along the Tanami Road with blue thermals topping out at approximately 7,000 ft. Not much for comfort considering the area is 2,500 ft asl and all one can see ahead is plenty of red dirt with evenly-dotted bushes and lots of dead tree stumps. *"Don't ever think of landing over there,"* Brian said and pointed to a huge airfield approximately 25 km to the west. It looked quite okay to me, apart from the rather short cross-strip. *"Look closer,"* Brian said *"from this altitude it is hard to see, but the surface is completely covered by antenna and wires. It is not an airfield but the Jindalee over-the-horizon-radar station."* Thank God for two-seaters and co-pilots!

PHOTOS: JOHN MARSHALL

The further away from the airfield we went the more concerned I got. In fact, I did not like it at all until my co-pilot, Brian, pointed out a station ahead with what appeared to be a suitable airstrip.

When we identified another station strip further out, but still near the Tanami Road, I began to relax a bit. We concentrated on the cumulus clouds ahead only to find that they had nothing but very broken and weak lift to offer. Still, our practice day ended with a most interesting flight of around 260 km along the very pretty West MacDonnell Ranges.

According to the locals we were in a rather untypical air mass of tropical origin. Still, the next three days provided excellent soaring conditions with cloud bases between 10 and 12,000 ft. The first cumulus clouds appeared even before 11 am with a thermal strength of up to 10 kt. Competition Director Kevin Roberts decided to task along the Stuart Highway to the north most of the time, saying that one can land on the highway in case push comes to shove. That's all very well for a 15 m glider, I thought, but when you have another 10 m of wing you need to worry about the bushes on either side of the road. I had visions of having my Open Class ship rapidly converted into a 15 m glider. Not a nice thought at the best of times. I discussed the matter with my co-pilot Brian, and we both agreed to adopt an extremely conservative approach. We also resolved never to rely on that Rotax engine in the back. "Brian," I said, *"this is the only ASH 25 I have got. Bending it could ruin our day."* There was no argument at all from the P2.

Most competitors, and in particular the locals, started as soon as the start gate opened. That should have been food for thought, but instead we waited and were later forced to deal with a sky full of clouds producing nothing but heavy sink. Something else to put down to experience, I guess. Much drier conditions in the southern states ensure that dead clouds dissipate quickly, making it fairly easy to pick the ones which produce good lift. However, the significantly moister air in the red centre made old clouds linger around for a long time blocking the sun and subsequent thermals. Later in the day it can be a long time between drinks – not good for your blood pressure, unless you ignore the ground and keep looking at the clouds. Still, all aircraft made it home safely and only a few pilots elected to cut the task short on a few days.

The next day was cancelled due to large patches of rather thick clouds. Just after the announcement was made an ABC film crew arrived. The host club encouraged me to get my glider ready and to put one of the two ABC cameramen in the back seat of the ASH 25. February 2001



Some of the participants in the Masters' Games

I elected to winch launch the big bird and when we got up a bit we filmed John Marshall from Millicent in his Astir while we were both working weak lift. Some of the footage taken was screened on television a week later as part of a documentary on the Masters Games. A bit of good publicity for our sport, I hope. The ABC was kind enough to send me a copy of the footage taken – thank you ABC.

Beyond doubt the most remarkable day was the final one. Sunny and a maximum temperature of 33°C was the official television forecast, raising hopes for another good day. Instead we were woken up by noises rather akin to thunder. Yes; you guessed it, the sky was full of ugly clouds with heavy rain approaching from the west. On the way to the airfield I took advantage of the lack of speed restrictions on NT highways but to no avail. The rain set in just as we arrived reminding me of heavy tropical downpours. In less than one hour the airfield had turned into a lake with no end of the drenching in sight and temperatures 15°C below forecast. Well nobody is perfect – not even the weatherman.

Fortunately the coarse sand allowed the water to soak in quickly and when the rain eased momentarily in the afternoon we put the ASH 25 in the trailer, and with it the hope to fly it to Ayers Rock for the next part of our holidays.

But that is a story for another day – stay tuned to this channel.

Our thanks go to the Alice Springs gliding club for organising a very friendly low-key competition with the emphasis on fun. We were able to fly on five consecutive days over the most interesting terrain and in very good conditions indeed. One day I will be back for

a double dose of scenic flying along the most beautiful MacDonnell Ranges. We certainly enjoyed our trip to the red centre and left with the nice feeling that we had made new friends – lots of them.



GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

FORM 2 NOTICE

- ☐ A Form 2 inspection is due
Cheque for \$137* is enclosed
- ☐ A 20, 30 yearly, etc is due
Cheque for \$302* is enclosed
with copy of aircraft log book
- ☐ An initial C of A inspection
and initial registration is due
Cheque for \$511* is enclosed
(tick appropriate box)
on the following aircraft:

TYPE.....

VH.....

Please forward relevant airworthiness documents to:

.....

.....

.....Postcode.....

* prices include GST

Forward to:

GFA Secretariat, 130 Wirraway Road,
Essendon Airport 3041



Thank you Richard, but no thank you.

► Rarely have I seen so much nonsense compressed into a couple of pages, as in the article written by Richard Pincus (December AG/SS).

If I understand him correctly, we are to hand over control of our sport to CASA or whatever set of initials will be in power down the track. The justification for this is the freedom for pilots enjoyed in the US, as distinct from the hideous tangle of restrictions imposed by power-hungry individuals like myself.

Well, you are not the only one to have flown in the States – I have too, gliders as well as power. Just like here, I had to produce my licence which was checked for validity and so on. I have it on good authority, that American pilots have to be competent to get a licence, just like us, even glider pilots. Their aircraft must pass standards before they can fly. If you want to build an experimental plane, it must satisfy the FAA. Where is the difference?

As the club system is rudimentary in the States, repairs are mostly a commercial matter, and so is instruction. I have vivid memories of what it cost me to pass a site check – paying for the instructors' time from the time he first spoke to me to when he made out the bill and shook my hand. Count yourself lucky that GFA makes it possible for you to obtain this here, free of charge. There are many good things in the US as far as aviation is concerned, but money is not one of them.

Richard seems to think that Australian authorities would let him go his merry way unhindered, if gliding were turned over to them. It would further his education no end, if he were to have a chat with our people who deal with the department almost daily.

I was a bit taken aback at the statement that the department registers his aircraft for zero dollars. My impression is that there is an avgas charge instead of a set fee. I also pay for operational documents, AIP updates, a medical every two years, a flight review, landing fees and, lately, for weather forecasts as well. My share in a powered aircraft at Bankstown is a far cry from no dollars.

Join the real world, Richard.

R. Salter

New Club

► Craig,

The Hang Gliding Association of Western Australia has been formally advised that the Avon Valley Hang Gliding Club has ceased to operate under the terms and conditions of its registered constitution.

Under the terms and guidelines for club funds management as stipulated by HGAWA, all club assets will revert to the HGAWA for re-distribution to other active clubs in Western Australia.

While it is sad that the Avon Valley club has ceased to operate, the bulk of the active former

members of that club have joined other clubs in WA and this will serve to make those clubs even stronger.

Please also note that HGAWA welcomes the formation of the Albany Hang Gliding Club. We applaud the efforts of Simon Shuttleworth (President) and John Middleweek (Treasurer) in forming this club and we look forward to seeing the results of their great work in the near future.

I would hope that HGFA has accepted their application for affiliation and we will see the club details in Skysailor as soon as possible.

Regards, Keith Lush

For and on behalf of HGAWA

Skyout

► Dear fellow pilots & all,

Thank you so much for all the enthusiastic responses to my "Skyout" cartoon compilation, and also for the funny/great letters some of you come up with (there are plenty of comedians out there, too). It'll keep going strong for as long as we keep flying and there are things to laugh at. It's really good to know you enjoy the 'toons in every issue of Skysailor, too.

I hope you all get lots of great laughs from Skyout (who knows, maybe there'll be another one in about 10 years time, but don't wait until then).

Cheers to all, Jules Makk

Lessons from History

As a paraglider and paramotor pilot (and ex-hangie) I seldom find the GFA content of Skysailor worth reading. However, every now and then they put something in that makes all that extra page turning worthwhile. The GFA article by Richard Pincus (Two Cultures – Lessons from History, December issue) was brilliant and was almost as relevant to the HGFA as to the GFA. Richard compared the aviation regulatory cultures in the USA and Australia. In the USA it seems they don't have self regulation in sports aviation, and it seems to work very well.

Australians on the other hand can be big on rules and regulations (read lack of freedom). Nowhere else would you be forced to wear a bicycle helmet even on roads with bugger all traffic. We need to be careful that in trying to prevent draconian external regulation that we don't introduce even more draconian self-regulation. Like the workers that start up their own businesses to escape slave driving bosses, stress, and to be in control of their lives; so often they end up working under even greater stress, for the ultimate slave driver (oneself), and with even less spare time. Good intentions don't necessarily prevent you from ending up with a worse result.

If CASA were to start bringing in draconian regulations, how enforceable do you think they would be? Eg when thermalling, who bothers to stop at the legal distance below cloudbase? How could they possibly enforce such regulations? The answer

is to con us into policing ourselves. If we allow ourselves to be conned that is. And besides, CASA is not an evil tyrant, as the people running it have mostly good intentions, too.

Let's face it, our sport is inherently dangerous. If you make a mistake (no one is infallible) you can pay a very high price. There is also the small possibility of unexpected violent air. We can greatly affect the possibility of accidents by our decision making and training, but we can never reduce that possibility to zero. There will always be accidents and there will always be fatalities. We should face that fact, and not over react. More and stricter regulations follow a law of diminishing returns. For only tiny increases in safety all pilots could be having to jump through ever more hoops and generally have the freedom bit by tiny bit removed from "free flying".

Our club (the Conondale XC Flyers) seems to go against the trend in that we are very informal in the way we do things. We don't put ratings on sites as we realise that what is a novice site one day can be an advanced site the next. Also, an otherwise difficult site may be fine for novice sleddies, etc under certain conditions. Instead we give prospective flyers all the information necessary for them to make the decision obvious for themselves. This way we encourage good decision making, and people take responsibility for their own safety. It also works very well. We don't get people saying "this is a novice site therefore it should be safe for me to fly here".

There is also a culture within the club that if you feel that something needs to be done, then you should be prepared to organise to get it done yourself. Anyone within the club can initiate and carry out projects. Recently one of our members decided one of our launches wasn't safe enough for his novice wife. He spoke to some of the active members and didn't get any objections to his idea, so he rented a backhoe and remodelled the launch. The club, upon seeing his handiwork, heartily approved and paid the backhoe bill. In other clubs people seem to get up at meetings and say this needs to be done and somebody should do that, expecting others to do it. Our decisions are made on the hill and on the phone by the active members. That way we leave out most of the bullshit. If there is a genuine need, it gets done. Our rare club meetings take about half an hour then we party.

I had thought that this informal and needs-based setup could only work in a small club. Richard's article seems to imply that something similar can also be done on a national scale.

Graham Sutherland



Hay Contacts

Pilots planning a trip to Hay to use Croidon to tow from must begin by contacting the Gibsons first on the following numbers:

Maurice and Liz Gibson, Croidon Pastoral Co.
Hay NSW 2711, ph: 02 6993 1121, fax: 02 6993 4436, mobile: 0428 421 902; Rob Gibson mobile: 0429 386 999, ph: 02 6993 4405.

