

# Gliding *Australian* SKYSAILOR



**In this Issue:**



**A Little  
Flying Site...**



**It's Temora Again!**



**Flying with Tove**





**"Speedy" at Widgee Mountain,  
South East Queensland  
Photo: Courtesy Danny**



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

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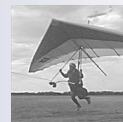


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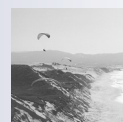
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Left to Right: Allan Bond, Maureen and David Petrie  
Photo: David Petrie

## Towing with Tove

ALAN BOND

Six months ago a good mate of mine suggested that it would be a good thing if we took part in one of Tove Heaney's cross-country hang gliding tours. I was initially apprehensive because I had done no car towing previously. Apart from a few payout winch launches and a couple of aerotows, most of my towing had been on the club static winch.

However, Dave's persuasive ravings of a great time on his last tour with Tove and the promise of booming thermals were too tempting, so with my darling wife's blessing I booked my place on the December tour.

**W**e arrived at Deniliquin's Federal Hotel late on Friday evening and promptly headed for a revive at the bar, which we enjoyed in the company of the Tasmanian contingent. We swapped stories, got the lowdown from these tour regulars, and then headed for the sack and some well-earned rest.

After breakfast the next morning all participants assembled in the lounge for a pilot briefing where we went through the formalities. The gist of it was: fly as far as you can, but land near a road or be prepared

to carry your glider out. As you should always be conscious of making life as easy as possible for your driver anyway, it was Elementary Stuff.

With not a little trepidation (for me at least) we all arrived at the tow paddock just west of Conargo at about 11:45 am and began setting up gliders and getting ourselves organised with our towing gear. My intention today was to get sorted, and get used to this car towing thing. To my horror I discovered the release pin was missing from my tow bridle, so I purchased a new one. Bad start, but hey, these things happen.







PHOTOS: COURTESY TOVE HEANEY

After watching a couple of tows I hooked on for my first of the trip. To my embarrassment my radio headset, that had performed perfectly the previous weekend, picked this particular point in time to play up. I unhooked again and sought assistance from Grant, the other half of the Heaney team.

Finally I hooked onto the towline again and everything worked. With mic locked on and wings level there was a puff up the strip and it was “Go Go Go”. After eight or nine paces I was dragged into the air and responded with the mandatory “Airborne” call to let the driver know. The nerves disappeared as I focused on flying and savoured the tow. There was a bit of chatter from the vario but I took the tow to the end of the strip, got the driver to slow down and pinned off.

I searched around for lift but it was a struggle in the stable conditions and eventually I succumbed to gravity. Thankfully I executed a very good landing next to the strip, but mind you so I should have with no interruptions to the airflow in these huge flat paddocks and plenty of indicators at ground level to show direction and strength.

Happy with the first tow I was keen to go again and so took my place in the line. I was very soon hooked on again and when set I called “Go Go Go”. But as I called “Airborne”, a glider flew over and across me on his final approach. My tow driver saw what was happening and correctly aborted the tow. Concentrating too much on the other glider my landing was fairly dismal, with a slight nose-in. What’s next?

I took a short break and checked everything out. Then after a quick word with the other pilot I prepared to do it all again. The next tow was uneventful and I pinned off at about 1,200 ft. Once again I struggled in patchy lift, but managed to stay with it and drifted away from the paddock. I followed another glider in the same predicament, and we both decked it several kilometres to the north. I was happy now that the bugs were at least ironed out.

At that stage of the day I was now more interested in a refreshing shower, a convivial beer, a nice dinner back at the pub, and a relaxing night in preparation for a big day ahead. With good flying conditions predicted for the rest of the week, Dave and I packed up and took the first lift back to town.

One of my goals for this trip was to complete my first 100 km flight, something we don’t get many opportunities at in the Blue Mountains west of Sydney. I assumed it would be easy, as participants on these tours often experience 10,000 ft days. I thought my 100 km flight would just



- ◀ Getting ready
- ▲ XXXX (or similar) marks the spot
- ▶ Tori Heaney joins in



# Hang Gliding



▲ Go, Go, Go!  
▼ Many happy faces

happen. But although I got very close on a couple of occasions, I never completed the 100 km task. However, I did complete some excellent flights, including a personal best, in some very challenging conditions. My greatest enjoyment in hang gliding is overcoming the challenge that can eventuate in any flight that you make. To that end the week was sheer enjoyment for me.

I also felt that I improved my towing, flying and thermalling skills on the trip because of the concentrated flying available (nine days straight). The pilot briefings and debriefings were very useful, being able to glean tips on what thermal sources and triggers to look for, as well as information on thermal structure and consistency, from those more experienced in flying this type of country.





Anyone that knows me will tell you that I can be impatient at the best of times and will never die wondering if it's going up or not. My excuse is that I love to fly and will take any opportunity to get into the air as early as possible. This attitude sometimes pays off and sometimes sees me having a re-fly. (*Having a re-fly more often than not, if memory serves me correctly, Bondy. – Sub ed*) Early in the week if I wasn't going up as I thought I should have been, or I got tipped out, I tended to head downwind in search of it again or hoped to find something else. Later in the week I tended to stick with parcels of slow lift or sink until I found the bit that was going up quicker or just going up. Pretty elementary you might say, but for thickhead social pilots like myself the lesson can take a while to sink in.

For me this tour has been a revelation. Not only in terms of increasing flying skills, but also experiencing the camaraderie of a group of people, from all walks of life, gathered together for the same purpose.

It was also great to experience much of that famed country hospitality. When required I had no trouble hitching a lift. On occasion I was invited into farmhouses and offered refreshments and the use of telephones while I waited for my retrieve driver to get me. At risk of offending my hosts I always offered to pay my way, but always got a negative response. Even the wedgies were only interested in a close look and never looked like taking any of the glider with them.

First prize in the hospitality stakes however must belong to Maureen, a school bus driver based at Coleambally. I had landed in the back blocks of Coleambally and the first vehicle that I waved down happened to be the local school bus with a dozen kids on board. Maureen the driver, rightly assessing that I was buggered, offered me a lift, but I declined as I still had to pack up my glider. She gave me a cool lemon drink and continued on her way, promising to alert my mate Dave (who had landed closer to the main road) as to my whereabouts. To my surprise the bus returned about 35 minutes later with Dave on board along with young Steven, the last of Maureen's usual passengers for the day. Maureen had suggested that I might appreciate a lift with them back to town where Dave and I planned to wait for the retrieve driver in the comfort of the local pub. I clambered on board with my harness and radio, when Maureen enquired about the glider. She suggested that if we open the emergency door in the back of the bus, the glider might just fit in the aisle. Sure enough the glider fitted snugly along the length of the floor. We were soon off to get Dave's glider too, which would now fit on top of mine, with one end over the engine cover. Maureen radioed Steve's dad

that they were running a little bit late but that everything was okay. Young Steve was having a ball, getting to operate the emergency door, climbing over seats, sharing his bus with a couple of unusual passengers, and to cap it off Dave gave him a lesson on the operation of a handheld GPS unit. Steve even got to mark his house into the GPS as a waypoint. Talk about being a small world: I work for a quarrying company in NSW and it turns out that I know Maureen's uncle very well, as he used to run one of our quarries in Kiama.

I digress, but we were soon in Coleambally and turned into the road which leads to the pub. As we drove down the road I spotted Carol, our retrieve driver, who was in the phone box across the road, phoning in to get our location. What a woman. Here are Dave and I thinking we will have time for a couple of fluid replenishing ales, but here's Carol on the scene to pick us up, ready before we are. Carol was surprised when we called out, but really pleased and amazed to find we had all our gear including our gliders with us. No backtracking this time. We quickly transferred everything to the Tarago, bid farewell with many thanks to Maureen, then headed to the pub to get a couple of roadies. As we were about to enter the bar, Maureen drove past and we convinced her to join us for a while. Dave and I gratefully shouted her a few bourbon and cokes as a small token of our gratitude. All in all a great flight, a great retrieve, and a great finale to a great day.

For me this was just one of a number of great experiences on this superb tour. As I said earlier, I had been a little apprehensive because of my lack of car tow experience, but apart from the first day I was able to get away on my first tow on all occasions.

Things in the paddock were always extremely well organised, and the team ran like a well oiled machine. The part timers, Graeme and Nathan, who on alternate days took turns flying or driving, were very efficient and helpful. Carol was just exceptional; nothing was a problem and a coldie was always on hand at the end of a long flight. Tove is full-on hang gliding and she has energy levels that are contagious. Hard to believe she is a mother with a six month old and another youngster, and she had the family in tow. She got genuine pleasure out of seeing all the participants get out of the tour what they could. If all instructors were half as committed and involved as she is, then our sport would be going ahead in leaps and bounds. To all of them my sincere thanks for a great holiday, but look out because I'll be back!



▼ "Airborne!"







# It's Temora Again!

**TOM GILBERT**

**T**emora in central New South Wales has been chosen as the site for the next Club and Sports Class Nationals. Those who were lucky enough to attend the previous competition at Temora will tell you what a great place it is to soar. It sits in some of the best, most reliable gliding country in Australia. Tasking of 360 degrees is possible from Temora as there is no irrigation, tiger country or airspace to contend with.

The contest will commence on 30 December and finish on 11 January 2002. This arrangement was necessary so that the Open/15M/Standard FAI Australian National Gliding Championships could be held later to accommodate pilots returning from the South African World Gliding Championships.

Tasking will be a mix of POST and Assigned Area Tasks. This mix was used at the Gawler Club Class World Competition and was extremely successful. Verification will be by approved dataloggers and Garmin Tracklog. Cameras will not be used.

Last season saw the introduction of the new Sports Class. This class will run alongside Club Class and is open to all gliders with a handicap greater than 1.1. A list of handicaps can be found on the GFA web site [[www.gfa.org.au/](http://www.gfa.org.au/)]. Sports Class gliders may compete in Club Class. Two-seaters are scored within Club or Sports Class. A trophy is awarded for the highest-scoring two-seater.

To see what you missed at Temora last time see [[http://aus-soaring.on.net/sp99\\_op.htm](http://aus-soaring.on.net/sp99_op.htm)] and [[http://aus-soaring.on.net/sp98\\_op.htm](http://aus-soaring.on.net/sp98_op.htm)] To get information on Temora town, go to [[www.temora.nsw.gov.au/](http://www.temora.nsw.gov.au/)].

Contact details and updates will appear in the Soaring Calendar.

Club and Sports Class is accessible to most pilots. You don't need a \$100,000 glider to compete, but if you have one, bring it along! If the contest is oversubscribed there will be a 'reverse seeding'; ie competitive FAI gliders will be excluded first. We hope to see you there.

Temora airfield  
Photo: Peter Newcombe



# Leeton Inter-service Competition

**DENIS LAMBERT**

I've wanted to attend the inter-service comps at Leeton for many years but, as in many cases, other priorities get in the way of gliding. This time however, a mate at work was keen to get there so I put the initial plan in motion and let it sit dormant for a couple of months while courses at work ran their time. As it turned, out my workmate got very busy with work so I asked another mate from my club who was keen to go.

**W**e then put in some serious planning as the drive from the Darling Downs Soaring Club to Leeton is about a 2,600km round trip. Ken got leave from work, I got leave from home and with the club's permission we headed off on New Year's days with the Grob 103 in tow and my eldest son Zach as crew chief. A later start than planned saw us leave the club at 8am and arrive in Parkes at 8pm after a full day of driving, followed next day by an early start to drive the remaining 270km to Leeton. Luckily, we arrived just in time for the day one briefing which predicted cu's from 6-12,000ft and light winds to 10kt at 10,000ft.

Tasks were set for the competition using four sectors – north, south, etc. The idea was that you had to turn a point in each of the nominated sectors in order to score. A minimum time frame was set for each task day depending on the predicted conditions. Scoring was done by downloading GPS data on to a scoring program and by using a handicap system for individual aircraft. Three classes competed – Standard, Sports and Two-seater.