Stolen

The following glider was stolen during a break and entry of a car on 11/12/00 from the Gold Coast, Queensland:

Glider:	Gin Bolero	Size:	Large
Colour:	Blue T/S	Serial #:	30845
	Red/White U/S		
Harness:	Sup'Air Profeel	Size:	Large
	Side reserve	Colour:	Black/Blue
Reserve:	Sup'Air PRS 3	Colour:	Unknown
Radio:	Icom IC40S	Serial:	Unknown

Any information, please contact:

Phil Hystek, The Paragliding Centre of S/E QLD.

Ph: 07 5543 4000; fax: 07 5543 4700; email:

<info@paraglidingcentre.com.au>.

Board Resignations

Sub-part 6.7 of the HGFA Constitution, in regard to the Committee (known as the Management Board), states:

"In the event of a casual vacancy occurring in the membership of the committee, the committee may appoint a member of the federation to fill the vacancy and the member so appointed shall hold office, subject to these rules, until the completion of the postal ballot next following the date of appointment."

Note it says "may appoint" – so the decision is up to the Board whether to run with seven members for 2001 or appoint members to fill the positions.

Craig Worth, General Manager HGFA

Club News

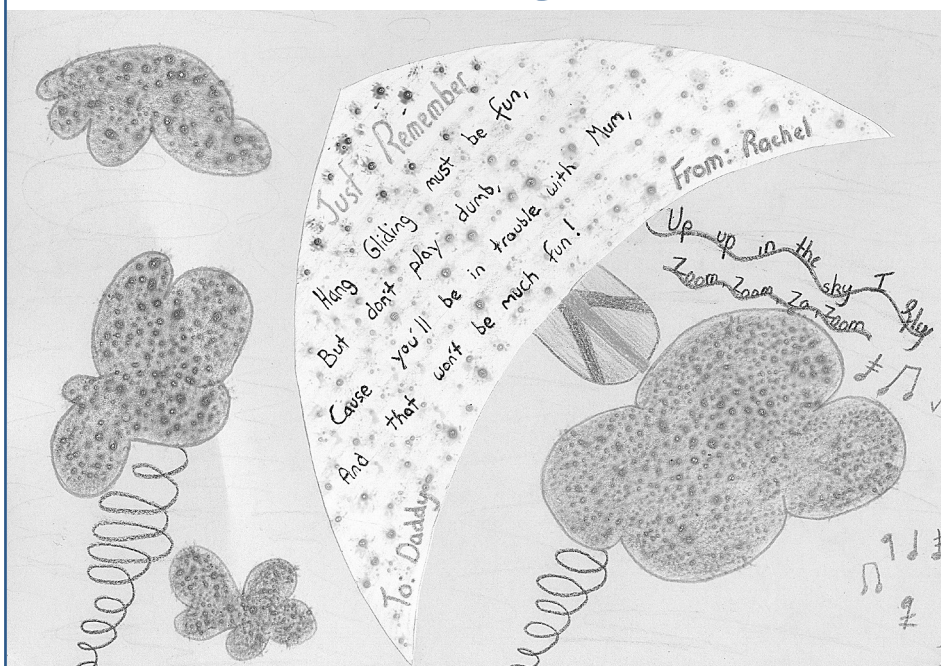
Hill Flyers, WA

Those venturing to Bakewell or Gin Gin over the last few months, myself included, continued to be rewarded by many hours of flying in the smoothest of the summer air, both ridge lift and buoyant thermals. When relatively new pilots fly the site for the first time in this air, such as Steve Price, the glowing look on their faces afterwards, like they just witnessed the birth of their child, together with their comments, greatly magnifies the enjoyment of the flying journey for all those flying with them. It also reinforces the idea that although we may each fly our individual gliders, it is still a team sport where we share the enjoyment with each other immediately, both in the air and on the ground. The pilots flying in the successful 333 Week held in November would no doubt concur, with most pilots achieving personal best cross-country distances and a few coming close to the WA distance record.

The Christmas function held mid-December was enjoyed by all and was well attended by pilots,

Rachel's Drawing

MONIKA ZWAHLEN



About four years ago my husband Bernie started hang gliding and became a very keen pilot. Our daughter Rachel (10 years old at the time) made him a picture with a little poem. I am sure there are many hang gliding pilots with a supporting family behind them that can relate to the poem. Rachel, Raelene our younger daughter and I are his cheering squad and a faithful pick up crew. I thought maybe you could use the poem and picture in Skysailor.

partners and kids, with many flying stories, photos and the snapping of "bonbons" rounding off a great millennium flying year.

With many of us attending the Albany Christmas/New Year Fly-in, down at Shellies Beach and Cosy Corner, many of us will have renewed or made new friendships with such a large group of pilots who attend this fly-in each year.

Sandpatch launches are scheduled for redevelopment following the installation of the new Western Power wind farm. Soon we will be launching from nicely rounded earth ramps complete with astro turf (synthetic green grass), new setup and parking areas and improved roads. There is still no safe bomb-out area or beach to land on. For all those novice pilots, this is one great incentive to attain your intermediate or advanced rating. The site will remain restricted to intermediate and advanced pilots only, with a lockable gate and the local Albany club controlling access to the site (make sure you have your HGFA membership card with you before you visit Albany for a fly!).

See you in the air, Rick Williams

Illawarra Hang Gliding Club, NSW – Marulan Aerotow Weekend

The weekend planned for 18-19 November was washed out, so we will be trying again on 17-18 February.

The Illawarra Hang Gliding Club will be holding this aerotow weekend at the old Wollongong Gliding Club airstrip on the

South Marulan Road, about 6km south-west of Marulan (17-18 February).

Travel time to the strip is about one hour from Liverpool, or 80 minutes from Wollongong or Canberra.

The club has an arrangement allowing us to share the facilities with some ultralight pilots who still use the strip on occasion.

Steve Hocking organised this date with ourselves and Bill on the basis that all pilots wishing to attend would be most welcome. Bill will be there with the Dragonfly. We hope to get a contingent from at least the Blue Mountains Club and Northern Beaches.

Facilities at the strip include a large clubhouse with kitchen, bunkhouse, bathrooms, living area and workshop as well as a large hangar. These are in a similar condition to Rylstone before it was cleaned up. It is hoped to use the facilities often enough to make it worthwhile to maintain them.

On previous weekends held at the strip pilots have had good flying from car towing on the main strip (1.9km NW/SE) but aerotow will allow us to fly in any wind direction. There is enough room to allow winning while still aerotowing.

Pilots are welcome to stay in the clubhouse, bring a tent or stay in Marulan or Goulburn. We are planing a BBQ and a few beers on the Saturday night.

For further details contact Tim Causer on 02 42948110 or 0418 433665.

Vicki Moyes



Eastern Hang Gliding Club, VIC

Serving the eastern side of Melbourne, the Eastern Hang Gliding Club has recently moved and are now enjoying our new venue in the Palace Hotel's Rhubarb Room, Camberwell.

It has proved to be a great social event to have a meal before the meeting. The new venue has also put the club within easier reach of the club's membership and we expect will extend it. The club would like to extend an invite to all pilots and families to join us at our new venue.

Meetings are held on the third Wednesday of every month starting about 8:30 pm. People arrive earlier for meals, from 7 pm.

The club manages the closest inland sites to the city. These include Three Sisters, Thistle Hill, Landscape, Mt Donna Buang and Mt Dandenong. When combined with other frequented sites such as Flinders, Portsea, the West Coast, the East Coast, trips to the north-east and the Flatlands, the flying has been most consistent.

In fact, the flying just has not stopped. There is always someone flying somewhere. Our Three Sisters site (rated novice) has been a particularly consistent site throughout winter and spring, allowing it to be flown 90% of weekends over a three-month period. Now, with the great weather that we have been enjoying, needless to say it has been frequented for more thermic flying. Between our other frequented sites there has been no shortage of opportunity for flying. Our keen novice pilots have been well rewarded, quickly gaining experience and enjoying their flying. It is amazing how quickly some have been acquiring new skills and graduating to new sites requiring different technique.

Our experienced pilots, not to be forgotten, have been aiding the novice pilots and also widening their own flying horizons with excellent flights at our local sites, some notable flights on the West Coast and at competitions far and wide.

The club has recently begun email conferencing for club members. This is designed to enable us to effectively network, plan flying activities and extend flying invitations to all.

We now have 12 new First Aid trained pilots thanks to the club members who organised and ran the course. Thanks also to the VHPA for fully funding the training. Another course will be run early next year for those that missed this one. It is good to know your buddies are capable of taking care of you.

There is a heap of club organised flying activity planned over this time of year, so if you want to join in there is an upcoming events section in our newsletter available online and you are welcome to attend our meetings.

Further club information, newsletters, site guides and a frequent flyer list are available from our web site at [www.vhpa.org.au/ehgc/]. It also has a link to our online club newsletters containing club news, market place, upcoming events and all of the

flying that our members have participated in both locally and afar.

For site preservation, if you would like to visit our sites please contact a club member for up to date site information. Club contacts are also listed within this magazine.

There is some great flying to be done and I hope you all enjoy it over the next month. Remember to fly safe and within your own limits.

Scott Barrett

FAI News

New Record Claims

FAI has received the following Class O (Hang Gliders & Paragliders) record claims :

Sub-class 0-3 (Paragliders) – Multiplace

Claim number 6767:

Type of record: Straight distance to a declared goal
Course/location: Quixada–Holanda (Brazil)
Performance: 157km Pilot: Richard Westgate (UK)
Paraglider: Edel Prime Date: 28/11/2000
Current record: 142.3km (27/12/94, Bernhard Schilling, Switzerland)

Claim number 6768:

Type of record: Straight distance
Course/location: Quixada–Bom Principio (Brazil)
Performance: 220km Pilot: Richard Westgate (UK)
Paraglider: Edel Prime Date: 30/11/2000
Current record: 213.7km (2/12/99, A. Fleury, Brazil)

Claim number 6769:

Type of record: Straight distance to a declared goal
Course/location: Quixada–Poranga (Brazil)
Performance: 215km Pilot: Richard Westgate (UK)
Paraglider: Edel Prime Date: 30/11/2000
Current record: 142.3km (27/12/94, Bernhard Schilling, Switzerland)

Other claim pending: See claim number 6767.

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

Claim number 6770:

Type of record: Speed over a 100km triangle
Course/location: to be advised
Performance: 40.54km/h
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 10/12/2000
Current record: 36.04km/h (30/5/99, Hans Bausenwein, Germany)

Claim number 6771:

Type of record: Distance over a triangular course
Course/location: to be advised
Performance: 249km Pilot: Attila Bertok (Hungary)
Hang glider: Litespeed 5 Date: 10/12/2000
Current record: 224.5km (20/6/2000, Josef Brandner, Austria)

Claim number 6772:

Type of record: Speed over a 100km triangle
Course/location: Riverside (Australia)
Performance: 40.37km/h
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 10/12/2000
Current record: 36.04km/h (30/5/99, Hans Bausenwein, Germany)

Claim number 6773:

Type of record: Distance over a triangular course
Course/location: Riverside (Australia)
Performance: 300km
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 14/12/2000
Current record: 224.5km (20/6/00, Josef Brandner, Austria)

Claim number 6774:

Type of record: Speed over a 300km triangle
Course/location: Riverside (Australia)
Performance: 45.80km/h
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 14/12/2000
Current record: None

Claim number 6775:

Type of record: Speed over a 25km triangle
Course/location: Riverside (Australia)
Performance: 50km/h
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 15/12/2000
Current record: 42.62km/h (14/9/89, James G. Lee Jr, USA)

Claim number 6776:

Type of record: Speed over a 50km triangle
Course/location: Riverside (Australia)
Performance: 47km/h
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 15/12/2000
Current record: 38.46km/h (23/8/89, Christian Durif, France)

Claim number 6780:

Type of record: Distance over a triangular course
Course/location: Riverside (Australia)
Performance: 354km
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 16/12/2000
Current record: 224.5km (20/6/00, Josef Brandner, Austria)

Claim number 6781:

Type of record: Speed over a 300km triangle
Course/location: Riverside (Australia)
Performance: 45km/h
Pilot: Tomas Suchanek (Czech Republic)
Hang glider: Litespeed 4 Date: 16/12/2000
Current record: None

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

World Record Ratifications

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

Sub-class 0-3 (Paragliders) – Multiplace

Claim number 6562:

Type of record: Out-and-return distance
Course/location: Melchboden Kiosk (Austria)
Performance: 129.6km Pilot: Jürgen Stock (AUT)
Crew: Manuela Konold
Paraglider: Flight Design Twin 2 Date: 15/5/2000
Previous record: 104.2km (25/1/99, H. Travers, UK)

Sub-class 0-2 (HG with a rigid primary structure/movable control surface(s)) – General
Claim number 6642:

Type of record: Straight distance

Course/location: Zapata, TX (USA)

Performance: 502.8km Pilot: David H. Sharp (USA)

Hang glider: Atos Class II Date: 20/7/2000

Previous record: 404.7km (3/7/98, R. Yanetz, Israel)

Claim number 6643:

Type of record: Straight distance to a declared goal

Course/location: Zapata, TX (USA)

Performance: 316.7km Pilot: David H. Sharp (USA)

Hang glider: Atos Class II Date: 20/7/2000

Previous record: 273.5km (1/8/99, C. Gerhard, GER)

FAI congratulates the pilots on their achievements.

World Pilot Rankings Update

(as of 15/12/00)

The WPRS sees changes to PG, HG and Class 2 but no changes to speed gliding or precision PG.

Firstly, it is with great sadness that CIVL learnt of the deaths of Joel Rebbeschi (AUS) and Jobst Baeumer (GER). These were both excellent pilots, who were extremely well respected and they will be greatly missed by all.

The HG ranking sees the addition of the Canungra Classic and the deletion of the '99 US Nationals and Wallaby. There are no changes in the top 10 places with Oleg Bondarchuk (UKR, 1st), Richard Walbec (FRA, 2nd) Manfred Ruhmer (AUT, 3rd), Andre Wolf (BRA, 4th), Gordon Rigg (GBR, 5th), Betinho Schmitz (BRA, 6th), Steve Cook (GBR, 7th), Ron Richardson (GBR, 8th), Mario Alonzi (FRA, 9th) and Nene Rotor (BRA, 10th).

Françoise Moçellin (FRA) leads the female rankings in 31st place overall (169 points) 12 points ahead of Kathleen Rigg (GBR) who is 2nd (37th overall) with Kari Castle (USA) 3rd (66th overall). There are 624 pilots ranked from 38 countries.

Class 2 sees the deletion of the '99 US Nationals and Wallaby, and a few changes in the top 10 places. Brian Porter (USA) is 1st ahead of German pilots Christof Kratzner (GER) and Marcus Hoffmann-Guben (GER) who are equal 2nd. David Sharp (USA) has dropped to 4th (from 1st). He is followed by Hansjoerg Truttmann (SUI, 5th), Bernd Weber (GER) 6th, Diego Bussinger (SUI) 7th, Johan Posch (AUT) 8th, Toni Raumauf (AUT) 9th and Davis Straub (USA, 10th).

Niki Hamilton (GBR) is the only female ranked (26th overall). There are 45 pilots from 9 countries.

The paragliding rankings sees the addition of Japanese Nationals, Korean championships, Canungra Cup and Xceara 2000. Deleted events (from 1999) are PWC Slovenia and Italy, Veltins Cup, Slovenian Nationals and the Argentinian Open. The names in the top 10 places have not changed but some positions have changed.

With all his high scoring events in the 2000 season, Martin Brunn (AUT) maintains the lead on 286 points. However, the Japanese pilots Masataka Kawachi (JPN) and Tsuji Tsuyoshi (JPN) have moved

up to take 2nd and 3rd places respectively. Pilots moving up the rankings are Kaspar Henny (SUI, 4th from 6th), Jimmy Pacher (ITA, 6th from 7th) and Stephan Stieglair (AUT, 7th from 9th). Those who have dropped places are Steve Cox (SUI, 5th from 2nd), Kari Eisenhut (SUI, 8th from 3rd) and Christian Tamegger (AUT, 9th from 8th). Andy Hediger (SUI) has maintained 10th position.

Louise Crandal (DEN) still has a clear lead in the female rankings and is in 37th place overall (185 points) with Petra Krausova (CZE) and Noriko Mizunuma (JPN) in equal 2nd place (78th overall). Currently 654 pilots are ranked from 35 countries.

Results not yet received (and therefore not included yet) are X-Ceara 2000 (HG Class 1 & 2) and the Shikoku Cup (PG).

Country rankings

In PG country rankings the top 3 places have changed with Austria now leading, ahead of France who have dropped to 2nd and Switzerland has dropped to 3rd. 4th to 7th places remain the same (Japan, Germany, Denmark, Italy). Great Britain has moved to 8th, Slovakia dropped to 9th, South Africa moved up to 10th.

In HG country rankings the top 5 remain the same. USA has climbed up a place to 6th, and Australia has dropped from 6th to 7th. Germany and Switzerland have dropped out of the top 10. Italy has moved up to 8th followed by Ukraine in 9th and Sweden in 10th.

World Air Games Online Store – [<http://www.worldairgames.com>]

The FAI and 2001 ECO are pleased to announce the opening of the WAG online store. This new E-commerce store will offer a wide variety of merchandise featuring the WAG II logo, the FAI's WAG logo, "Quillo" (the WAG II mascot), and customised embroidery for FAI teams.

As a start, the store will offer apparel items for cooler weather, such as high quality sweatshirts, long sleeve T-shirts, and hats with embroidered WAG logos. Soon, items will include warmer weather apparel such as T-shirts and shorts with silk screened WAG logos. As the Games approach, non-apparel items will also be offered, such as sport bags, hand-telescopes for watching air sports, and children's items related to flying.

As a special service for teams attending the World Air Games in Spain, the WAG store is offering custom embroidery on all of its apparel. Team names, athletes' names, national flags, etc, can be embroidered right on the official WAG apparel. Custom embroidery with sport-specific Quillo logo's will also be available for all WAG apparel.

The website for the WAG store will include a photo gallery of air sports images, and links to many FAI-related sites. The WAG store will take orders online, and accepts several major credit cards. Please visit the new WAG store at: [www.worldairgames.com].

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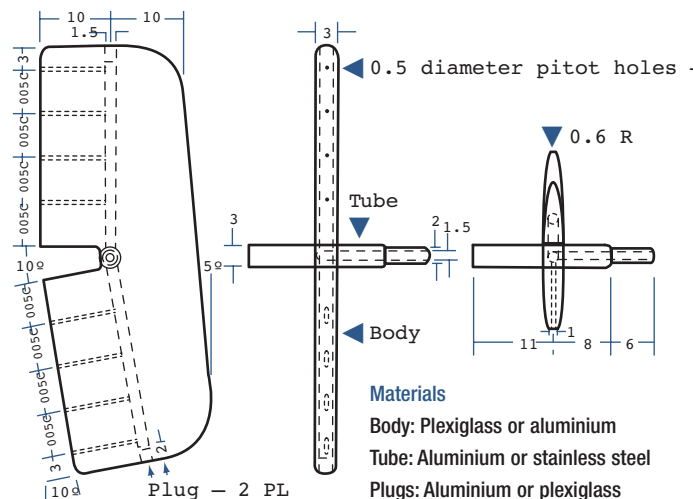
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RON BAKER

The diagram illustrates the flow of a fluid over an airfoil. The flow starts from the left, indicated by a large blue arrow. The boundary layer is shown as a region of fluid that adheres to the airfoil's surface. The flow is labeled as 'laminar' in the front section and 'turbulent' in the rear section. A 'laminar boundary layer' is specifically labeled on the lower surface. A 'separation bubble' is shown on the lower surface where the flow detaches from the airfoil, creating a region of recirculating flow. The flow is also labeled as 'turbulent' in the region of the separation bubble.

Improved wing drag probe drawings

Dimensions: mm, C: Test wing chord



There is still much work to be done in airfoil design and the use of turbulators. However, for the amateur with limited resources, and perhaps an older sailplane, there is potential for increasing performance. I know I increased the performance of my Club Libelle by over five per cent by fitting turbulators.

Five Buckets of Plasticine

EMILIS PRELGAUSKAS

“Go faster” gliding technology today extends from electronic instruments, navigation and verifying systems through to bug wipers and mylar control seals.

At the recent Club Nationals, while Bruce Taylor was doing 600 km, I was doing 400 km.

A conversation arose amongst a group of pilots about how does one pilot do this, and how do others learn about how he does this.

The contest organisers offer some contribution, in the form of occasionally setting a mandatory first turnpoint. We are told this is so that the junior pilots have the opportunity to follow the top guns and, at least for a while, watch and emulate how this is done.

There are several limitations on this concept. In Club Class, the follow principle works if the sprog has a slightly better sailplane than the gun. An advanced novice might hang in there in an equal performance sailplane.

For those of us 30% behind (and not just in straight sailplane performance), that theory doesn't work. When the gun is also in the top performance ship, the difference in technique alone needed to just stay airborne in the older ship is large enough to make match and follow futile.

So we come to looking at other equalisers.

There is the electronic jiggy-pokery.

In my ship I am running a mechanical rate of climb as the primary reference, a static driven basic electric vario as back-up, and no glide electronics of any kind.

And my scores were 5 km/h off the pace, and 10 km/h ahead of directly comparable entrants.

So what value to put on the 'smart' instrument panel.

In my own case very little, because I just don't trust the read out when my eyes are telling my backside to squirm on the seat – 30:1 in a 25 kt headwind is a straight forward eyeball task. Not for me the 50 ft finish. For other pilots there is substantial time to be spared by getting the right height for glide in.

The conversation thus turned to the value of a current in-form gun pilot being a coach in

a performance training environment. Outside the contest, in such an environment the leading pilot could be expected to stop to let the stragglers catch up and explain as well as lead.

The topic then drifts to the value of preparation of the sailplane. Bug wipers are not in evidence in Club Class, although the Benalla weather was very 'buggy'. Pilots cleaned leading edges, and in the case of the friendly neighbourhood magpies, cleaned calling cards off the gliders repeatedly – including after briefing and before launch.

Some gliders are more prone to performance penalty due to bugs than others, individual pilots making penalty adjustments to their glide calculations in accordance with their experience as the day wears on.

Control seals were very much in evidence. Surfaces were polished, make up weight was being carried, sometimes on the pilot's body, sometimes in glider ballast.

Preparation of the glider is seen as very much part of achieved performance. This comes in both achieved performance, and the 'it's good for the soul' aspect of the pilot believing their mount is well prepared.

Peter Temple had his yaw string replacement interrupted with a discussion with neighbour Johnathan Shand about the relative performance merits of the standard pre-shrunk Aussie wool string as opposed to the low drag cotton variety taken from the standard teabag – and whether it is mounted in contact with the canopy perspex or floating in the boundary layer.