After briefing we then had to set up a skillful ambush to corner scattering masses and capture some victims to help us rig the Grob. Not a job for the fainthearted as anyone who has had anything to do with Grob rigging will tell you. The Grob finally succumbed to the shear weight of verbal abuse and obediently allowed itself to be put together. It was then into Leeton caravan park for the next phase on the operation – the tent-building exercise. Fortunately, we secured two shady sites and were able to set up in the shade in the middle of the day, which was a bonus at 37°C. Having finished the domestic arrangements we then went back out to the airfield to continue preparing the glider and plan a task.

## Day 1

We ended up starting at around 4:16pm for a planned 300km flight, which seemed a bit ambitious. However, after some four to six-knot climbs to 9,000ft we turned our first turnpoint – Morundah Silo, 48km south – after about 40 minutes and then promptly flew into a huge area of sink which cost us 5,000ft. It seemed that our only option was to head to Narrandera which has an airfield, however we eventually contacted a very good climb which took us back to near cloudbase. After this climb we stayed high and turned Grong Grong and headed for Rankin Springs,

103km to the north. After a good 70km run under high cloud the weather up ahead started to deteriorate so we decided to turn short around a tower on the Cocoparra Range to the north-west of Leeton, which gave us a comfortable 50km glide home. The abort was fortunate for us because a Twin Astir we were trying to catch up with that had left before us turned Rankin Springs but outlanded on the way back. A good day for us after a rushed start for 231km flown at 81km/h. The day had turned out to be a boomer with a 750km task flown in an Open Libelle by Mark Bland and the average task length in standard class being over 500km. The last glider landed at 8:50pm local time after a long glide from Hillston.

The weather the following day, while okay for local flying, was not good for competition tasks so the day was cancelled. Ken and myself did about two hours local flying with some low saves being the main feature of the day's activities. Good practice as it turned out for some of the days ahead.

## Day 2

Today the weather promised to be on the improve with 37°C forecast and cu's to 10,000ft with 15kt from the north-west. Our first leg to Rankin Springs was slow due to headwind and poor climbs, but once we completed the turn our average speed increased rapidly. Due to storms in the area we changed our next turnpoint on several occasions and eventually went around West Wyalong after a strong 81km leg. Unfortunately that's where the fun stopped as we struggled the last 89km home in weak thermals and strong sink, eventually flying 254km at 87km/h. The last leg was aided by a group of three eagles that took pity on my attempts at thermalling up to final glide height and stayed with us. They finally led us to a better climb with another thermal. After the finish we floated around for an hour or so doing an aerial tour of Leeton and checking out lift off the various irrigation areas.

The next day promised temperatures in the high 30s to low 40s and began with a high overcast as the front continued to move east then slip back to the west overnight. We briefed at 10am, re-briefed at 12 noon and then decided that as the temperature was not climbing rapidly enough we would call the day off. Some local soaring by winch launched gliders was done in very scratchy, rough conditions as Zach will attest to after he arrived back from his first ever winch flight after 40 minutes and went straight to the airconditioned club rooms to rest.

## Day 3

After some overnight rain to the south of Narrandera tasks had been set north as the first turnpoint. A 12 noon marshal time was set as the day was expected to start slowly with thermals to 10,000ft and 15kt of wind from the north-west. Once again a slow first leg up to Erigolia which, as luck would have it, was out in the blue and almost devoid of thermals. This was followed by a good 80km tailwind leg to Mirrool Silo, with some very good climbs. A large area of high cirrus was starting to move in from the south-west so we decided to turn short and head home rather than continue on to Temora. The final glide of 59km was kept at a sedate 65kt as there were large areas of shadow on track and the glide angle didn't really improve until about 20km out. We thought we were in a bit of trouble until we heard an inbound call from another glider at about the same distance and heading as us. We finally spotted him well below us, and still pushing on. The flight was finished off with about an hour of local soaring over the hills to the north-east of the airfield after 216km flown.





# Leeton Inter-service Competition

## Day 4

Today was expected to improve with thermal activity after 11 am local and cu's from 5-12,000 ft. Once again, tasks were set to the north to take advantage of the dryer ground conditions in that area. Erigolia got hit again, although we had planned to fly a further 65 km north to the airfield at Lake Cargelligo. After getting to Erigolia Silo conditions looked much better towards Temora so off we charged on a 130 km leg which, fortunately, gave us a tailwind and at our height a ground speed of 187 km/h on the GPS. Nearing the turnpoint we passed some of the 30 plus gliders that were flying out of Temora for the annual summer camps of a number of clubs such as Southern Cross and Canberra. Some poor decision-making here on my part saw us lose about five minutes searching under a cloud street that wasn't working which diverged from our track slightly. Cloudbases had now dropped to about 7,500 ft and the day appeared to be on the wane so we quickly rushed in under an inviting cloud over the turn point and into a steady five-knot climb. We then headed off intending to cut the task short, but found good lift under a cloud street which lead us into Coolomon Silo on a 53 km leg. After turning the silo we headed for home with 77 km to run. At our projected 8 km per 1,000 ft glide we were still under glide path a little so we picked up the odd good climb or dolphined where possible until we were about 50 km out which then gave us a good run in for 330 km at 92 km/h. Although the day appeared to be closing down there was still very good thermal development under high cirrus and was still going three hours after we landed.

## Day 5

Conditions today were expected to provide cu's 5-12,000 ft with light variable winds to one knot up to 10,000 ft. As the ground to the south was expected to be drier by now, one leg was to be set into the southern sector. This time we planned to do a short first leg and then fly a long north-east leg into the country around Burcher Silo, some 50 km north of West Wyalong. After a difficult climb to a start height of only 6,500 ft we headed north, staying under a big patch of cloud which took us to Rankin Springs, 75 km away. To head east meant having to fly through a huge blue hole approximately 40 km wide to only average clouds on the other side of the gap. We managed to fly around the northern edge of the hole heading towards Temora, but passed up a four-knot thermal in favour of the next big cloud on track. This was a bad move on my part as the cloud shadow started to break up as we got to it. Ken suggested, rather wisely, that things were not well and heading home might not be a bad idea. We turned Beckmon Silo at 3,000 ft still in sink with the idea of at least reducing the tow cost home. After several weak climbs we managed to get back to cloudbase but lost a lot of time in this one area. To get low was deadly for our cross-country speed as a height band of not below 6,000 ft seemed to be the best option. Once safely at cloud base we decided we could add some more distance to the task and headed towards Grong Grong, 40 km south, whilst staying at a respectable height. After turning Grong Grong we had a clear run home in good conditions for 247 km at around 7 km/h.

## Day 6

Today was very slow to develop with the 10 am briefing postponed until 12 noon. Scattered cu's were predicted once again from between 5-12,000 ft with winds from the north at around 10-15 kt. We marshalled in the vain hope of the day developing but as no cu's were to be seen, a willing victim was thrown aloft by the winch but managed to only float back to earth. A second winch launch was taken with the

Blanik pilot managing to stay aloft in weak lift. After about 20 minutes of effort he reported climbing through 3,000 ft in two-knots so a re-brief

was carried out and the task time shortened to one-and-a-half hours for the two-seaters and two hours for the rest. After climbing to 5,000 ft we decided it was time to head off, but were not encouraged by a number of re-starts who had headed out and found the conditions poor and then came back for a second start. The first 20 km or so were flown in sink, which sometimes reached five to six knots in places but the patchy lift we found was very hard to centre and climb in. We finally got a good climb while just in range of a good outlanding area that had a small crop-dusting airfield at one end. The climb gave us enough height to get back to Leeton, but we decided to continue on track. After rounding our first turnpoint we looked down to see another twin in a paddock about to be recovered by a towplane. We should have taken the hint and headed home. After some gusty but difficult-to-centre lift that produced about 300 ft in five minutes, we headed off to Garrogan Silo about 10 km to the east. This silo also produced the same gusty but difficult-to-centre lift with areas of strong sink. By this time we were down to circuit height over a series of good paddocks that had power lines running through them, which inhibited the chances of an aerotow retrieve. The third paddock in the series had power lines at our approach end and also had a good stubble cover. After a cautious circuit and a short ground roll we were safely down and Ken contacted Leeton to give our outlanding report and notify our intentions of requesting an aerotow retrieve. Three paddocks later and an hour of walking, we were back with the farmer's permission, waiting for the tug to turn up. I did a quick survey and walk/jog of the paddock which gave us a minimum of 750 m clearance in the stubble plus another 500 m to the fence line. Ken stayed with the aircraft to give the tug pilot, Roger Brown, directions. After Roger landed we had a quick discussion with him on our plan of action and Ken then did the flight back, much to the relief of ground crew who were not looking forward to another tussle with the Grob. The day was a mixed bag, with some doing a couple of hundred kilometres while others either didn't start at all, turned back, or outlanded – as in our case.

Due to the continuing presence of the trough line moving backwards and forwards over the task area, the next day was cancelled as it was obvious that it was going to be another weak day. We planned some tasks in the hope of improving conditions but in the end these did not eventuate and the day stayed blue. Ken and myself were very generously offered a flight in a Mini-Nimbus by its owner, Kev Leo. After a briefing I headed off and by about 20 minutes into the flight felt very comfortable with the aircraft after flying the Grob all week. The thermals were very weak with only two to three knots in most places, so as I was only flying local I took everything on offer. After a couple of hours Kev radioed to say that Ken was on his third beer and that I had the aircraft until I was sick of it. As I never get sick of flying this was an offer I couldn't refuse. I flew all over the local area, including over some of the many spot fires that had sprung up in the afternoon, back over the centre of Leeton and Narrandera, and eventually landed at 7:50 pm after a very relaxed and enjoyable five hours 20 minutes in the air.

## Day 7

Another blue day with thermals predicted to be going to 10,000 ft and conditions good to the south. Most planned for a long leg south, then back up to the north followed by a straight run home. The first glider to launch flew straight to Narrandera airport without striking lift and outlanded, while another landed at the college grounds in Leeton after running into very strong sink south of the town. After a steady climb to 6,000 ft we headed off, hoping for better conditions but finding only broken height. A climb over Narrandera gave us 5,000 ft and we then



spotted a circling glider up ahead on track and headed towards it. This gave us another broken climb again to only 5,000 ft, which seemed to be the order of the day. Ken spotted another glider circling ahead which was actually on its way back after rounding a turnpoint after cutting short his task. We headed towards him and finally had a good climb, but once again not very high, this time to only 6,000 ft. As the day was clearly not going to be as good as predicted we decided to turn early at Morundah Silo, 48 km south of Leeton, and head north. Heading back to Narrandera we encountered strong sink over a wide area and eventually didn't have the height to get to the airport so we were forced to stop south of the Murrumbidgee river and work a very weak thermal up from circuit height over the last good paddock short of a large scrub area. This thermal eventually developed into five knots which gave us enough height to head back towards Leeton. The lift in the local area proved difficult to find so eventually we decided on a technical outlanding at the airfield rather than head north into what were clearly deteriorating thermal conditions. A number of other competitors had the same idea and also elected to land rather than head north. One competitor was trying for a 500 km attempt and managed around 440 km before outlanding around Erigolia Silo very late in the day. We eventually picked him up around 10:30 pm and, after deciding to leave the glider where it was, headed back to Leeton. Ken then went back the following morning to help him de-rig the glider and bring it back.