A 'trick' with older glider types without sprung dive-brake caps is to fill the upper perimeter gap with plasticine. We like to think the Boomerangs kept the PW5 at bay that way. One ES60 had the full complement of control seals, the other none.

Side-by-side flight suggested that the one without climbed a little better with 50 kg less pilot weight, and in the glide they were indistinguishable. The scores suggest this didn't translate over whole flights.

The big difference in the wash up is still that one glider was drawing on 1,000 hours more experience of racing ES60s than the other.

It would seem that unlike some sports, where it is possible to become a gun by buying last year's winners' fettled equipment, in gliding the route to the top continues to have an element of 'paying the dues'.

In the consumerist world, where success in the short term is prized, this time-lag remains a barrier for pilots to choose to participate in the contest scene.

Storm Cloud

LEO JAMES PAYNTER

16 April 1999

It boils and grows in tumbles and throws,

*leaning to, then blowing over,
it falls on itself over and over.*

The cloud grows bigger, bolder and meaner.

Throwing itself about, looking for a way out.

*As hot and cold clash together,
the sound of thunder travels forever,*

*the cloud moves on at an incredible pace,
flashing and thundering in all its grace.*

*Rain drops fall hard, soaking the ground,
the cloud moves on, rain pouring down.*

*But slower and slower, the mumbo breaks up,
ends in a flash and an almighty clap.*

*The whispers which were left to drift,
find the sun and hit some lift,*

*as it warms and starts to broil,
a whisper has it, there's trouble and toil.*

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Scoring System

EMILIS PRELGAUSKAS

The central concept of racing is that pilot performances should be compared.

So in general, where pilot A is fastest, or does the longest distance, or stays aloft the longest, for scoring purposes that pilot then becomes the reference, and all other pilots get a proportion of that score based on their respective achievements.

Long division is done on a blackboard, or a hand calculator, and presto, a score sheet.

But, complain the pilots, this simplistic score approach isn't fair. First, my glider isn't as good as their glider, and I want an equalising handicap. Then the task distance was too short, too long, too something. Give me factors which equalise day one with day two with day, etc.

The glider may have pilot pairs flying: give me alternate day scores only, give me a pilot scramble, give me alternate start points to spread pilots for safety. I have a bad day, so give me a score system with scores between pilots biased toward the winner so that I'm not knocked out of contention by one bad day.

Enter the computer age. Gliding has for many years used and evolved computer score programs.

Club Class makes things more complex by the flexibility built in within the class for all things – pilot entries, glider types, task types, weather types, racing types, etc, etc.

Over the years, every year the contest organisers have had trouble getting scores out early in each contest, bedevilled by not necessarily the scoring system, but more probably the human interface.

This yearly tribulation causes stress between organisers and pilots. Pilots expect provisionals up within hours. They expect final scores next morning and prizes, clapping, accolades, then the coming day's race.

Instead we get no scores for some of the fleet, for several days, doubtful provisional score lists, and organisers frazzled and more prone to make mistakes elsewhere in the organisation (poor control point selection, briefing items missed, and so on).

At which point the call is for a return to the original blackboard or hand calculator.

I don't care about the beauty of the written code, the prettiness of the program's complexity, the C1, C2, C3 factors; give me a scoring system that punches out results.

Let those results be consistent and focussed on the contest between pilots; rather than on the evolving contest between pilots and the contest administration.

Not a score system that baulks if you try to correct a mistype of the pilot's name (yes, my surname challenges organisers and computers alike every year – I always get three variants or more within the one contest). Not one that requires all fields completed before processing.

Scorers like to do preliminary runs to check everything is coming together. In Sports Class the logger number may be missing (Garmins don't have a number).

In Club Class pilots may share a glider day about. Pilots may go through a turnpoint but not be claiming it because they are on their way elsewhere to avoid the A-B-A prohibition in the rules.

Not one where the logger trace is re-interpreted by the score system.

Give me a hand calculator and a hard copy list of start times, finish times and turnpoints rounded, and let's get the scores out, because the next day is a new race day – not part of a three-day haggle between the scoring system and the pilots about whose interpretation of what happened should prevail.



If you're a CFI or an instructor... ...are you gliding enough to be safe and effective?

GRAHAM MORRIS (Senior Regional Examiner, BGA) – reprinted courtesy Sailplane & Gliding <www.gliding.co.uk>

If not, you owe it to yourself and, above all, your pupils to improve. You are most likely to achieve this by more solo gliding in a deliberate attempt to improve your handling. If this is difficult at your club, either it needs some reorganisation, or you must do some soaring elsewhere.

If you're a CFI, are your instructors doing enough gliding? It is highly unusual to find "exceptions" who do not need more solo gliding. Look at previous renewal records. Are many low-timers year on year? Some instructors have good years and bad years, but too many only have bad years. You owe it to your club members to ensure they do better.

Do you have instructors you simply can't get out of the two-seater and who complete the minimum solo just before renewal? I'm forced to conclude that they don't really like solo gliding! If I'm right, how will they inspire pupils?

How about your own renewal requirement? If you cause instructors who do insufficient gliding – especially solo = to do more, you will create an environment conducive to higher instructing standards and greater safety – a vital part of a CFI's job.

Finally, beware of the Smashing Bloke Syndrome. The Bloke can be of either gender, but is of course the proverbial good egg. This

is often true of instructors who are not up to scratch and can make it difficult to tell them so.

Once, after I explained to a CFI that his candidate for a full rating had been found wanting, his immediate response was: "He's a smashing bloke, you know!" And so he was, but that's not the point. It is potentially dangerous if the instructor's handling is not up to scratch, and poor instruction can result in accidents long after the pupil is solo.

We must test our instructors in the air and, no matter how nice they are, we must tell them when they are inadequate.



Gliding Lesson

LEIGH CAMPBELL

'Where are you up to in your gliding, Leigh? Are you doing take-offs yet,'

asked Allan, the barefoot instructor. *"No, I've only done about*

five hours, but I'll follow you quite happily," I replied – and I didn't

even feel nervous, after all, I'd done a whole 10 flights!

"Well, *there are several parts to it, and I'll call them as we go. First, the ground run, then separation... separation, then we start to fly up to 250ft at 55 to 60kt, then it's full climb, keeping the wings 45 degrees to the horizon till the top and then there's cable shudder, nose forward and drop the tow. I'll call them, you fly them. Right, do your ABCD and CHAOTIC checks and get strapped in,"* he said.

There wasn't time to think. I'd just arrived at Elliot Field out of Bundaberg in the hope of a flight on such a fine day. Action, not thought, was the order of the day. Out with the ballast, check the controls, climb aboard, go through CHAOTIC.

Take-up slack, full power, full power! Off on the familiar surge and rumble down the runway, with the stick becoming alive.

"Separation, pick up speed, 200ft pull the stick back, it's your plane," yells the instructor.

"Keep the wings at 45 degrees, look to the horizon, that's it, you've got it, keep weight on the stick. He's going to fast, I'll slow him down."

A violent yaw left and right unnerved me, then on to the top, 1,800ft, level out and release, whew!

"Now head for that cloud to the left. Remember we do left circuits here. There is a bit of lift, but not much. Do a left circle in this thermal. That's right, 45kt. We've gained a bit but not much. We'll fly on and see if we can find more. Straight and level. It's your plane."

The first few minutes aloft are such a rush, but for the first time I could feel and follow his movements on stick and rudder, and understand what he was doing to the plane. Also, I could understand why it was moving where it was and how he was flying it.

"No, we'll have to return. There's no lift. You take it on the downwind leg, parallel to the strip and no less than 50kt, and do your FUST."

"What's FUST?" I asked. *"Flaps away, undercarriage down and locked, speed over 50kt and trim full forward. Okay, turn 90 degrees left for the base leg, watch your speed, roll-out, turn again, line up the strip. I'll do the airbrakes, keep the speed up, good...good."*

We rushed towards the trees, skimming over the forest, then dropping fast with airbrakes.

"Now, hold off, straight and level, touch and then... stick back, pull hard. We'll roll over to the launch site and be ready to go again. You stay aboard. This is how you learn."

Hold on! I'd learnt about 100 things in the past five minutes, but he wanted more! I tried to collect my thoughts, as he arranged ground crew to hook up, hold the wing and then away again. Take up slack, full power, full power!

"Now, you take it from separation, full climb. Check your angle, pull back, feel the pressure on it and that cable shudder as we reach the top. Don't worry about the bumps, that's a thermal passing through. Right, nose forward and release. Pull twice, okay it's your plane," called Allan. *"Keep heading for that cloud, there's strong sink here, so there may be lift ahead. Yep, here it is,"* as we bounced and rocked. *"Follow me as we try for height in this thermal."*

So around we went, around and around, in and out of the core, centring, lifting, bouncing, searching, reading dials, slowly up to 2,000ft, more turns and bumps that I could now distinguish from flight corrections, trying to sense the air we were flying through. Bumpy lift describes it well, but at least we were ascending.

"We're 3,800ft," called Allan, tapping his sticking altimeter behind me. *"Right, you take it higher in this thermal, steady bank, 40kt with half flap. You've got it. When you're ready we'll roll out and do some exercises."*

So at 4,200ft, when I was quite dizzy from all the turns, and watching the horizon spin around and around at a steady angle, I rolled out flat and straight with great relief and had a look down below. How did we get up here on a thin bit of wire which they use for bed springs? It's pure magic, the miracle of flight.

"Now, I want you to do a 90 degree turn to the left. Look out first, stick and rudder together, string straight. Good. Roll out. Now 180 degrees to the right. Look out first, good. Now 360 degrees to the left. You've got it," says Allan.

"Now trim for speed, hold the plane at 40kt, stick back, then trim back to balance the stick. Good, 40kt. Now, hands off and it flies itself."

See! Now, trim it to 50kt, stick forward, trim tab back, hold it, 50kt. Hands off again, good. You've trimmed it to 40kt and then 50kt. Okay, a few more turns and we'll return to the field."

It felt good controlling the plane precisely in clear air, making it do what I was told, and I make it do what I wanted for a while. Then a few more turns, a 360 degree turn and then the fun was over.

"Now do your checks, FUST. Call them out and then do them," yelled Allan.

"Flaps closed, undercarriage down and locked, speed about 50kt, trim fully forward," I yelled.

I turned for the base leg way too high, turned for the approach still too high. *"Never mind, I'll take it down,"* called Allan. He popped the airbrakes and we slowed, dropping fast and were soon on normal approach, level out, bang down and roll on to stop.

"You've come on well, Leigh. You were way too high on descent, but you'll learn that later. Anyway, I hope you enjoyed it."

"Yep, I did enjoy it too. I think the enjoyment is overcoming the anxiety and I'm certainly feeling you flying it as well. I'm learning, I'm learning. Two flights in a row and all that chatter – and I can still smile."

It must be some form of madness! ✂



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The Role of Trike Ultralight Aircraft in the 'Elephants of Timbuktu Research and Conservation Program'

ANNE ORLANDO

Elephant populations in West Africa have declined precipitously in the past several decades, with less than 6,000 now thought to remain in scattered pockets across fourteen countries. Extinction is now considered imminent for most populations of elephants in West Africa, but exceedingly little is known about the ecology, social organisation, genetic makeup, and behaviour of these animals. The 'Elephants of Timbuktu Research and Conservation Program' was begun in 1998 to provide lasting conservation and management for the northernmost population of elephants left in Africa, and one of the few viable populations in West Africa.

the needs of different members of the population? We began analysing vegetation, soils, and water sources by sampling in hundreds of random plots along a multitude of transect lines, spending months in the thorny brush with little resultant information (and occasionally with the threat of unfriendly elephants).