## Day 8

The final day had arrived. The discouraging effect of three difficult blue days in a row had a number of people packing up and heading for home, with other pressing issues requiring their attention as the flying wasn't

good enough to justify them continuing. Cu's were again predicted later in the day but, as the end of competition presentation dinner was planned for 7 pm and with many aircraft still to be packed, it was decided not to have a task day. After helping to pack a number of aircraft Ken and myself decided on a local flight for a couple of hours while one of the Blanik crews returned from Wagga Wagga to pick up another glider. There was some high cirrus about and most of the cumulus cloud was away to the north-east of us. We took a high launch and eventually ended up back at circuit height over the clubhouse before Ken managed to squeeze a climb out of a thermal that showed 0.2 on the averager after four turns. This improved to six knots and took us to 7,000 ft, which allowed exploration further afield under some good looking clouds to the south-west that gave us a climb to cloud base of around 10,000 ft. From this height we decided to head north up towards Erigolia Silo for a short cross-country flight which was never out of glide range even 50 km from home – a great feeling after the grovelling of the past three days. As our planned cut-off time was 5 pm to arrive back at the airfield, we turned the radio tower on top of the Cocoparra Range at 10,000 ft and headed for home at 80 kt, arriving and landing just after the appointed time on what would have been a great competition day, if the time had been available.

The presentation dinner was well attended by around 50 competitors and guests with the right team winning (army of course), thank in no small part to help from the German army contingent. Thanks go to Mal Williams (Competition Director), Wal Mayger (Meteorology) and Roger Brown (Safety Officer), as well as Brian Tucker and Gary Green (army representatives) and the Leeton Gliding Club for the great venue and friendly atmosphere.



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## A Little Flying Site on the other side of the world

**ALISTAIR DICKIE**

About a year ago my Australian Army bosses suggested that I take my family and move to California for a couple of years to undertake technical military study. I jumped at the opportunity for personal reasons with absolutely no regard whatsoever to my passion for paragliding. My destination was the town of Monterey on the coast, about two hours south of San Francisco. In my five years of flying I had heard rumours of the great sites throughout California. An extensive online search however yielded only limited information about the local sites and I was a bit disheartened.

I started flying in 1995 when I was living in Canberra. I got my license at Stanwell Park and was moved to Albury in 1996. My APCO Spectra and I then spent a year or so flying a variety of north-east Victorian sites. Two years in Townsville was then a bit of a paragliding drought with a little towing and a little soaring north of Cairns. Being sent to Melbourne in 1999 allowed me to get back

into it a bit with some coastal flying and a few trips back to Bright. So while I have flown heaps of sites (23 at last count) I have never really lived closer than one hour from a reliable site. Like many occasional pilots I have clocked up many more hours paradiving than paragliding.

While a bit disappointed, I was not awfully concerned that it looked like this posting to the US would yet again keep me on the ground

most of the time. Then after a few weeks an email reply from a US pilot let me know that there was a coastal site about 20 minutes north of Monterey at a place called Marina. Great, finally something close to home.

Although the first order of business was to find a house and get ready for school, I kept an eye on any potential flying sites. To my surprise I spotted some paragliders with my first glance at some big sand dunes just up the coast. Yes, yes, yes! It looked like I had landed in heaven.

My paraglider was travelling with the rest of my household goods and I had at least a couple of weeks before it was to arrive. By the time it did I was in the middle of starting school and moving into a new house. It was about a month before I had free time and I saw other pilots flying. I turned up at the site one day and had a chat to the locals about all of that stuff that you should know before you unpack your glider.

Before I go on I should describe the site in more detail. The site is really two sites that are at either end of a sand dune about six miles long. The height varies between about 10ft and 150ft. There are a couple of gaps that are crossable about half of the time. The site takes a west-north-west breeze, which is fortunate, as this is the direction of the sea-breeze it gets almost every day of the year.



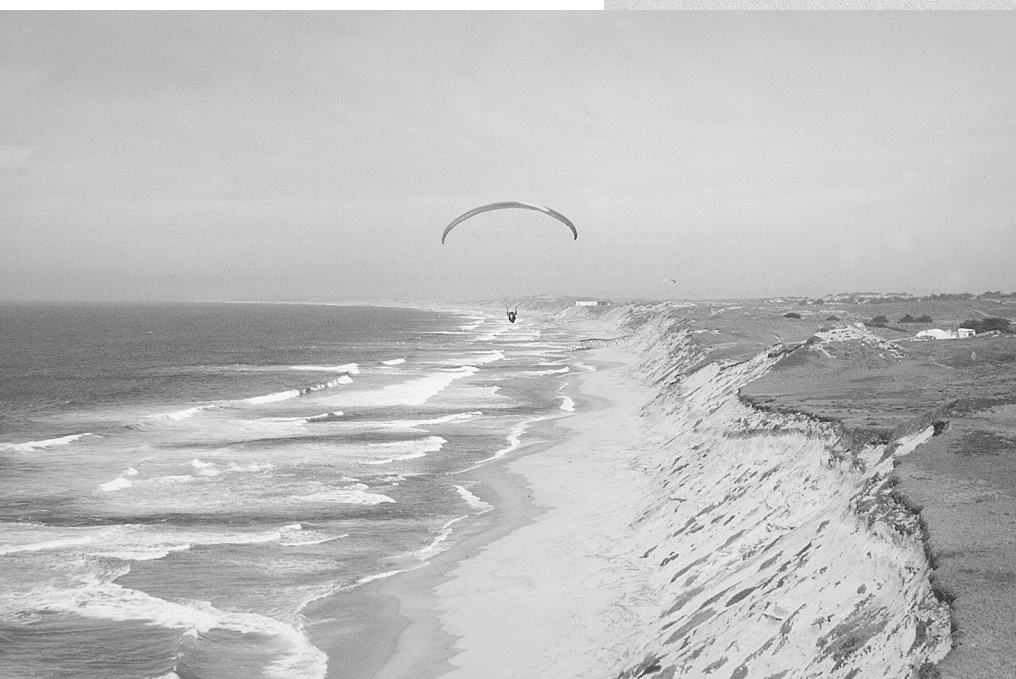
PHOTOS: COURTESY ALISTAIR AND NARELLE DICKIE

Normally the breeze comes on around one in the afternoon and stays on until about an hour before sunset. Although, sometimes the beach heats up a bit much and the wind seems to pass over the top of a bubble of hot air that shuts down the site. The locals say it is soarable about 200 days a year. We have just finished winter, and while there were a few flying days, the best flying time is from March through to October.

The northern half of the site is known as Marina and the main launch is located at the northern end on Reservation road (off Highway 1). The local hang gliding school (Western Hang Gliders) has a shop and school near the main launch ramp. This is where most of the hang glider pilots go to launch. There are also quite a few RC glider pilots. A second launch is located about a mile south, at the end of Lake Court. The second launch is a bit higher and this is where the paraglider pilots who fly Marina generally launch.

To fly Marina you need to have an official pilot rating, sign in at the hang gliding school, and fly with a sheathed knife strapped to your leg in case you land in the ocean (a hook knife is unacceptable!) The site officially finishes at the end of the reservation about a mile and a half south of the main launch, but no one I have met really takes any notice of this when they are in the air. It is an easy fly with no real gaps to Stillwell Hall, an old red roofed army barracks on top of the dunes, about one mile further on.

The southern half of the site is known as Sand City and is where most of the paraglider pilots fly. Both of the Sand City launches are about five minutes walk from the northern end of the Sand City shopping centre car park. The southernmost launch is an ideal slope on top of an 80 ft sand dune. It is really easy to soar this dune for about half a mile to the south. However, it's almost never possible to cross a gap from here to the rest of the site to the







north. The local paragliding school is the main user of this launch.

The other launch at Sand City is where I fly most of the time. It is only at about 35ft and immediately after launch you have to cross a short gap to reach the rest of the site. This must be the most frustrating launch I have ever been to. Generally to fly here the winds have to be pretty strong with a few white caps out on the ocean, so even ground handling is hard.

On my first few flights here I bombed out three or four times before finally successfully making it to the main part of the site. I have since discovered that if you bomb out there is a re-launch on the other side of the gap. Once you are on the main part of the site it is a really easy fly for about two miles north to an old ammunition depot that the sea is slowly reclaiming as it marches inland. I spend most of my time flying this stretch of the site. An out and return flight to the end of the ammunition

depot is about 20 minutes (normally with only one turn in the whole flight!)

There are a couple of little bowls and peaks to play around on and the lift extends out over the ocean further here than any other coastal site of similar height I have ever flown. Past the ammunition depot there is a small gap to cross before you get to Stillwell Hall to meet up with the Marina half of the site. It is sometimes a bit tricky to get past Stillwell, and often quite hard for paragliders to get back across the gap. However, every second flying day the full six miles are within reach of semi-experienced pilots like myself.

Sand City is a 'bootleg' site and is unregulated. Many of the pilots who fly here have let their licenses lapse or were never formally licensed. I have asked quite a few of the locals about the legalities of flying here, who owns the land, etc. They really don't seem to care too much.

This stretch of the beach is out of the way of most people, as you have to walk to it. In fact, many of the dunes we launch off are part of an old glass dump. No one ever seems to bother us. The site is never really busy like some of the more popular sites back home, but on any flyable day you will see a few pilots flying. Like many of the locals I can see the site from my house just around the bay, and when I see other pilots flying I can get my stuff together and be in the air in less than 25 minutes without really rushing.

There are a few other good sites in the area, but with two kids under three I have not really had the chance to get away to any of them yet. Big Sur about two hours to the south is meant to be a 2,500ft launch on the coast. Apparently you normally only get a sled ride, but it is supposed to be the most spectacular one you will ever get. There are a few sites to the north on the coast such as Pacifica (The Dumps) and Fort Funston. I hear that Pacifica is quite a good coastal site with a couple of cliffs up to 400ft high. The Wings of Rogallo Club administers three inland sites in the south bay area that are supposed to be pretty good if you can get past the regulations.

Finding my little flying site on the other side of the world came as a bit of a surprise to me. It is not anywhere near as exciting as thermalling above Bright or soaring Beachmont, but it is close to where I live and very reliable. There is nothing quite like being able to knock off work early at 4pm and be home at 5:30pm, having had an hour soaring.

This opportunity is something that I have never had before. I have only a year and a half left to enjoy it. I expect that I will return to Australia in late 2002; the Army currently has me going to central Victoria. New flying adventures will start there, I hope.



## A few links:

- Type in "Marina" for a variety of street maps of the area: [[www.mapblast.com](http://www.mapblast.com)]
- Topographical maps of the area: [[www.topozone.com](http://www.topozone.com)] (Sand City launch is at Lat = 36.615948, Long = -121.836886)
- The South Bay Area Club that administers the inland sites: [[www.wingsofrogallo.org](http://www.wingsofrogallo.org)]
- The hang gliding school located at Marina: [[www.westernhanggliders.org](http://www.westernhanggliders.org)]
- Current and historical (24 hours) wind conditions: [[www.weather.nps.navy.mil/profiler/ord\\_sfc.gif](http://www.weather.nps.navy.mil/profiler/ord_sfc.gif)] If it is above 6m/s and just over 270 degrees it is on.
- San Francisco Bay Area Paragliding Association: [[www.sfbapa.org](http://www.sfbapa.org)]
- US Hang Gliding Association: [[www.usbga.org](http://www.usbga.org)]
- My email address: <[alnrelly@pacbell.net](mailto:alnrelly@pacbell.net)>



# National Sport Aviation Centre, Wangaratta

**CRAIG WORTH**

Given the bleak outlook for the National Sport Aviation Centre (NSAC), the HGFA Board asked that I provide a report to HGFA members on this Centre. The HGFA's involvement with NSAC began in 1994 when the HGFA Board agreed to support a proposal to develop the Centre at Wangaratta airport. David Axon of the Model Aeronautical Association of Australia (MAAA) and Claude Gillard of the Australian Parachute Federation (APF) put the proposal forward.

## The Proposal

The Centre was to be a world-class facility ideally suited for the hosting of sport aviation events, both national and international. Already established at the Wangaratta Airport were the "Airworld Museum", the "Airworld Restaurant" and a souvenir shop/kiosk.

The proposal included leasing these facilities and 12.14 hectares of vacant land adjacent to the airport, which was to accommodate a proposed caravan park, camping area, ablutions block, cabins and administrative facilities capable of hosting major events and team training camps. When not being used for events, the camping area and accommodation would be available to the public, as would the museum, restaurant and kiosk. At the end of the five-year term of the lease, NSAC also had an option to buy the land at a price based on less than market value (\$30,000).

## The Stakeholders

Claude Gillard and David Axon were able to gain the support of the Wangaratta City Council to set up the Centre at the airport. They were also able to gain a government grant for \$250,000 on a dollar for dollar basis, dependent on the financial support of the various sport aviation organisations. Shares were offered at one dollar each, with initial investment totalling \$119,688. Initial shareholders in the Centre were: MAAA (54,523 shares), APF (47,794 shares), HGFA (16,522), Australian Ballooning Federation (432), Australian Aerobatic Club (415) and C. Gillard and D. Axon with one share each.

## The Development

The restaurant fittings, furniture and lease were purchased from the owners of the restaurant at the Wangaratta airport for \$97,500. Along with the lease with the Wangaratta City Council, NSAC gained 12.5% of income from the museum and the rights to run the restaurant and kiosk. At the time the Wangaratta Council pledged their ongoing support for the project.

Another lease included the 12.14 hectares of vacant land adjacent to the airport facilities. As it was flood prone, the land required considerable earthworks prior to development. These earthworks were completed; along with caravan and camping facilities; and an ablutions block.

Claude and David worked tirelessly manning the kiosk and running the restaurant on a voluntary basis. The sport aviation bodies used the facility for various events. The HGFA have held two National Instructor Conferences there and many microlighting gatherings and fly-ins.

After the expiry of the initial five-year lease, to protect the initial investment, the various sport aviation bodies were asked to further contribute to enable the land to be purchased. The HGFA's share was \$4,834, bringing our total contribution to \$21,356.

## The Problem

The Centre's major support came from the MAAA, with limited support from the other sport aviation bodies. Though the Centre didn't make huge profits, the money that was made was put back into its development. The volunteer effort from Claude and David was enormous.

Claude and his wife moved to Wangaratta to coordinate developments to the facilities, man the kiosk and museum, and cater for the various events.

Delays in getting permits from the City Council meant that by the time NSAC took possession of the restaurant and land there were new people in charge at the City Council and they reneged on every promise made by the previous council, written or otherwise. This resulted in the cost and task of doing all of the landscaping to the grounds that the City had promised to do, having to be borne by NSAC.

A subsequent restructure of the local government boundaries resulted in a new Wangaratta "Rural City Council". The new council then reneged on the previous council's commitment to renew the lease on the museum and banned model aircraft events at the Centre. This removed the source of the majority of the Centre's income.

## The Outcome

Now, despite the injection of considerable revenue in securing the initial lease, purchasing the land and establishing the camping and caravan park facilities (total of around \$600,000), the Centre is faltering and will be placed on the open market.

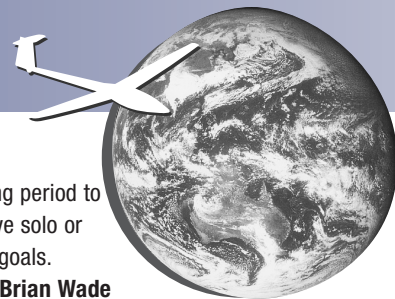
Without ongoing support by way of regular sport aviation events, it appears that NSAC is not a money making venture. It remains to be seen what, if any, return we may make once the facilities are sold. In anticipation of this, we have been devaluing the HGFA's asset value in the investment over the past two years. The HGFA's book value in NSAC was \$5,354 at 30 June 2000. Whatever the outcome, Claude and David have personally guaranteed that the HGFA will have its second contribution of \$4,834 repaid.

Huge thanks must go to David Axon and Claude Gillard for their continued efforts to make the dream become a reality. Claude worked seven days a week for over four years only to lose \$115,000 of his own money. David Axon has lost a similar amount.

Thanks also go to Rob Woodward and Tony Dennis for their efforts in attending NSAC meetings to represent the HGFA.







## Local News

### Darling Downs Soaring Club

Britain's foot and mouth disaster, whilst tragic news for the UK could be good news for one of Australia's most active gliding clubs, based at Jondaryan, west of Toowoomba.

Gliding clubs in Britain are no longer allowed to engage in cross-country flights for fear of spreading the disease on pilots' shoes and the wheels of aircraft landing in fields in the rural countryside.

Rather than simply fly within the confines of their own airfields several clubs are looking at excursions overseas. President of the Darling Downs Soaring Club, Ralph Henderson, is already negotiating with two UK clubs to come to Jondaryan and fly in late spring-early summer.

## GFA Airworthiness Directives

### GFA AD 513 – Issue 2

*Type affected:* LS-6, all models, all serial numbers.

*Subject:* Obstruction of emergency canopy jettison.

### GFA AD 514 – Issue 2

*Type affected:* LS-7, all models, all serial numbers.

*Subject:* Obstruction of emergency canopy jettison.

### GFA AD 515 – Issue 2

*Type affected:* LS-8, all models, all serial numbers.

*Subject:* Obstruction of emergency canopy jettison.

### GFA AD 548 – Issue 1

*Type affected:* LS-6, version LS-6-c only, all serial numbers.

*Subject:* 1 Extension of service time.  
2 Supplements to maintenance manuals.

### GFA AD 549 – Issue 1

*Types affected:* Diamond aircraft – H36 VT; HK36 R; HK36 TS; HK 36 TC; HK 36 TTS; HK36 TTC; HK36 TTC-ECO, all serial numbers.

*Subject:* Voltage regulator/rectifier.

### GFA AD 550 – Issue 1

*Type affected:* Diamond aircraft – H36 VT; HK36 R; HK36 TS; HK26 TC; HK36 TTS; HK36 TTC; HK 36 TTC-ECO, with engine serial numbers according to Rotax Service Bulletin SB-912-022/SB-914-011.

*Subject:* Valve spring retainer.

### GFA AD 551 – Issue 1

*Type affected:* DG-800B with solo 2 625 engine, all serial numbers.

*Subject:* 1. Revisions to flight and maintenance manuals.

2. Reinforced puller assembly.



At the same time last year, 16 members of the RAF Association Gliding Club took up residence at DDSC for three weeks of record breaking flights and apparently have taken glowing reports home to those in the fraternity who fly without noise.

Ralph Henderson

### Caboolture Gliding Club

Easter was a busy period at Caboolture Gliding Club. We decided to experiment with devoting the four days primarily to member training, concentrating on pre-solo pilots and those seeking conversions. Of course, anybody wanting to fly single-seaters or take up a friend was not turned away, but the focus was most certainly on training. We had our three Blaniks on line for training and the IS-30 for conversions and passenger flying. With two tugs operating on all days we managed a total of 177 flights despite a few rain squalls on three of the four days. Duty pilots, tug pilots, members and instructors all contributed to an efficient and incident-free four days of intense training.

Significantly, by stating our intention to concentrate on training, the activity developed an informal course atmosphere for instructors and members alike. Each flight had one or more specific goals and launch heights were kept to the minimum required to achieve those goals. Our flying was focussed and it was disciplined.

Certainly there were some rather tired instructors and tug pilots at the end of the period, but the results were certainly worth the effort with five members going solo, two converting to the IS-30 and one completing a tug rating. Several others made significant progress towards solo.

The experiment was undoubtedly a success and will probably be repeated when next we have a few members who need a concentrated

training period to achieve solo or other goals.

Brian Wade

### Daughter grants dad's dying wish

Allan Moller's dying wish was for his daughter and a friend to scatter his ashes over the countryside around Bundaberg from a glider.

In January this year, his daughter, Fiona Sewell, and Leigh Evans carried out Mr Moller's wish. Family members travelled thousands of kilometres to watch as Mr Evans, the Bundaberg Soaring Club's Chief Flying Instructor, and Mrs Sewell took to the air in the club's training glider, a Blanik.

As the glider rose into the air above the soaring club's strip near the Elliott River State Forest, a tiny puff of grey signalled that Mr Moller's wish had been granted.

Seconds later the tow rope was disengaged and the glider gracefully described several circles in the air before returning to land. Mr Evans, who has been a family member for more than 20 years said it had been an honour to help fulfil Mr Moller's dying wish.

Reprinted courtesy of Sandra Godwin,  
Bundaberg News-Mail

### A great line-up of Libelles

My wife Jane and I were on our way to Barossa-glides at Gawler during January 2000 and stopped over at Temora for a few days of practice flying with the rest of the family. Our son-in-law, Scott Lennon, and our son, Nick, both have Standard Libelles. We were pleased to see a roll up of over 40 gliders at Temora even though no official meeting had been planned. Even more pleasing was that we had 11 Libelles present... surely the biggest gathering for many years. So, we lined them up for a photo shoot. The guy in the photo



Craig Blunt, with jerry can, thought he'd try to get rid of some of the pesky Libelles at Temora Photo: Tom Gilbert





Eleven Libelles lined up at Temora

Photo: Tom Gilbert

with the jerry can is Craig Blunt who thought it too good an opportunity to rid the gliding community of these pests!

There were another two Libelles in trailers on the airfield and one other on the way from Leeton. The Libelle is a classic design that seems to just get better as it gets older. Maybe we can have our own class!

**Tom Gilbert VH-GCK**

## Wee Waa Gliding Club

You can't keep a good club down.

With the number of club members dwindling and fewer and fewer hours being flown, the Warrumbungle Club based at Tooraweenah, NSW, decided to call it a day late in 1998.

However, remaining membership would not lie down and die, and suggested that the club relocate two hours north to the centre of the universe – Wee Waa.

Rather than see the club assets sold off it was agreed that operations be moved. The Wee Waa district has a good population of aviation aware people due to the extensive cotton production and aerial agriculture work, and hence a good potential memberships base.

A small group of enthusiastic people packed up the beloved L13 Blanik, VH-GOL, (with only 1,400 hours on the clock), state-of-the-art farmer-built winch, \$300 T-hangar and shipped it north.

As luck would have it, Ken Flower, who lived in nearby Narrabri and commuted to Lake Keepit to fly, agreed to be our CFI.

A site found and blessed by our RTO Ops, John Wolfe, developed; T-hangar re-constructed; surface upgraded; and flying operations commenced (perhaps not quite in that order, excepting the blessing of John!).

Our aim was to get a group of people up to AEI/Level 1 and independent operations, and then go on a membership drive. There has been lots of interest.

Then disaster struck! Ken Flower moved overseas, just before we had one of us through to Level 2. We have two independent operators,

one Level 1 instructor a B certificate pilot, an AEI and four very early stage training members. We were poised on the verge of our membership drive!

You can't keep a good club down. The gentlemanly Jim Stanley from Lake Keepit volunteered as our stand-in CFI, and we have one ground instructor, Tony Armytage of the original Warrumbungle club fame. We still can't train these new members without importing somebody for the day, but we are getting close to getting our Level 2 instructor through the system.

In the meantime, we are just having fun flying. Two thousand metres of runway, patchwork black soil fields, and an enthusiastic group. Come fly with us some Sunday, we'd love to have you visit! We will survive.

**Philip Armytage,  
President Wee Waa Gliding Club**

## Southern Cross Gliding Club

A photograph in one of our recent Southern Cross Journals showed a rather improbable-looking glider, suspended from the roof of a hangar at Tocumwal. Questions were asked – who built it, when and why? Those I spoke to didn't seem to know anything about it. Two things seemed obvious. Firstly, whoever built it was a craftsman because it is very cleverly constructed. Secondly, it would probably have been suicidal to try to fly it.

By chance I saw an article about it in an old Australian Gliding magazine. The designer/builder was Hermann Kurt Lessing. The pilot was to lie prone inside the framework, which was mounted on a trolley. It was to be launched from a sloping platform, 60ft long, standing 25ft high. An electric crane was built onto the platform to lift the glider into place. On reaching flying speed, the glider would lift off from the trolley and continue its flight! The whole project was undertaken in secrecy, even to the extent of covering the workshop windows.