With the ultralight aircraft, we have now developed methods of capturing geographically referenced photographs of food, water, and soil resources that can be compared across months, seasons, and years. Multi-spectral aerial photography now allows us to determine the protein levels of vegetation across entire regions, and track the drying of waterholes with real volume measurements. We are also able to document the numbers, sexes, and often the individual identities of elephants within groups with digital and still images taken from the ultralight. In this way, we can confidently determine the

number of elephants in the population, monitor birth and loss rates, as well as the health of the population. The ultralight was essential to safely locating, tranquillising, and fitting nine elephants with GPS/radio tracking collars, and is needed almost daily to find the collared elephants in their vast landscape.

At the same time, other biologists are recognising and quickly developing the uses of ultralight aircraft for counting large mammals, monitoring wildlife populations and threats such as poaching in undeveloped areas, monitoring resources, vegetation, human and livestock populations, and studying the interactions between wildlife and their habitats.

Generally, biologists hire conventional aircraft to track radio-collared animals one to two times a week. Ultralight aircraft are able to track these animals, fly for one-third (or less) the cost of conventional aircraft, land and take-



off without requiring a conventional airstrip or specialised fuel, get closer to the animal allowing the biologist to document the habitat in which the animal is located, and offer an unobstructed view of the land below, allowing cameras to be mounted without having to cut a hole into the floor of an aircraft. Biologists with the Wildlife Conservation Society working in the rainforests of northern Congo are mounting videocameras on aircraft to census and spot elephants, gorillas, and bongo, and to document poaching incidents in inaccessible forest clearings frequented by wildlife. National parks in Ghana and Nigeria are now using ultralight aircraft to survey and monitor wildlife, illegal grazing and planting of crops within parks, and poaching in regions that are without roads or passable terrain.

Ultralights offer an extremely effective yet non-invasive tool for managing wild areas without the expense and disturbance of building airstrips and maintaining highly technical aircraft. The integrity of wildlands can be maintained, while still allowing protection and research of ecosystems. Aerial video and photo analysis methods are developing quickly, including systems that automatically map visual images, and software that measures landscape features and changes over time. We have found our aircraft to hold limitless potential for dealing in a logistically challenging environment, and for conducting completely unprecedented methods of research at low cost and with great immediate scientific and conservation benefit. Ultralight aircraft have heretofore been regarded mainly as recreational craft, but their enormous potential for scientific and management pursuits is being increasingly recognised and developed. We are personally excited about the potential contributions of these craft and hope to promote and advance these uses well into the future.



HGFA Events Calendar

Australia

Australian Paragliding Open 2001

3-10 February 2001

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 & the last one that has validity for WPRS rankings to decide team sizes for the PG Worlds in Granada! Prizes worth over \$5,000! Entry fee: \$160. 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: 16 & 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 Street Charlestown NSW 2290. For more info contact

Bill Olive ph: 02 49213804 (w) or 02 49423131 (h); <bolive@DOH.health.nsw.gov.au>.

WA State Soaring Competition 2001

24 February – 5 March 2001

Wylkatchem (200km north-east of Perth). Open to all HG & PG pilots. Ground & aerotowing based comp. 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>.

State of Origin 2001 PG Comp

Good Friday – Easter Sunday

Manilla, NSW. 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 4294 2129 or email <endamurphy@ozemail.com.au>.

Flatter than the Flatlands 2001

13-17 April (Easter) 2001

Birchip, VIC. Entry fee: \$60 per person. Entries from teams only. Min. 5 pilots per team. Entries open 15 January 2001. For more info & updates visit [www.ains.net.au/~warwickduncan/].

Overseas

Mexico Millennium Cup 2001

PG: 29 January – 2 February 2001

HG: 5-9 February 2001

El Peon del Diablo (15km south of Valle de Bravo). Prize money: US\$10,000. Entry fee: US\$250. Fly from 10am until 6pm most days! Cloudbases between 2,700m & 5,500m asl. January & February weather is very consistent. Scoring system: GAP 98/2 (race program). Tasks: Triangles of 50km+, out & return, race to goal. For more information see [www.delta.net.mx/eneva/copa.htm]. Contact: Erick Salgado Ribera (organiser), fax (52) 726 23279, email <eneva@delta.net.mx>.



The "elephants of Timbuktu" are the last population remaining in the Sahelian region of Africa, existing in extremely remote wilderness at the edge of the Sahara desert. This roadless region is inhabited mostly by nomadic pastoralists and their livestock herds, and has very few water sources or settlements. The primitive nature of the terrain and extensive migration of the elephant population (~600 miles/year) makes vehicular travel limited, establishment of a base camp impossible, and no facilities exist for fuelling, storing, or maintaining conventional aircraft.

Ultralight aircraft are in use as the only viable means for following, studying, and monitoring the elephant population long-term.

A flex-wing (trike) ultralight is used due to its absolute portability, ease of set-up and maintenance, mechanical simplicity and overall ruggedness. The aircraft is hauled on a small trailer behind a LandRover, with the wing strapped to the roof, or is preferentially flown to wherever the aircraft is needed.

This trike has surpassed all our requirements and expectations for performance, reliability, durability, and practicability in rugged conditions. Furthermore, this versatile aircraft has quickly become the backbone of our field research program, offering us new and innovative possibilities for viewing the landscape, elephant habitat, documenting elephant behaviour, collecting data, and effectively answering integral research questions.

Our research focuses on understanding the factors that lead the elephants to use their habitat in the way that we observe: frequently moving enormous distances in a complex circular pattern. What resources are most important for elephants, what resources are limiting, what are

In Search of the Magic Moment

JULES MAKK



Here it comes



It's here



Pete Bolton in an Airwave Kiss



Launch from a distance



Someone launching after discovering it wasn't evil



Fogged in over launch

Since taking up hang gliding in 1983 there have been a few really exceptional days in my experience, the magical moments that glow incandescently in my memory as pure joy.

One was a spectacular flight in an orange pink emblazoned sunset on the coast, that saw a simultaneous moonrise from the other side. I soared in the steady air currents by moonlight and saw street and house lights blinking on in the distance, marking the edge of land and sea.

Then there was a winter convergence flight over a mountain in smooth gentle lift, to play among the wisps of cloud vapour, climbing up the sunny side and diving through translucent veils of puffy white to burst out the other side. No other encounter has given me a truer perspective of my three-dimensional motion through the air.

And then there was the 40 km glide over the flatlands in warm buoyant air from 9,000 ft, and the last thermal, to watch the lengthening shadows on the ground and cross the countryside in undisturbed peace and serenity.

They don't happen over night... but they do happen. After having my share of accidents, bumps, cuts and scares, I have become conservative and pick fewer days to fly, with a broader margin for error, still looking for that exceptional day. The photos appearing with this article show one of those unusual days where conditions combine to produce something of extraordinary wonder.

It was a few years ago at Myponga Ridge, south of Adelaide, a popular flying spot in the winter north-westerlies. A bank of sea surface fog approached the ridge in the 15-17kt breeze and crawled like a lazy cottonwool caterpillar up the face and dragged itself over the launch. It drifted up the shallow slope to the low hills at the back, then dissipated like a steamy ghost. The amazing thing that struck me was how slowly it moved. My perception of the air movement, and my speed through the air as I imagined it, seemed to be far more than was apparent by the tardy progress of this low slow cloud. Normally you can't see the air we soar through. The overall sensation was of being suspended in time. I quite easily maintained 500ft over launch and I had a camera handy... the results here for all to see and enjoy.

Of course, the magic moments probably happen more often than we have time or opportunities to fly, but they do happen. With over a thousand hours of flying and many thousands of road kilometres behind

me, I watch the sky expectantly, projecting my thoughts and fantasies towards the question: what's it going to be like up there today?



Cottonwool caterpillars



Gliding around above it all



Perspective of height

Author's note: Some more great flying photos can be seen in colour on my SKYOUT web site, in the photo section: [www.bit.net.au/~skyout].

Pilot Profile

Mark 'Bomber' Thompson



Mark 'Bomber' Thompson initially earned his nickname from a close friend who was also an Essendon (AFL) supporter. The name stuck due to its unfortunate connotations in hang gliding language. His administrative skills have, on occasion, seen him at the helm of the Western Soarer's HGC, and otherwise as a driving organiser of XC events in WA. Once a part-time instructor, his flying skills have seen him crowned WA State Champion 2000, and recently earned him a PB distance in the top seven ever

flown in WA. WA's close links between para and hang gliding, and the continued growth of the sports owe a lot to Bomber's flair and imagination. With his career recently moving him to Sydney, his infectious enthusiasm for the sport will be sorely missed west of the Nullarbor. Watch this space – the Bomber Thompson story is far from told... (Kind words from Darryl Speight)

Name: Mark Thompson
Age: 31
Flying hours: 460 hours
Usual glider(s): Litespeed 5
Club: Formally Western Soarers
 – now looking for a home.
Occupation: Telstra Bid Mgmt Manager

Place of abode: Formally WA – now Dolls Point in Sydney.

Reason learnt to fly: Finished uni, started work and had time and money to burn. My friend Lance suggested we give hang gliding a go (he reckoned it would pull the chicks). I was hooked from day one
 – still waiting for the chicks though!

Favourite flying moments: Finding a 50 up thermal that I needed on the last day of the WA State Comps 2000 to win the comp.

Favourite flying site: One hundred meters behind Sid Lacey on the aero tow.

Interests outside flying: Underwater hockey, cycling, running, scuba diving, windsurfing and drinking with hang glider pilots whose achievements get better the more they drink (the fishing story syndrome).

Career/life goals: Be happy and have no regrets. Write a book.

Favourite non-flying moments (there must be some): Waking up each day (unless hung over).

Some of my material possessions include: Beautiful home in WA, my dog Jess (now under the care of her mom), my Mazda MX5 (also under the care of the dog's mom) and my CD collection.

When asked by my spouse/partner whether flying or 'the relationship' is more important I usually reply: Hang gliding, and it's better than sex!

Unfortunately this photo arrived too late to be included with Mark Mitsos' pilot profile last month, but it's far too cute not to find a place this month:



▲ Mark and Romy prepare to reverse launch.
 Photo: Courtesy Mark Mitsos

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Budgeting without tears – Part 1

R SALTER AASA CPA

In each club there is an unfortunate individual occupying the Treasurer's role. He or she has an unglamorous, but important function. Often, having to undertake tasks beyond his/her training, will bring frustration and tension. Nor is there much in the way of kudos. Coming up with a loss will heap criticism on the poor soul, while the credit for a surplus and healthy balance sheet is likely to be usurped by Presidents and Secretaries. How can the poor bean counter win?

All Treasurers work with budgets, but not all of them know the techniques and uses they can be put to. And there are quite a few, designed to make a budget useful. In this, and maybe another article, we will look at some of these aspects. Begin by asking yourself: what is a budget? If you are honest with yourself, you will find that it is not all that easy to define it adequately. 'It is a financial plan' will spring to mind – but it is more than that, if used fully.

Maybe we should look at what it is not. Obviously, it is not just a piece of paper to be thrown into the rubbish bin, but neither is it a religious dogma, to be observed under all circumstances. If you are the maintenance bloke and the budget has allocated \$500 to you to buy grease and oil, you might have spent that before the year is out. You will be decidedly unpopular if you cease lubrication there and then to comply with the budget, while all bearings freeze up.