Although the glider is apparently complete, Mr Lessing obviously never attempted to fly it before his death) which might have occurred

earlier had he done so), at which time it, and the launch platform, were auctioned off. The platform went for scrap, but Bill Riley of Tocumwal was the successful bidder for the glider, which explains its presence there. Not surprisingly, there's no mention of any rush of volunteers to give it a trial run. It's worth a look if you are ever over that way.

**Woody Woodthorpe** 



## Call for Applications

### – GFA Development Officer

Applications are invited from organisations or individuals for the position of Development Officer with the Gliding Federation of Australia (GFA).

The GFA is a peak sports aviation body that regulates and represents approximately 3,000 glider pilots throughout Australia.

The objective of the position is membership development. The position will be a contract appointment for a period of 12 months, initially with extensions depending on the results. The GFA Secretariat is located in Melbourne however, this is a decentralised job that can be performed anywhere in Australia with access to the internet.

Visit our web site on [www.gfa.org.au] or call (03) 9379 7411 for a copy of the position description and scope of work. Applications to be forwarded to the Secretariat by close of business on 29 June 2001.





# Junior Cross-country Training

MILES GORE-BROWN

Unfortunately, our sport is seeing a decline in numbers never experienced before as far as I am aware. This is a great concern to the GFA and its members. It is apparent that our sport will slowly die unless we try and re-invigorate some interest in our sport and invest in our future pilots. Investing in our junior pilots is very important for the future of our sport.

**T**rying to encourage young people to take up and continue in a reasonably expensive sport is not easy, especially when there are cheaper alternatives to keep young active minds occupied.

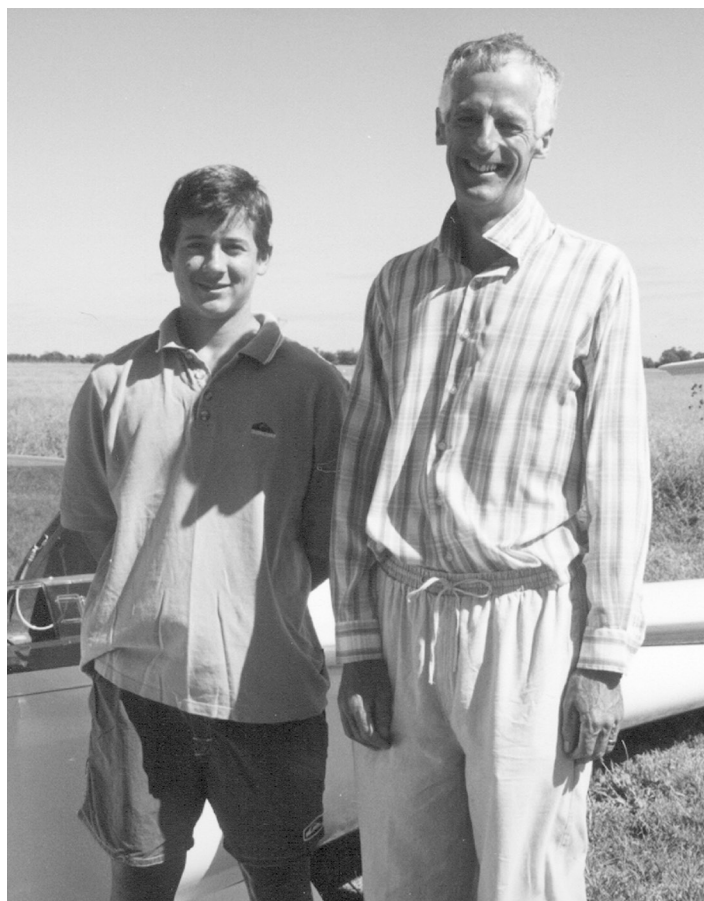
The introduction of Club Class as a world event, hopefully, will install enthusiasm in younger pilots to aspire to the podium at such an event.

The United Kingdom has had a very extensive junior training program in place for many years. It has proven to be very successful in introducing young pilots to cross-country flying. The results at Gawler are proof: three young UK pilots placed first, second and fourth. This was a magnificent result, especially when it must be remembered that many of the pilots who flew at Gawler had also participated in previous FAI World Gliding Championships – the majority of them certainly are not juniors!

Currently in Australia there are a few avenues where juniors can improve their skills in a structured manner. The introduction of the cross-country coaching weeks was the first step in this process. In addition, the mentor system was introduced at the Nationals. Unfortunately over the past few years this system has not been well supported. The introduction of League 2 into the FAI Nationals was viewed as an incentive for juniors and others pilots to enter the competition with relatively uncompetitive gliders. This also has failed to attract young/new pilots to the competition side of the sport.

In order to try and improve this situation, and initiate the first step of a structured junior training program it is intended to select four young pilots each year to participate in a dedicated cross-country soaring course. This course will be conducted by George Lee at his farm, "Plain Soaring", in south-east Queensland.

In the future development of the junior training program it is intended to incorporate visits to the Australian Institute of Sport (AIS). The AIS has been very helpful in running short courses for members of the Australian national team squad.



## "Plain Soaring"

George Lee has been planning "Plain Soaring" for many years. The following is George's account of the history behind his idea to combine his home and an independent gliding site from which he conducts his courses.

*"Gliding has meant much to me over the last 38 years. It has given me many wonderful memories and experiences and it is great to be able to continue with it in spite of the inevitable advancing years. Because of this, it seems only right that I should give back what I can to the sport. During my time in the UK I accomplished this as an instructor over some 15 years. During my time with Cathay Pacific Airways in Hong Kong I was only able to do any gliding twice a year during my leave. I was, however, able to give my future gliding plans a lot of thought!"*

*The global trends within our sport have not been encouraging over recent years, such as declining membership numbers and the steadily increasing average age of pilots. I felt that I would like to make a contribution towards the reversal of these trends. It seemed to me that the area to concentrate on would be our young pilots, in spite of the generation gap! In the 1970s I had the experience of setting up the UK's first junior training scheme, although the emphasis then was on developing potential talent towards competition flying. That scheme evolved over the years and the training of juniors in the UK is now highly advanced. The junior part of the movement there has a large pool of very competent pilots, as evidenced by the recent outstanding success of the British team at the World Club Class Championships at Gawler. They were all junior pilots and finished up first, second and fourth in the final standings.*

*As I progressed towards my retirement, I felt that I would like to assist young, up-and-coming pilots who displayed both talent and motivation. They would need to be reasonably experienced cross-country pilots, and the aim would be to boost their abilities and their motivation towards the realisation of their goals within the sport. Those goals would not be restricted towards competition success, although undoubtedly many would fall within that category.*

*Now that I had a plan I needed to get the components in place! Although the performance would be excessive for the purpose, I placed an order for*



◀ George Lee pictured with Adam Woolley from Queensland in Narromine last year. George, always more than willing to speak with youngsters about gliding, holds junior training camps several times a year  
Photo: Anne Elliott

*a Nimbus 4DM in good time. After a lot of looking, my wife Maren and I decided to settle in south-east Queensland and we went ahead and bought a farm just to the north of Dalby. A hangar went up, two 800m strips were installed, we had a new house built and "Plain Soaring" came into being! I have now run four courses, each one lasting for 17 clear days. The aim was, and is, to have two pilots on each course, one from the UK and one from Oz. The flying days are alternated so that each pilot ends up with approximately the same amount of flying. Needless to say there is also a list of discussion topics for when the weather is not so good.*

*Inevitably there are lessons to be learnt with any new scheme, but feedback so far has been positive and I have thoroughly enjoyed working with the keen young pilots who will contribute so much to this wonderful sport of ours in the future. The discouraging trends that I mentioned earlier can, and must, be reversed. I look forward to helping many more young pilots in the years ahead."*

## The course

The course offered by George Lee will consist of coaching and dedicated dual cross-country flying in a Nimbus 4DM. The aim of the course is to help young pilots realise their goals/ambitions in gliding. It can be anticipated, weather permitting, flights in excess of five hours are likely. As such junior pilots interested in this course must be aware that each flight will be conducted with the aim to do as much cross-country as possible. Each cross-country flight requires a large amount of preparation, some of the preparation issues will be covered in George's coaching. However, it is required that each pilot will have an awareness of the preparation required for long cross-country flights as a result of his/her previous experience. The following is mandatory preparation for pilots wishing to attend the course.

### 1. Natural relief

Pilots, both male and female, must have successful experience of relieving themselves when airborne in a glider. Maintaining a good state of hydration is very important in the heat and, if the weather is good, long tasks will be flown, the flight time could be in excess of five hours. Each pilot must have proven capability in this area. The Nimbus 4DM is plumbed for natural relief, however, in case the ergonomics are not right for the individual, then an adequate supply of what ever system you use is required. It is essential that you have previously proved that you can relieve yourself in a glider in flight. This is extremely important, as aborting a task or, even worse, landing out enroute is not an acceptable alternative.

### 2. Flying experience

The course is not meant to teach pilots the basics of flying. Each pilot must be in current flying practice and preferable have flown some cross-country flights in the lead-up weeks to the course. The more current the pilot, the more will be learnt from the intensive cross-country training.

### 3. Soaring hat

Tan or green coloured one, not lighter than a medium shade, as it minimises the problem of canopy reflections.

### 4. Drink container

Dehydration is a serious and potentially dangerous condition. For your safety (and for soaring performance), a drink container with a decent capacity that is cockpit compatible is required. The two-litre Camelbak, or equivalent, is excellent and is cockpit compatible.

### 5. Flying clothing

Loose-fitting cotton clothing is recommended as it is comfortable and it breathes. It is essential that your choice of clothing offers the option of easily complying with the requirements of natural relief.

Each pilot will be accommodated at "Plain Soaring" in a small Queensland-style country house which is located 60m from the main

house. Basic facilities are available including TV, VCR, fridge, and microwave. All meals are provided in the main house.

All flying, coaching and accommodation is provided free – a nominal contribution towards meals is required.

Being invited to attend this course is a golden opportunity for junior pilots to learn from one of the best glider pilots in the world. George has made this opportunity available – an opportunity that many pilots would have broken an arm or a leg for years ago. I feel that this course will go hand-in-hand with the future junior training program, helping to develop and discover talented young pilots. Hopefully the junior training program will be the catalyst for the up-and-coming new generation of soaring pilots to aspire to the levels that the UK juniors have achieved.

## How to apply

At this stage there is no formal application to attend these courses. However, it is intended that a selection process will be put in place in the near future. It is proposed that each club CFI will be approached to recommend one junior member

In order to obtain applications in time to select pilots for the next two courses it is requested that those junior pilots interested apply direct to me at the address below.

In your application you should describe your gliding/flying experience to date. You should detail your aims in gliding and what you hope to gain from attending such a course.

## The basic requirements are

1. Application sanctioned by your club CFI.
2. Have proof of completed at least a 300km cross-country flight, not necessarily a 300km badge flight.
3. In current flying practice.
4. Pilot weight limit 86kg (normally clothed).
5. Pilots will be selected from those aged between 20 to 25 years old, however applications will be accepted on an individual basis from those outside this age group.
6. Be able to mix easily with people.
7. Be able to cope with living in relative isolation as "Plain Soaring" is situated about 20 minutes from the nearest town.

The following are the dates for the next two courses, please specify which course you are applying for.

#3/2001: Sunday 14 October to Thursday 1 November 2001  
(flying 15 to 31 October 2001).

#4/2001: Sunday 25 November to Thursday 13 December 2001  
(flying 26 to 12 December 2001).

In addition, close attention should be made to the preparation requirements. If you wish, you might briefly address each of these items in your application.

Lastly, the application should be made with the approval of your club CFI. Please make an area available on your application for the CFI to place his note of approval.

If you are a junior and think that this course is for you, then I would be more than pleased to receive your application.

Written applications should sent to the addressed below. Applications close on the 31 July 2001.

**Miles Gore-Brown**

**PO Box 3494, Robina Town Centre, Robina QLD 4226**

**Email: <mgbjp@gol.com>.**

The successful applicant will be notified in writing, no later than the 31 August.

I believe that we must strive to introduce the concept of specialised junior training. The results achieved by the UK junior training program is something the Australian gliding fraternity should strive for!





# Electrikery — Electricity and You

## Part 3 – AC & DC

NED McINTOSH

In electronics there are two kinds of current flow: direct current (DC) and alternating current (AC).

Photos: Anne Palmer, Sydney Microlight Centre



**DC** is the one-way flow of electrical charge. The simplest form of this is a torch. When the torch is turned on, current flows out of the positive terminal of the batteries, through the globe to make it glow and back to the negative terminal of the batteries to complete the circuit. In your trike DC is used to drive the engine hour-meter, as well as the CHT or EGT gauges and GPS, if fitted.

With AC, the polarity of the voltage swaps between positive and negative regularly. A type of generator called an alternator produces it – you have an alternator in your car, and your trike engine also has one. The voltage produced by an alternator follows in a sine-wave shape and swings between peak negative and positive values.

You are already familiar with one form of alternating current because the ordinary household supply of electricity is 240 Volts AC, and

in Australia it swings at a rate of 50 cycles per second (called 50 Hertz). Since it's so familiar, it's a good example to use here. The diagram illustrates what an AC voltage looks like if you display it on an instrument that can draw a picture of voltage versus time (eg an oscilloscope).

For a start, one complete cycle of the waveform takes 1/50th of a second. This means the voltage makes one complete excursion to its peak value in 1/50th second. Notice I said peak value in the sentence above, and the peak value is very much larger than the 240V we are used to. What's happening? Does this mean we are incorrectly labelling our household electricity supply?

Not really. The 240V we are familiar with is what's called the Root Mean Square value of the voltage. This is abbreviated as rms. We don't need to explain what this means (think of the approximate value if all the bumps were smoothed out), it's enough to understand that the rms value is less than the peak voltage for AC voltages. How much less? Well, the peak value is equal to the rms value multiplied by the square root of 2. So, what is the peak value of our 240V AC household voltage?

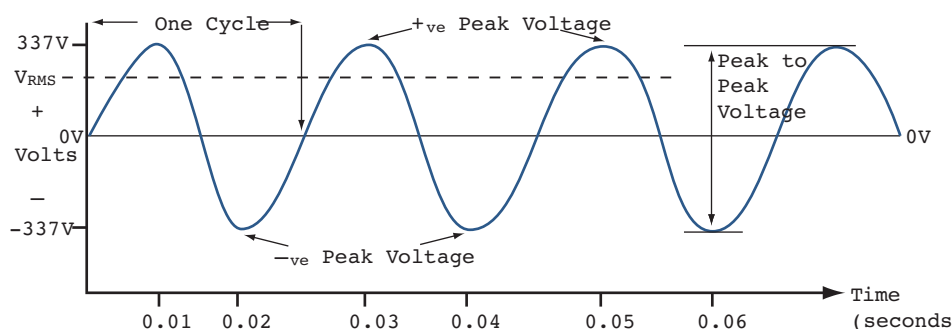


Diagram of a typical AC voltage waveform



# r Trike

$$V_{peak} = V_{rms} \times 1.414$$

$$= 240 \times 1.414 = 337VAC$$

This is only the peak voltage, remember, and the voltage swings freely from a positive peak to a negative peak. Therefore the peak-to-peak voltage is twice the peak value, or nearly 680V AC. Now you know why getting a belt from a faulty 240V AC appliance hurts. You're getting whacked by nearly 680V, 50 times a second!

AC voltages from your Rotax alternator can be as high as 100V, whereas inside your Icom radio they can be microvolts (an incoming signal), millivolts or even volts (at the antenna when you transmit).

Okay, back to the trike! Your Rotax engine alternator produces AC which varies in both voltage and frequency, depending on the speed your engine is doing. Obviously you couldn't apply such raw electrical energy to your delicate instruments without some sort of processing. For a start, it has to be turned into DC and it has to be brought back to about 12V. How is that done?

Enter rectifier/regulator. It's the finned black aluminium box with wires sticking out of it just above the engine mount on the side of a 582 engine. A typical rectifier uses diodes (devices which conduct for half of the cycle and of the AC waveform) to turn the AC into a rough sort of DC. To smooth it, a capacitor is usually used – it temporally stores electrical energy and releases it again. The regulator then takes this varying DC, which may easily exceed 100V, and reduces it to an acceptable level, say 13V. A good regulator will maintain a 13V output over a very wide range of input voltages, output current and rpm. The excess energy is dissipated as heat – hence the fins to help get rid of it.

As a rectifier/regulator the factory unit is ...well, it works, but there are better units available as after-market devices. The main problem is the DC output is not very clean. It still has a ripple on it and that makes for electrical noise in your radio and intercom, amongst other things.

If you have a whining noise in your intercom or radio that varies according to engine rpm, it's a good sign you need to investigate a better rectifier/regulator. Ask people how your radio transmissions sound. That'll tell you.



*Enough about AC and DC: Next month we'll look at the care and feeding of radio antennas.*

## FUNNY CAPTION COMPETITION

We've got another great photo this month, although it may require a more refined sense of humour than last month. This photo comes to us courtesy of Godfrey Wenness, taken at this year's Manilla Open.

*If you have a witty mind*

*What funny caption can you find?*

*Send to me your words with haste*

*If HGFA caps are to your taste!*

Send your entries to  
**Richard Lockhart**  
(C/O Blackheath  
Post Office, Blackheath  
NSW 2785, or email  
<skysail@ozemail.com.au>) by 25th June.

The winner (announced in the August issue) will receive an HGFA cap.



**The winning entry for the April comp is:**



*As the police closed in... Brutal Bill and his gang began to regret their choice of getaway vehicle as they continued to wait for the unseasonably strong wind to die down.*

– James Green



# 2001 CIVL Plenary Meeting – (Lausanne, February 2001)

**MICHAEL ZUPANC**

**F**irst, some explanation for those unfamiliar with CIVL meetings. The general meeting of all the national delegates is the Plenary. As well as this there are a number of working groups, made up of groups of interested or expert people who then discuss the detail of the various issues. These working groups then present their results to the Plenary (where the details often get debated again!) for approval or rejection.

## The meeting...

A European safety group (no connection to FAI or CIVL) has been formed, which is trying to publicise the rules of the air, which have some changes from country to country. (Same as Australian rules of the air.) This group is exclusively European, so we have no input or influence. However, they are also setting up a database template, which will be available on the FAI website so that accident reporting can be done in a uniform manner and subsequently, data can be compared from country to country and international totals can be tabulated. (I believe this will be for worldwide use.)

There was a proposal to increase sanction fees in Cat 1 and Cat 2, but this was defeated. CIVL currently has a cash reserve equal to approximately two years operation. However, the CIVL budget is in deficit, has been in deficit for the last three years, and it is expected to remain in deficit for the foreseeable future.

I attended five days of meetings.

## The Results of the WPRS Working Group

### Aims & Objectives

To improve the World Pilot Ranking System so that it:

- Gives a credible ranking
- Can be used for selection purposes (eg PWC, Category 1)
- To establish implementation dates

Martin Brunn and I presented our ideas to the working group regarding ways to rank international competition pilots. It was proposed and agreed by the working group that any proposed solution(s) should be run alongside the existing system for 2001.

There were some changes to the current system for during the interim period while the new system gets sorted out. They are just a

tune up of the existing system and details of this can be found on the CIVL website.

### Separation of HG and PG

After much discussion which highlighted the different requirements of hang gliding and paragliding (PG comps tend to have large numbers of “weaker” pilots, while HG comps tend to have smaller numbers, but higher skill standards) a vote was taken as to whether to split into HG and PG sub-divisions. The vote was unanimous. At this point two working groups were formed. HG under the chair of myself, and PG under the chair of Sarah Fenwick.

### PG Section of WPRS Working Group

Martin presented a brief outline of his proposed formula.

Recommendation to the Plenary that:

- Martin Brunn’s formula is run in parallel to the current WPRS for 2001
- The formula is ‘live’ and under continuous development
- The rankings of the new formula are published alongside the current system
- There will be an open email discussion group set up on the CIVL website
- The sub-committee will consist of Fred Escriba (chair/co-ordinator), Xavier Murillo, Ulf (S. Africa), Stefan Mast, Miyuki Tanaka, Martin Brunn.
- If the trial is considered successful the results and implementation proposals will be presented to the Plenary meeting 2002

### HG Section of WPRS Working Group

A fundamental problem with some major competitions was highlighted: the world number one pilot lost his ranking position because he was denied entry into a European Championship because he was not European. There was a limit on competitor entries in the competition and only Europeans were allowed to enter.

To deny a high ranking pilot the opportunity to compete for high competition points is fundamentally wrong.

To address this problem, a two-part proposal was put to the Plenary for approval. Firstly, any competition that includes pilots, irrespective of their country of origin, may be included in the world ranking system. Secondly, Continental Championships must allow at least the top 50 pilots of the world

ranking system into the competition (except that no nation can enter more pilots than the normal team size).

These proposals were accepted by the working group without dissent, and subsequently passed by the Plenary.

Martin’s proposed WPRS (or a version of it) will be run in the background in parallel with the current system (if possible) so that the formulas can be evaluated. Of special concern is the level where the pilot weighting begins to devalue a competition. We need to have a system whereby smaller competitions that have solid competition between the potential winners are not penalised if there are small numbers of competitors overall. It is impossible to evaluate where the formulas allocate this level is at the moment, and we need time to examine the system during the year.

I am currently working on a revised set of formulas, which hopefully will overcome the differences in HG and PG competition attendance, and then subject these formulas to live data.

### Paragliding Team Scoring

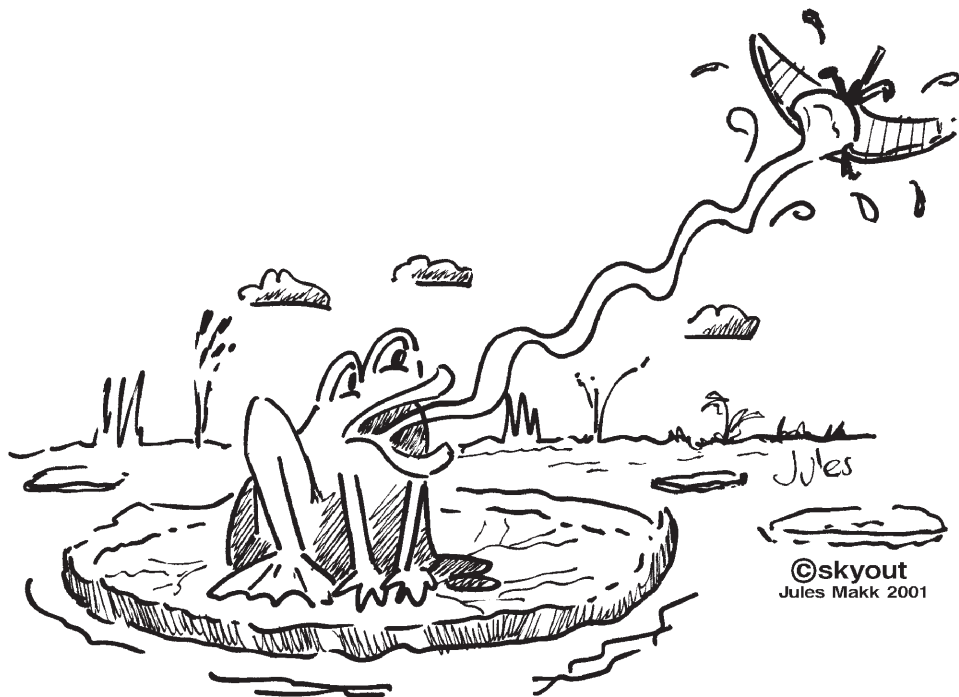
Best three pilots in each task score for team points. This is a bad outcome for smaller countries where different team sizes are enforced! This same topic was then debated and voted on again in the plenary, and we are stuck with it.