Used properly, a budget is a financial plan and a control mechanism at the same time, in short, it is a management tool. The planning starts it off.

Let's make up a simple one and work it through. We are going to set up an annual budget for the operation of the club's towplane. (using

round figures without worrying too much about today's real prices).

We plan on seven launches per hour, 35 launches per day and 50 weeks operation on weekends. This translates into 3,500 launches per annum, which will occupy 500 hours of flying the tug. Operating a Pawnee means 55 litres of gas per hour, let us say at \$1 per litre. There will be other running expenses (oil, grease, ropes, rings,) as well as 100 hourly inspections and engine overhauls every 2,000 hours or thereabouts. All of these costs are related to the hours flown and known as variable costs. Before we even start up, there are fixed costs, such as insurance, registration, radio licences and the like, which have no relation to the actual flying time. Depreciation should not be forgotten (more about this later). We can start our costing:

Fixed costs	
Insurance	\$5,000
Licences, paperwork	\$1,000
Incidentals	\$500
Batteries	\$200
Depreciation	\$2,500
Aviation charges	\$500
Subtotal	\$9,700

and higher prices, but let's take these figures as an example. This sort of thing is familiar to all

Treasurers, and they will quickly work out the cost of a launch at about \$15.70. The club will then set a price per launch to cover the cost and produce some margin for future needs. We will put it at \$20 per launch. So far so good. We have done the planning, but what about control? Things never work out exactly to plan, and we must deal with this. We need to become a bit more sophisticated here and use budget vs actual figures. For a year's operation, they might look something like this:

Income:			
3,500 x \$20	\$70,000	\$70,400	+ \$400 favourable
Costs:			
Insurance	\$5,000	\$5,300	– \$300 unfavourable
Licences, paperwork	\$1,000	\$950	+ \$50 favourable
Incidentals	\$500	\$350	+ \$150 favourable
Batteries	\$200	\$240	– \$40 unfavourable
Depreciation	\$2,500	\$2,500	
Aviation charges	\$500	\$530	– \$30 unfavourable
Fuel 55 x \$1 x 500	\$27,500	\$32,670	– \$5,170 unfavourable
Oil, grease	\$500	\$500	
5 hundred-hourly inspections	\$3,000	\$2,400	+ \$600 favourable
1/4 of engine replacement cost (2,000/500 hrs)	\$7,500	\$7,500	
Normal maintenance	\$5,000	\$4,500	+ \$500 favourable
Ropes, rings, etc.	\$500	\$550	– \$50 unfavourable
Tyres	\$300	\$250	+ \$50 favourable
Radio costs & charges	\$300	\$320	– \$20 unfavourable
Other costs	\$700	\$600	+ \$100 favourable
Total	(\$55,000)	(\$59,160)	
Surplus	\$15,000	\$11,240	– \$3,760 unfavourable

Assign plus signs to each "good" variance, minus signs to "bad" variances. Note that an increase in the figure for income is "good", but "bad" for an expense. The variance in the surplus (profit) is equal to the sum of all individual variances. (Remember to watch for the plus and minus signs when adding).

The individual variances will give you an indication of where to look for trouble, and how to improve performance. But by now you are a pretty clued up person, and no longer satisfied with raw variances – you want to know why they occur. This where analysis and control comes in.



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Some of them are easy to interpret. For instance, the favourable \$400 on the income side must be due to more launches sold, as there was no change in price. \$400 divided by \$20 means 20 extra launches over estimates. Likewise, the \$600 variance in 100-hourlies admits of an easy explanation. We had planned \$3,000 for five inspections, or \$600 per inspection. Obviously, one of them has not been performed. The flight logs show that 495 hours have been flown, so the last inspection is not yet due.

But other figures are not so easy to interpret, because more than one factor is involved. Have a look at the biggest variance, that for fuel. Your original plan was for 55 litres per hour, at \$1 per litre and 500 hours flying. Taking a look at the tugmaster's records, you find that fuel was actually \$1.20 per litre, and 3,520 launches were flown. The consumption was as planned, but only 495 hours were recorded as flown. Can we disentangle the various effects?

Variable costs		We can split the total
Fuel 55 x \$1 x 500	\$27,500	variance into what is due to the
Oil, grease	\$500	change in price, and what is due
5 hundred hourly inspections	\$3,000	to change in litres used:
1/4 of engine replacement cost (2000/500 hours)	\$7,500	495 hours flown means
Normal maintenance	\$5,000	27,225 litres used, each costing
Ropes, rings, etc.	\$500	\$0.20 more than planned, so we
Tyres	\$300	have a price variance of
Radio costs and charges	\$300	27,225 x \$0.20... = \$5,445
Other costs	\$700	unfavourable. But we flew five
Subtotal	\$45,300	hours fewer than planned, so we
Total	\$55,000	

have a volume variance of 5 x 55 litres at \$1 planned... + \$275 favourable. Total variance as above... - \$5,170 unfavourable.

Depending on the nature of the items analysed, the deviations from budget are sometimes known as controllable and uncontrollable variances, a self explanatory definition.

Be aware that unfavourable expense variances are not necessarily bad. They may simply be a consequence of increased Sales volume – look at the variance there before making decisions. The final arbiter is of course the variance in the Surplus/Deficit figure.



Continued next issue.

SA State Gliding Competition

EMILIS PRELGAUSKAS, Contest Director

The Balaklava Gliding Club, situated in the mid-north wheat country north of Adelaide, and Gawler hosted the South Australian State Gliding contest for the second year in succession. The preceding 2000 contest was notable for temperature extremes and long flights, including close to 1,000km by a few on the enforced 'rest' day.

The 2001 contest was set from 2 to 6 January to stay clear of the Worlds' dates. My role as contest director was requested when I flew in the previous Wednesday. The club provided all the resources tuned up the previous year. Once again Wayne Kiely came from Renmark to score; Mike Hancy spent the week to advise on weather; Kevin Warren from Port Lincoln stayed the week to tow. Club members ran winches, flight line, finish line, catering, support and good humour.

Pilots ran a wide assortment of gliders. Open Class from ASH25, Nimbus, IS32, longwing Ventus; 15M with LS3, Mini-Nimbus; Standard with Discus and LS8; Club Class with LS4, LS1, Hornet, Libelles, Club Libelle, ASK21s. Seventeen flew on some days.

Practice day suggested a good time in the offing. It was windy, and Open Class alone marshalled, leaving it to pilots to decide if they would practice. A 320km was set. Tasksetters Bernhard Eckey and Peter Goodale flew the task. About a dozen flew, some cruised the contest area close to dark, smiles predominated.

Several subsequent days were lost (of course) through strong wind, or early sea-breeze inflow – usually just as marshalling was complete. Pilots

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and organisers assisted one another with early marshalling and launches as soon as the two ASK21 sniffers showed convection established.

Launching was mixed, with two winches and one tug. In this way every day both classes got out on task and then the sea-breeze came in at the airfield. The task area remained clear of sea-breeze and so glides home were possible. Thereby, three consecutive days were flown. Short tasks, but with high return rates, and the smiles from practice day returned to pilots' faces. As well, the evening buzz returned to clubroom conversation and the difficulties were overshadowed by the flying.

Outlandings became technical when pilots decided the day had been used to the limit, and came home to let the logger tell where the course terminated in 'outlanding'. Staying close to home (within 80km) meant real world retrieves were completed to still allow for dinner and to rest up for the next day.

If the general convection depth was shallow, pilots emphasised the odd high climb, or not infrequent save. Pilots not infrequently watched others in the act. Tasks stayed in the flat country, few looked for better conditions in the adjoining hills, sometimes successfully, sometimes not.

Daily wins didn't give a clue to the overall winners. Maka Ichakawa, Tobias Geiger and Syd Nankivell flew consistently. The flashy individual day performances also had bad days. Long tips were put on, fuel was syphoned out. Some two-seaters flew one up. Gliding adapted to the conditions.

Sixty people joined in the wind-up dinner. The host club hired a bus to allow everyone to enjoy themselves to the full without needing to drive afterward, and people went home with words of thanks and a smile. ✂



The Largest Gliding Club in Australia

PHIL MULHALL, NSWARTC Gliding Club, RAAF Richmond Gliding Club

In 1999 the Air Training Corps (Air Force Cadets) was honoured with the Hoinville award for its efforts in the continued support of the training of young glider pilots. In 1998/1999 the AIRTC claimed 46 badges – 34 from NSWARTC alone. That figure makes the NSWARTC Gliding Club one of the largest gliding clubs (in terms of training) in Australia, training over 200 students and launching over 2,000 times over only eight weeks a year.

The NSWARTC Gliding Club is based at Bathurst Airport, seven miles to the east of the Bathurst Soaring Club's Pipers Field. For two weeks every school holidays (SQNLDR(AIRTC)) Roger Browne – the CFI/ Detachment Commander/President – and a varying array of instructors, tug pilots, support staff and cadets operate out of the 28 Flight building at Bathurst airport and run gliding training for tri-service cadets and adult staff from the ab initio level to the C certificate. The week-long course involves a full day of lectures for the new trainees followed by five to six days of long flying days and evening debriefs and more lectures.

A typical flying day consists of a 06:30 hours start, hot breakfast and glider preparation with first launch at 08:15 off the 26/08 cross-strip or 35 grass left/17 grass right. Flying continues all day with morning/afternoon tea and lunch brought out to the field, and last landing at around 18:00. The gliders are put to bed and dinner served at 19:00 and debrief and lectures from 20:00. Lectures are followed by free time and lights out at 22:00. The instructors' days go for longer, of course, with many log book entries to be made and day reports and flying accounts to be prepared. On a typical summer's day up to six gliders and two tugs (Bathurst Soaring Club's TNE and PPC) are running non-stop. The record for the number of launches on one day is 93. On average however, the number of flights on a summer's day is around 55-60.

The gliders for each course include a combination of two AIRTC-owned Blaniks GVD and GVK, a syndicate owned Ka-8 GPD, Bathurst Soaring Club's K13, Is-28, Puchacz, Jantar Junior and Standard Libelle, and the occasional cameo appearance by an RAAF Richmond or RAAF Williamtown glider as required.

At the end of every year the NSWARTC, through the RAAF, provide cross-country training (and a ride or two on the winch) for

the more experienced cadets and staff at the inter-service gliding competition at Leeton. For two weeks Roger Browne and one or two other instructors/cross-country pilots again take a small number of cadets to Leeton over the new year to gain cross-country experience and also to try and earn their Silver C, and this year maybe a Gold or two. The cadets fly Blaniks, the Ka-8 and occasionally the RAAF Club Libelle or Astir across the MIA skies either doing the day's tasks or the traditional Leeton-Beckom 50 km Silver C task. My last two years at Leeton have seen every cadet attending gaining their Silver C after one or two cross-country mutuals with Frank Burtt, Kevin Leo, Grahame Rock, Roger Browne or Greg Quick. Leeton provides that extra step for the more experienced student which the Bathurst courses can not.

The list of instructors and tug pilots who fly at the NSWARTC G.C. is long and full of experience. The list includes Level 1, 2 and 3 instructors from a range of backgrounds including the air force, navy and civilian worlds, and a range of clubs like Bathurst, RAAF Richmond, RAAF Williamtown, Southern Cross, Hunter Valley, Harden, Leeton and Canberra. The wealth of experience includes dedicated instructors such as (SQNLDR (AIRTC)) Roger Browne, (FLGOFF (AIRTC)) Bob Sheehan, Greg Quick, (FLTLT (AIRTC)) Eddie Pike, Henry Levy, (Group Captain) Spike Lee, (CPL) AJ Lee and (Air Commodore) Frank Burtt, and tuggies like HOFFIE, Nick Wills and (LAC (AIRTC)) Bill Gleeson, plus too many more to list who bring their own experience and talent to Bathurst every course. I can't forget all of the support staff as well which include chef-extraordinaire (FSGT (AIRTC)) Bob Coombes, and ADMINOs (PLTOFF (AIRTC)) John Watson (FLGOFF (AIRTC)) Paul Adams, (CPL (AIRTC)) Colleen Baxter and many, many more.

To this day it still blows me away to see so much experience and dedication in one place,

and not for high performance training or competition or even recognition or ranking, but for guys and girls between 13 and 20-years of age. Without the support of all of these people, especially Roger Browne and Bob Sheehan who organise each course and look after the gliders between them, the gliding could not continue. I know I speak for all of the students and staff when I say thank you for your continued and unrelenting hard work for the support of gliding, the AIRTC and the youth of Australia. The AIRTC are truly deserving of the Hoinville reward, a reward that I believe is long overdue. I may be biased in saying that the NSWARTC is the best run and most efficient operation I have seen (especially when considering the most of the people there are inexperienced students, unlike competition operations), considering all of my glider training was done with the AIRTC at Bathurst and Leeton, including my instructor training, but it is!

The NSWARTC Gliding Club provides gliding training for cadets and staff of all three cadet Services and members of the permanent Defence Force.

Web site: [\[www.airtc.dod.gov.au/nswgliding\]](http://www.airtc.dod.gov.au/nswgliding)

GFA Soaring Calendar

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@onastralia.com.au>.

Australian National Gliding Championships and Australian Grand Prix Championships

10-23 February 2001

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

Victorian Soaring

Association Incorporated

Amended Meeting Notice

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 22:00 hours.



THE GLIDING FEDERATION OF AUSTRALIA

Please note: all prices include GST

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Aerodynamics for Soaring Pilots – Millicer	\$33.00
Aerotowing Manual	\$22.00
Airways and Radio Procedures – GFA	\$5.50
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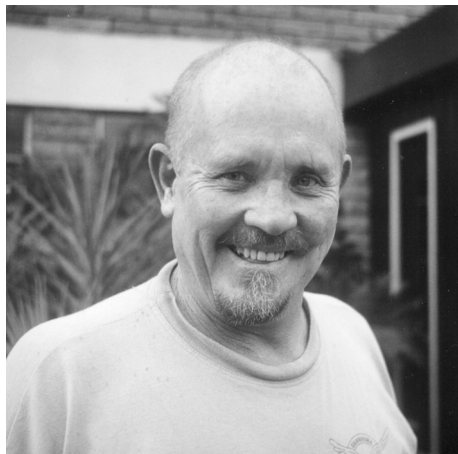
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HGFA General Manager's Report



I have great pleasure in welcoming Belinda Head as the HGFA National Development Officer. Belinda is an avid paraglider pilot and is currently president of the ACTHGPA. With a little assistance from me, Belinda will be developing and implementing the Active Australia projects across the country.

Photocopier for Sale

We still have the old HGFA photocopier in the Tumut office for sale (it is a Canon NP6030). It has done a lot of work (900,000 copies) but for \$600 + freight it is a bargain.

Low Flying – Microlights

I have recently received several complaints passed on from CASA regarding microlights flying very low along beaches. One report was that a trike was as low as 50ft agl over a very crowded beach. I ask that all microlight pilots adhere to requirements; future occurrences will lead to more than just a warning. I remind pilots that CAO 95.38 states: "A microlight may not be flown below 500ft agl unless: the aircraft is actually taking-off or landing; or permission for low flying has been provided by either the landowner or CASA". Therefore, without specific CASA approval, beaches cannot be overflown at a height of less than 500ft.

Grand Prix Series

We have been forced to postpone the filming of the second Grand Prix series for television until October or November 2001. This is due to difficulty in attracting international pilots to West Australia where the event is to be filmed. The production company, Sports Momentum, has arranged sponsorship from TWI and the West Australian Event Corporation and is now seeking some additional funding to cover all participants' travel expenses. Unfortunately, to

reduce costs we will have to drop the proposed paragliding inclusion. Hopefully once this event gains ongoing sponsorship we will be able to include paragliding freestyle as originally proposed for this series.

Life Insurance

I have been approached by several HGFA members seeking more life insurance than a well maintained glider, a careful pre-flight check and a safety-conscious attitude. Though in recent years there has generally been an improvement in the way insurance companies rate our sports, it is still difficult to get life insurance if you are a sport aviator. Kevin Chamberlain, HGFA's insurance broker, tells me that once you mention that you fly a hang glider, paraglider or microlight (or even a sailplane for that matter) premiums still tend to markedly increase. Are there any members who can steer us toward a company that offers life and/or accident insurance at reasonable rates? Please let me know and I will spread the word.

Top Landing

Martyn Yeomans' article on top landing at Stanwell Park in the November AG/Skysailor has generated some concern from local pilots; and knowing Martyn to be a thick skinned chap, I pass them on. One pilot with extensive experience at Stanwell said: "My opinion is that the article provided a very simplistic view of a quite complex task, particularly given the airspeed of many of today's gliders. Novice pilots need to recognise the difficulty in the task. The article neglected the rotor that rolls up from the small Banksia trees half way down the hill and drifts toward the microwave tower. The approach suggested from back over the house on the corner would be extremely difficult in an easterly or south-easterly as it would be in strong sink. The article should have mentioned the need for a test-fly pass (or several) above the landing area with plenty of airspeed prior to committing to land. I have had too many friends injure themselves attempting tasks they are not ready to safely execute. The best approach to learning such a site-specific task would be to ask an experienced local rather than trying to learn it from the magazine." Another Stanwell Park Club member suggested that to overfly the set-up area if you are too high to land is just not on. It is necessary to fly around the front of the point, taking care not to conflict with launching gliders.

Waivers

I remind instructors to check the wording on their student waivers (as per my recent "Aussie Instructor" circular). Kieran Tapsell, HGFA's honorary legal adviser, is prepared to draft waivers for HGFA training facilities at very reasonable rates. He can be contacted on: 02 9545 7212.

Congratulations

Bree Beverley Crane was born on 5/12/00. I'd like to extend a hearty congratulations to proud parents Margaret Crane (HGFA Office Manager) and husband Phil. Marg hopes to be back in the office as soon as possible to assist the girls in keeping up the high standard of membership services.

Accidents

No. 1

Pilot: Microlight pilot certificate holder
Experience: 200+ hours
Hours previous 90 days: 11.9
Aircraft: Two-place microlight (on a solo flight)
Aircraft damage: Damaged propeller, wing keel and RH undercarriage
Weather: Nil wind/nil turbulence
Location: Isolated country road
Pilot injury: Slight bruising to ribs

Description:

During a cross-country flight the pilot decided to land to rest, rearrange his map and refuel the trike. He checked that there was no traffic or stock for several kilometres either way and made a low pass to establish that there were no other hazards. As he landed the right wheel sunk in soft soil at the roadside and the right hand undercarriage collapsed during the flare. The trike slewed right and stopped with the control frame striking the pilot in the chest.

Comments:

The pilot said: "Though I made a low pass and checked that there were no hazards, the road was just too narrow to attempt to land." Other than in an absolute emergency, landing on roads is not on. In the valley that this road winds through there are several croppy's strips that would have been far more suitable (though obviously these must have been hard to spot from the air).

No. 2

Pilot: Advanced hang glider pilot
Experience: ~2,000 hours
Hours previous 90 days: 5



Hours on aircraft: 1
Aircraft: Intermediate hang glider
Aircraft Damage: Broken keel, crossbar, leading edge and two downtubes
Weather: 4 kt wind and moderate turbulence
Location: Inland mountain cliff site
Pilot injury: Minor bruising to leg

Description:

The site has a ramp behind a cliff edge that is only suitable in light winds. When a crosswind prevails (as on the day of the accident) the launch is subject to terrain-induced turbulence. The pilot was conscious of this and picked what seemed a good cycle, though as soon as the launch run was commenced a wing dropped and despite attempts to raise it, the tip eventually caught bushes beside the ramp and the glider spun into the low scrub.

Comments:

The pilot released the control frame as the glider hit and let the glider take the impact rather than him. Despite being aware of the turbulence that the irregular cliff edge generated, the pilot was unable to safely launch. He put it down to *"being unlucky that the crosswind cycle came just as I started running and perhaps being too casual at a site I know well."*

No. 3

Pilot: Advanced paraglider pilot
Experience: Not known
Site: Inland mountain site (Mt Tamborine)
Glider: Not known
Injuries: Severe bruising (requiring one night in hospital)
Weather: North-west 8 kt

Description:

After encountering sink, the visiting European pilot had no chance of making the regular landing area and was forced to land on the shelf in front of the mountain. Strong turbulence at around 50ft agl led to one side of the canopy collapsing and the pilot struck the ground before being able to correct the ensuing spin.

Comments:

Large trees surround the shelf where the pilot landed; and it is a prohibited landing area. Mt Tamborine is suitable for paragliders in ideal conditions only. All paraglider pilots must seek advice from experienced local pilots prior to flying.

**Fly safely,
Craig Worth**

BRIAN WEBB, HGFA Board President

Some significant decisions have recently been made within the Board.

Skysailor

At the last Board meeting the joint magazine had been an item of some considerable discussion. The results of the extensive survey sponsored by Mark Plenderleith, Jeremy Torr and Richard Lockhart, together with the experience of the long-term Board members and their dealing with Skysailor, had left the Board split. An interim decision was made to retain a joint Gliding Federation of Australia (GFA)/HGFA magazine until March 2001 when a clear decision would be made.

A recent meeting initiated by GFA highlighted a shortcoming with this interim decision.

The GFA needed a decision on the magazine by December so that they would have clear opportunity to implement alternative arrangements for their members' magazine should the HGFA chose to go it alone. The GFA were very clear that their preference was for a commitment to a joint magazine. The Board undertook to deliver a decision by the beginning of December.

The Board's decision was to continue with the joint magazine for a period of 24 months. The majority of the Board believe that the joint magazine will provide the most effective way of delivering quality monthly information to the HGFA membership. This was a contested decision, which eventually voted 5/4 in favour of the joint magazine.

This does not represent a commitment from the HGFA to merge with the GFA. However, the Board will be sensitive to any collaborative projects with the GFA or any other organisations that provide a benefit to the members of the HGFA.

Resignations

Following the decision to maintain a joint magazine with the GFA, Mark Plenderleith and Jeremy Torr elected to resign from the Board. Mark and Jeremy were new members to the Board and had already

done considerable work in helping the Board create and implement new policies. We will miss them both. I suspect that both Mark and Jeremy were impatient with the Board and I would urge them to fully discuss their reservations with the membership via Skysailor.

This leaves the nine person Board sans two members. We will be reviewing the replacement of Mark and Jeremy this coming month. I intend to publish our options next month.

BHPA

November found me in the UK visiting relatives. I took the opportunity to spend a day with the British Hang Gliding and Paragliding Association (BHPA). Harriet Pottinger (President) and Mark Dale (Operations Manager) were good enough to talk through the problems and opportunities that they are facing as an organisation.