There was a proposal to change the competition validity from the number of days (with validity considerations) to just the sum of the maximum number of points awarded to the daily winners (for some reason the concept of Day Quality Factors was lost on the people present!). Either 1,500 or 1,800 points. A 1,500 point total eventually won the nod, and in a separate item, the maximum duration that a Cat 1 comp can be run over was reduced from 16 to 14 days.

### Safety and Training Working Group Serial Class for Paragliding

Support from Australia, Belgium, Croatia, Denmark, Finland, Iceland, Norway, South Africa, Sweden and UK for paragliding serial class to be nurtured, however there are still major reservations concerning compliance. There is still no answer to the question how to prove that a glider is a serial class glider during competition.





### HG Safety Standards

The proposal to implement a minimum width for uprights was rejected 2 to 5 votes. There was discussion about whether there is a problem... The majority was of the opinion that there was no known safety issue in this regard (even though there have been a number of safety problems from different types of "thin" downtubes).

However, there are performance issues, which affect safety. If one pilot has "thin something", then everyone is forced to follow suit because of performance.

The proposal as tabled by myself was accepted, with reservations about the control cables and downtube measurements. Some amendments to the wording of the basebar controls were made, but the concept of downtube thickness measurement is rejected.

An amendment to ban any uprights thinner than 20mm was proposed to the Plenary, but this was defeated. The vote was 10/10 with two abstentions. As the amendment did not get a majority the chairman of the plenary (Olivier Burghelle) cast the deciding vote against.

The new amended rules concerning minimum standards for hang gliders is in the new edition of Section 7 which comes into force on the 1 May.

The new rules concerning PG safety and the Cat 1 comp entry requirements have had a mixed response as there was a fatality at a major comp that had the "new" safety standards. Hence the extra requirement of the Eagle Badge had been imposed on the WAG competition by the bureau (even though the bureau has no power to impose rules, there was not much comment/criticism about this and it seems to have been accepted).

### Class Definition Working Group

After a lengthy and vigorous discussion, gliders with a "Lucas Hang Cage" are to become part of "Open Class", which is the new name for Class 4. This is something of a hot potato, but as there are far more rigid wings with conventional A-frames, they won the argument. As a result, rigid wing gliders with conventional A-frames will compete without the "ultra light sailplane" type of rigid wings being part of the competition. An addition to this rule is the condition that comp organisers run Open Class competitions alongside Class 2 competitions, using the same launches and tasks, so that a competitive spirit can still be had between the two groups.

### GPS and Flight Verification

An internet working group(s) will be established to investigate the requirements for security standards in record and badge flights and a standard file format for GPS developers so that flight evidence downloads can be achieved without the need for many different translating programs. There is a need for more integration with competition scoring systems, competition flight verification systems and technical requirements for records and badges.

So, some general aims of the GPS flight verification system:

- A simple and standard system used throughout the world
- To be cheap and accessible
- To make cheating almost impossible
- Should replace barographs
- Allow different types of tasks and competitions
- To continually actively develop ideas and technology to improve the system

- To have the same verification standards for competition flights and records and badges.

The discussion then turned towards the GPS rules in Section 7. It was recognised that as the hardware and software was still being actively developed, the rules had to remain suitably flexible to allow for differences in the manner that different hardware and software operated. At the same time it is a goal of this group to push the development of hardware and software towards some standard form in the future, but also to still allow new ideas and concepts to be tried and tested by the various developers.

### Points of contention:

It was proposed to remove the possibility of mixing GPS evidence with photographic evidence, and there was overwhelming opposition to the continuation of mixing the different forms of evidence.

There was a proposal to remove the FAI sectors from GPS verification. (Passed)

There was a proposal to remove the allowance of single track log points being used individually as part of the flight verification. (Failed)

There have been numerous other changes to the GPS verification annex, but these were settled without significant dissent.

### Competition Bids

2003 Paragliding Accuracy World Championships will be held in Slovenia.

2003 World Paragliding Championships will be held in Portugal.

2003 World Hang Gliding Championships will be held in Brazil.

USA declares intent to bid for the next Speed Gliding Championship in 2003 at Lookout Mountain, Tennessee. There is no other bid, so if this bid is suitable it can be accepted.



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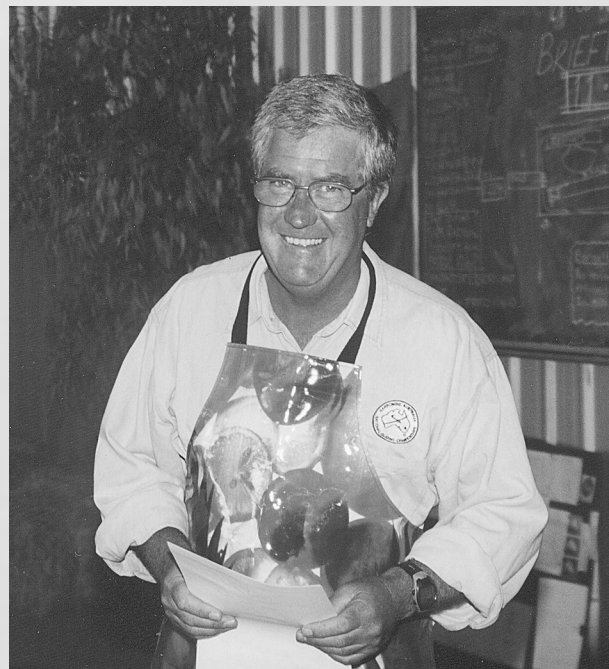


▲ Graham Parker was honoured to receive the Roger Woods trophy, presented by Brenda Woods  
Photo: Eric Sweet

▶ Andrew Georgenson flies in  
Photo: Timothy West



# On Camera — Gulgong Nationals







▶ National competitors  
Photo Eric Sweet

▶ Pam Kurstjens landing after a great flight  
Photo: Timothy West

▶ David Wilson, Paul Matthews and Ian Jacobs. David took out day four of the Standard Class section  
Photo: Eric Sweet



▶ Pat Campbell with Paul Matthews presenting Dion Weston with his Rosemount apron day prize after winning day three of the Open Class section  
Photo: Eric Sweet



▶ Peter Buskins, Standard Class day seven winner, at his first ever Australian Nationals  
Photo: Eric Sweet

▶ Trevor West (better known as 'Little Petunia') on take-off  
Photo: Timothy West



▶ Competition Director Paul Matthews giving the good news!  
Photo: Eric Sweet





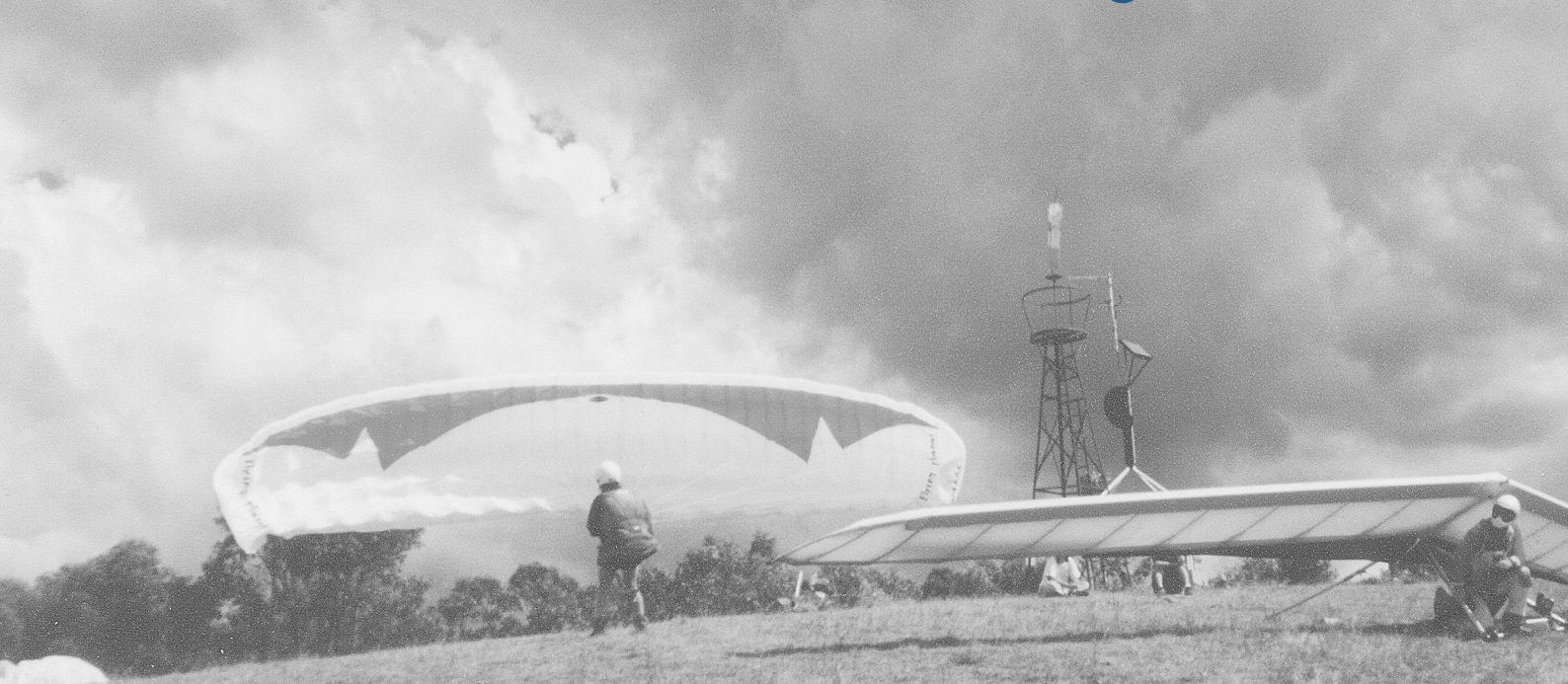








# CMac National XC League



### MARK 'BOMBER' THOMPSON

I'd like to invite you to join a National XC League in which both hang glider and paraglider pilots, of any rating, can compete on an even keel to become the State and National Champions. The idea came from the success of the WA XC League which has been running for three years. The league invites all levels of pilots from both hang gliding and paragliding to compete, with the idea to whip the living daylights out of each other. So become a part of the CMac National XC League for free and whip your flying buddy today.

### Concept

The League is split into two seasons; the Winter League will be run from 1 April 2001 to 30 September 2001, the Summer League will be run from 1 October 2001 to 30 March 2002. The idea behind splitting the league is to recognise great winter flights that can be lost in the heat, height and distance that the summer brings us.

So the league has already started – feel free to submit flights you've already had from 1 April 2001.

### Scoring Points

So how does it work?

Pilots are given a handicap based on their experience and the type of glider they fly. The flights you undertake are also given a similar handicap based on the difficulty associated with the flight. From previous experience the handicapping system is varied each year to try and make the playing field as level as possible.

The handicapping system to be used for the 2001 Winter League is shown below (don't worry – I do all the scoring, you just need to provide your flight details):

Pilot Type	Handicap
Paraglider Advanced (100 hrs +)	X1.7
Paraglider Intermediate (50 hrs +)	X3
Paraglider Novice (0-50 hrs)	X5
Hang Glider Advanced Topless (100 hrs +)	X1
Hang Glider Advanced King Post (100 hrs +)	X1.2
Hang Glider Intermediate (50 hrs +)	X1.7
Hang Glider Novice (0-50 hrs)	X4

Flight Type	Handicap
Triangle (T)	X3
Out & Return (OR)	X2.5
Declared Goal (DG)	X1.5
Open Distance (OD)	X1

If you attempt either a triangle, out and return or declared goal and don't make it, then submit your flight as an open distance flight.

For example, if a novice paraglider pilot flew a 50km out and return they would score  $50 \times 5 \times 2.5 = 625$  points. If this pilot missed goal

by 1km they would score the flight as open distance,  $49 \times 5 \times 1 = 245$  points.