The BHPA are a larger equivalent of the HGFA, with 7,500 members rather than our 3,500. They employ three full time Operations staff and four full time administration staff to service their members as opposed to our two full time staff and two casuals.

They have very similar problems to the HGFA, particularly with finding and retaining sites, overcrowding of sites and insurance claims and membership fees. We share so many issues and have found very similar solutions to many of our problems. I will be encouraging considerably more email contact with the operational management of all of our kindred organisations overseas.

Membership card

One issue that we will be particularly seeking to improve this summer will be the HGFA membership cards and database. I have many reports of member information being incorrect and badly displayed on the membership cards. This can and will be improved.



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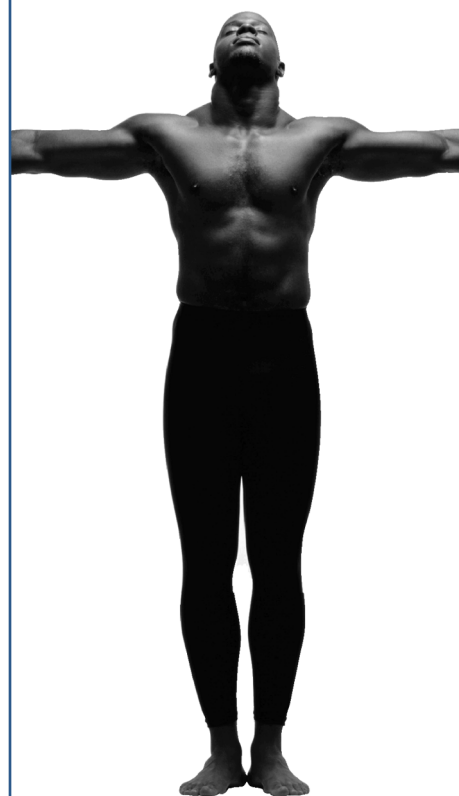
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2 x PVC tube glider racks for car, \$50 each. Icom 40GX UHF radio with charger & spare battery, \$340. Icom 40S UHF radio with charger, \$250. Flytec 3020 vario, \$280. Uvex full-face helmet, \$90. Ph: Bob 0417 616994.

Western Australia

Moyes XT 165 int, GC, spare DT, UV bag, \$1,000. Ph: Graeme 08 94449505.

Paragliders & Equipment

New South Wales

East Coast HG and PG Centre

For the following equipment contact: Jason Turner, Chief Flight Instructor, ph/fax 02 4963 7070 or email <jasonturner@iprimus.com.au>.

Firebird Matrix DHV1-2, large, suit 80-105kg pilot, red, demo model 5 hrs, excellent glide & handling, suit new buyer, \$2,900.

Firebird "@" DHV1-2, small, suit 55-70kg pilot, purple, demo model 5 hrs, perfect first wing, \$2,850.

Apco small full-face helmet, \$130.

Lazer full-face (x 2), 1 x new \$240, 1 x scratched \$190. Both XL black.

Flying suit blue with black, 5'10, new, showerproof, \$200.

APCO Sentra 31 ACPUL Standard, genuine 6 hrs flying time, as new. Suit nov-int pilot. Incl. new full-face helmet, Contour harness with Kevlar protective insert, reserve chute & airbag. \$3,000 ono. Ph: 02 95259284; 0418491367.

Gin Gliders Bonanza M DHV2-3, 85-105kg, white, 100 hrs, EC, \$2,600 ono. Sup'Air cocoon harness, complete, \$700. Glider & harness will go for \$3,100... Bargain! Ph: Patrick 02 99139086.

2 Vortex paramotors plus spares. 2 Reflex paragliders (M,L). 2 chest mounted reserves. 2 Charlie Insider helmets. 2 Motorola handheld radios, 5w, with PPT switches, microphones &

earpieces. 2 Ozee flightsuits. 2 GPS units. For prices phone Steve: 0407 432852; 02 95163941.

GOORAMADDA AIR:

For all your paramotor needs. Importer and agent for Delta Sky Paramotors. Dealer enquiries welcome. Contact Jos Weemaes <jweemaes@alburt.net.au>, 02 6026 5658 (h) or visit [www.alburt.net.au/~jweemaes].

Tasmania

APCO Fiesta DHV1, 73-90kg, 4 hrs, Contour harness with Airfoam back & side protection, Mayday 18 reserve & ballast bag. Excellent performance with unrivaled safety. Still under warranty. \$3,750. Ph: 03 62345740; email <wnuttall@one.net.au>.

Trikes & Equipment

New South Wales

Streak wing, stock blue colour, in flight trim, 20 hrs from new, as new cond., \$5999. Ph: Peter 02 69471159; 0418 278812.

Victoria

Airborne Edge 582 T2-2792, Executive wing, 110 hrs TT. E-type gearbox. Wing & pod blue, green trim. ALT, vario, airspeed, tach, EGT, water temp, clock, volts, fuel gauge. Electric start, ICOM A22E VHF radio, flying suits (S,L,XL), helmets (S,L,XL), headsets, covers, custom galvanised trailer. Many other extras. All VGC. \$19,990 the lot. Ph: 03 97621364.

Pegasus Quantum 582 T2-789 reluctant sale. Meticulously maintained aircraft, always hangared at Benalla, 230 hrs. Fitted with Airplast 4-blade prop. White pod with white/grey/orange sail. Electric start, full instrument panel (alt, vsi, asi, taco, egt, water temp, volts, clock). Strobes, new gel cell battery. Selling with complete accessories: Icom A22E radio, 2 Comunica helmets with Raptor headsets & intercomms, waterproof cover, flying suits (1 x XL, one XL half jacket only), bar mitts & tie down kit. \$20,000 ono. Ph: Andrew 0419 000850; 03 94214021 (w).

Other

Go to [www.highadventure.com.au/SkyShop] to buy and sell new and secondhand gear. This is a free Service supplied by High Adventure Airpark for all pilots. Advertise your gear online for FREE!!!

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/~mikeroose/cgi-bin/Ultimate.cgi].

Cross Country Magazine

For subscriptions ph: Carol Binder 0417 311360.



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
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NSW 1640, Fax: 02 9453 0777,
Email: <hkmxor@msn.com.au>.

All GFA Classifieds can be viewed on the official
GFA web site [www.gfa.org.au].

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For Sale

The Gliding Club of WA offers the following gliders for sale.

IS28b2: HNN 6,200 hrs, 1,500 launches. 20 yearly completed last year. Basic instruments plus radio, B20/B21 vario speed director installed. \$30,000.

ASW15: GXW 2,800 hrs, 1,545 launches. Repainting just completed includes radio, B20/B21 vario speed director included. Enclosed trailer. \$19,000.

ASTIR Cs: GHF 2,400 hrs, 1,350 launches. Basic instruments, radio & B20/B21 vario speed director installed. \$20,000.

For further details contact John Orton 0418 900494 or email <J.Orton@murdoch.edu.au>.

General

SKY HI, NSW Custom Plates for sale – Offers. Ph: Phil 0414 722800.



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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FAI Report December 2000

MUSTO Henry Allan	10,478	RANGA
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ARANIBAR Diego	10,482	NSW AIR TC
BOUDIK Peter John	10,483	Southern Cross

MOUNTFORD Tom Roger	10,439	NSW AIR TC
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HARRIS David Thomas	10,307	Narrogen
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DARCY Joshua Heath	10,476	Darling Downs
VALLER Gregory Oliver	10,477	Bundaberg
SMITH Christopher	1,0479	Narrogen
PRYCE Evan Davies	10,480	Balaklava

HICHENS David John	4,336	Adelaide Uni
FLEMING John Graham	4,337	Cudgegong
BATTERSBY Scott Richard	4,338	Adelaide Uni

INGRAM John Douglas	4,339	Barossa Valley
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Advertising Index

Aeroshop.com	37
Airborne – Climax	IFC
APC – Pro Design	45
Chamberlain Knights – OAMPS	38
GFA Form 2 Notice	25
GFA Merchandise	41
Ground's The Limit	21
HGFA Merchandise	IFC
High Adventure Airpark – SkyShop	29
Lake Keepit Soaring Club	33
Microair Avionics	31
Moyes – Accessories	5
Moyes – Litespeed	BC
Moyes – Sonic	IBC
Poliglides – Astral 2	19
Schools in Australia	44
Skysports Flying School	IFC
Slingsby Dart For Sale	39
Wild Turkey Adventures	13
Windworks Paragliding	IBC

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**
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>

John Reynoldson (Treasurer)

68 Teddington, Hampton VIC 3188,
ph: 03 95970527, fax: 03 95981302,
<John_Reynoldson@hgfa.asn.au>

Rohan Holtkamp

RMB 236B Western Highway, 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>

Michael Zupanc (CIVL Delegate)

6 Sibyl Street, Southport QLD 4215,
ph: 07 55325895 (h), 0408 662328;
<Mike_Zupanc@hgfa.asn.au>

General Manager & Operations Manager: Craig Worth

PO Box 71, Hallidays Point NSW 2430,
ph/fax: 02 65592713, 0418 657419,
<ops_manager@hgfa.asn.au>

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.

States & Regions

ACT HG and PG Association

PO Box 3496, Manuka ACT 2603; Pres: Belinda Head 02 62268400, <belinda.head@casinocanberra.com.au>; Sec: Kev Whitton <kev.whitton@dofa.gov.au>; Trs: Steve Foggett <Steve.Foggett@aspect.com.au>; Committee Members: John Chapman, Duncan Kelley, Peter Beckwehl, Michael Porter (SSO). Meetings: 1st Tue/month 7:30 pm, "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, <nswgha@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, <marknjan@senet.com.au>; Trs: Gary Stockton 08 82702910.

Tasmanian Hang Gliding Association

PO Box 163, South Hobart TAS 7004; Pres: Brett Tooker 03 62503506; Sec/Trs/State Co-ord: Stephen Bayley 0408 154156.

Victorian HG and PG Association

PO Box 400, Prahran VIC 3181; [www.vhpa.org.au]. Pres: Phillip Campbell 03 53343034; Sec: Sara Moser 03 98130449; SSO: Rob Van Der Klooster 03 52223019.

Clubs

NEW SOUTH WALES

Blue Mountains Hang Gliding Club Inc

Pres: Peter 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 Cattle Dog 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, <bips@linknet.com.au>; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Mark Woods 0418 676469; SSO (PG): Brett 02 66876907. Meetings: 1st Wed/month 7:30pm, Bangalow Bowling Club. Comp day: 1st Sat/month, ph: Adrian Connor 02 66285997.

Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424760; Sec: Tim Causer 02 42948110, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 4262 7677, 0413 737077.

Kosciusko Alpine Paragliding Club

Pres: Roger Lillford 02 62815404 (h); Sec: Lisa Rylie 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 0417 756878; V-Pres: Duncan Whyte 07 54431698; Sec: Jean Luc Lejaille 07 54863048; Trs: Michael Powell 07 54474093; SSO: David Cookman 07 54498573.

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 Victorian Hang Gliding Club

[www.vhpa.org.au/ehgc/] 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 8 pm, 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 8 pm, 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, <wescoast@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.cygus.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@cygus.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 7:30 pm, The Irish Club, 61 Townshend, Subiaco.



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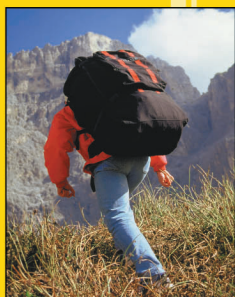


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