Another example: an advanced hang glider pilot in a topless glider flies a 200km triangle,  $200 \times 1 \times 3 = 600$  points. If this pilot missed goal by 1km they would score the flight as open distance,  $199 \times 1 \times 1 = 199$  points.

The league is based on an honour system with no need for photos, etc... however you'll need to nominate your flight to someone on the ground before you take off – each of you cannot launch then declare a goal.

Your best five flights will be used to calculate your placing in the league.

The Western Soarers Hang Gliding Club will host the National XC League on their established website. The web site can be found at [www.iinet.net.au/~navi].

The league will be scored on both a National and State basis, so you can compare your season with both your local competition and your national peers.





**The following report from Brian Webb should have appeared in the May issue.**

## Insurance

The insurance story has reached an acceptable conclusion in the circumstances. Our broker, Kevin Chamberlain managed to secure a \$345,000 policy from TBI which offers us the same level of cover as the previous policy from SLE. Whilst this is still a massive increase it is way less than the next best offer of \$500,000.

The offer from TBI came on the very last working day of the old policy, tight indeed. We had steeled ourselves and notified our instructors that their professional indemnity PI insurance had become too expensive and that it would be withdrawn. PI insurance is cover that protects an instructor from negligence in the event of an accident.

We had discussed our situation with the US, Canadian and UK associations. The US and Canadians do not provide PI cover for instructors, their instructors work uninsured or secure their own private cover. The British had retained PI cover during a large insurance cost increase two years ago but are themselves reconsidering their situation this year.

The new policy retains PI cover for our instructors but the signs are clear that this element of the insurance will become increasingly more expensive until it is out of reach. The instructors have a 12 month breathing space but would be well advised to get accustomed to the fact that PI insurance will disappear sooner or later.

**At the April Board meeting I felt obliged to declare a conflict of interest between my role as president of the HGFA and my belief that the HGFA office administration should be offered for tender. In the unlikely event that the office be tendered a company of which I am a director would be interested in responding.**

**The current Vice-President Rohan Grant will be taking on the presidential position.**

**I will remain on the Board and will continue working with issues such as safety, long-term site retention, officer accountability and improving value for membership.**

Regards, Brian Webb

## JUNE REPORT – ROHAN GRANT, HGFA Board President

### Board Changes

The Board met last weekend, as it does each autumn, to review the season just past, to revise the HGFA's rolling Strategic Plan, and to set out in detail the program for the year ahead. During the meeting Brian Webb chose to step down as President (please see his note above). I was re-appointed as President, and Mike Zupanc agreed to take on the Vice-President's role.

I'd like to thank Brian for the work he's done over the past 12 months, particularly the way he's made himself available to members at club meetings, competitions and events.

### Insurance

The recent insurance hike and its implications for new students, instructors and existing members of the HGFA dominated the considerations of the Board.

As Brian mentioned, the HGFA has accepted a policy, of similar cover and conditions as we had with SLE, from TBI for \$345,000. A large part of the meeting was spent deciding just how this substantial increase in costs could most equitably be spread across new members, instructors and the general membership so that no group was unfairly disadvantaged.

The Board had to decide how to balance costs so that entry to the sport is not prohibitively expensive, so that instructors and schools are not priced out of business before they can restructure their affairs, nor general members slugged to the point where they too might feel compelled to give up the sport.

No doubt there will be grumbles, but having looked at claims histories, compared opportunity costs and market realities, having consulted representatives of all the major groups affected over

the weekend and spent hours arguing the relative merits of each option I'm confident that the Board's distribution of the increase is as fair as possible.

Sadly, our society has become litigious, and there seems little hope that the lawyers won't continue to benefit at the expense of sport participation.

### Ratings System

In part because of the insurance premium increase, the Board accepted a recommendation from the Safety and Operations Committee for a revision to the Restricted Certificate. This change should make it easier for novices to begin training, to obtain their first certificate and to gain airtime.

It will require a change to the Operations Manual, and will be implemented as soon as CASA approves the changes.

### Member Services

The Board recognised that there have been problems in the HGFA office during Margaret's absence. The cause of these problems has been identified and corrected. We are confident that the previous high standard of service can be restored, particularly now that Margaret is back full time. She has our full support.

### Club Development

Belinda Head briefed the Board on the Club Development project. Work is well under way, and I'm excited about the value that clubs, their volunteers and members will get from these seminars.

There were many other topics covered by the Board over the three day meeting. I'll brief you on some of these over the coming months.



Debbie Maher (Flying Planet Sirius) and Peter Dail (ATOS) at Pig Hill, ACT  
Photo: Peter Crosthwaite

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*Pilot Name: your name*

*Rating: (eg HG Novice, PG Inter, etc...)*

*Glider: (eg Litespeed, Proton, etc...)*

*State: your home state (eg NSW, WA, QLD, etc...)*

*Date of Flight: day/month/year*

*Take Off Location: town or site flown from*

*Flight Type: (eg T, OR, DG or OD)*

*Distance Flown: in kilometres*

## Checking Your Score

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For any further information email me (Bomber) at <cmac\_league@hotmail.com>.







# Neurally Mediated Hypotension

MAURICE LITTLE

Over the past 12 months or more one of our club members

(a very experienced pilot) has been grounded for medical

reasons which, until recently, remained un-diagnosed.

He now believes that the reasons may have finally been

identified and with a little more proof and attention to

avoidance, some normality in his everyday life can resume.

This article is offered to other pilots in the hope that they

may avoid such a frustrating and debilitating problem.

The following information has been drawn largely from

the Johns Hopkins Hospital NMH working group.

## What is Neurally Mediated Hypotension (NMH)

It has several names such as fainting reflex, autonomic dysfunction and several others, but essentially it is a combination of low blood pressure leading in extreme cases to fainting. It affects the interaction between brain and heart, both of which are usually structurally normal.

## When does NMH lead to symptoms

NMH occurs in susceptible individuals under the following conditions:

- After prolonged periods of quiet upright posture (standing or even sitting). It can happen in the shower.
- After being in a warm environment – bath, shower, cockpit, crowded room.
- Immediately after exercise.
- After stress – being scared, anxious.
- Some get the symptoms after eating when blood flow has shifted for digestion processes.

We are all susceptible to NMH but each person's vulnerability is affected by their make up, dietary factors, infection and psychological make up.

An upright posture causes blood to pool in the legs due to gravity. To compensate we generate adrenaline which speeds up the heart and allows more blood to be pumped to the brain. In individuals with NMH the brain and heart do not communicate properly. Just when the heart needs to beat faster the brain tells the heart to slow down and to dilate the blood vessels in the arms and legs, which takes even more blood away

from the brain. Fainting can result, which helps restore the imbalance

by forcing a horizontal position which removes the pooling effect.

## Symptoms

- Recurrent light-headedness.
- Fainting.
- Prolonged fatigue after modest activity. This can be 24 to 72 hours.
- Chronic fatigue, headaches, mental confusion.

## Diagnosis

NMH cannot be detected with blood pressure or heart rate screening. It requires a tilt table test with careful monitoring of blood pressure and heart rate in response to 70 degree angle. Many people with the condition unknowingly adapt to it by crossing their legs, fidgeting, or sitting or lying down, before light-headedness affects them. The tilt table prohibits these defences.

## What causes NMH

This is not well understood. It is suspected that there are genetic origins, but no gene has yet been identified. One of the most common causes however is a low salt intake in the diet. Salt helps retain fluid in blood vessels and helps maintain a healthy blood pressure. The recent emphasis on

heart disease, high blood pressure and reducing salt is not right for all people.

An average adult blood pressure is 120/70. Anything over 140/90 is considered elevated. NMH can occur over a wide range of pressures. It can occur where the systolic (the top number) is in the range 90-110 but can also occur in individuals where the resting blood pressure is high.

## How is it treated

A combination of increased salt and water intake with drugs that regulate blood pressure is often used. Some drugs allow the kidneys to retain more sodium and others block the body's response to adrenaline. Any treatment requires persistence, commitment and willingness over an extended period, trying the right combination of drugs to best suit the individual condition. Clearly your physician must work this out, but you can take the first step in the treatment by increasing fluid intake. A minimum of two litres a day when at rest is required.

For those who may be affected, or are interested in this condition there is quite a bit of data going into more detail on most of the above. Maurie Bradney has long campaigned on the need to regularly take on fluids and nourishment when striving for cross-country performance. For some people, failure to maintain adequate levels of salt and fluid not only makes their flying deteriorate but they simply cease to function by fainting. Not recommended, no matter what your activity.





# Day One – Day Two

EMILIS PRELGAUSKAS

Summer is gone, and with it declines the emphasis on contest and cross-country flying for the coming months.

This permits attention to move to the recurring issue in many sports – retaining existing and attracting new members.

Clubs have in recent years been looking at keeping their existing members active. They do this by making the flying and associated social environment pleasant for the club's particular brand of pilot. They may be people who gather to fly socially as a day out from the routines of work or retirement home life. Or they may be people in the pressure-period of their study, home formation or career development stage of life, who value the ability to hire and fly.

Each club develops its own format to respond. In doing this, existing members are kept happy, retained as members, and kept active as pilots. And because like attracts like, new members could be expected to resemble the characteristics of the existing members. Thus, the individual club 'niche' format is reinforced over time, and attention drifts to attracting new members.

Some clubs have realised how hard this is. A number of reasons have been identified. Where there are other gliding clubs in the region, a club may believe that other clubs are poaching their own club's natural constituency. This may in fact occur, where several clubs concentrate on the same member characteristics. However, it is more likely that each club shares the common problem, rather than being competitors. Each is experiencing difficulty in getting potential new members to their front gate.

Once there, some clubs feel they have the sale under control. So, as in previous decades, the effort to extend out into the community becomes the emphasis.

Some clubs have realised how hard this is. A number of reasons have been identified.

The standard of presentation of material, be that mobile displays or hand-out material, is out of step with the sport's professional and slick operational standards.

For those of us who travel outside our own club and see the sport more broadly, this introverted view is not supportable. Yes, there are both commercial and amateur clubs who have embraced the consumer view of the world, and provide slick introductory gliders and ground facilities. At the same time there are many more clubs operating on a shoestring.

It is interesting to note that the bulk of the promotional effort in the sport comes from these clubs. And thus, not surprisingly, the standard is attuned to these clubs' more earthy realities.

The reaction then is to think that the intrinsic difficulties, effort and lack of resources for promotion make this impossible for the individual club.

In contrast, interesting things happen when clubs collaborate. Displays are mobile and permit these to move from the host club to another to underpin their promotional exercise.

Generic hand-out material bulks up the club's own puny flyer. These can include old magazine copies, and timeless leaflets including 'Welcome to Gliding' and 'GFA Ops Regs', state association contact lists, and so on.

The result being sought is to leave a memorable reminder of the sport beyond the promotional event – to become a future referral for the next member to seek out the club.



## Analogy – Life and Gliding

ANDREW BELL

Reflecting on the phases of our lives shortly after an intensive period of gliding training at Caboolture Gliding Club I drew the following analogy between the two:

*"Life is like a glider flight. It can be tricky getting off the ground, and dangers abound here (birth and early childhood), while the ascent can be turbulent and unpredictable rising to an undetermined height (adolescence), before release into the smoother air higher up when the bondage of the tow rope is deliberately cut adrift by the pilot (adulthood).*

*The pilot then holds his own destiny in his hands, and if skillful enough may seek calm air, thermals and soaring flight, to prolong the duration and savour the achievement (middle age). Yet there*

*is an inevitability about the flight and at some time the glider must return to earth and the descent on downwind leg commences (old age). We arrive at the final approach, which mercifully is short (senility) before touchdown (death).*

*The perfect touchdown (death) is anticipated and welcomed as a conclusion to a satisfactory and fulfilling flight (life) and when handled appropriately is smooth, comfortable, predictable, painless and does not frighten either pilot (the dying) or instructor (family).*

*The skillful glider pilot has been planning the touchdown from the moment of take-off, making sure that he wasn't caught downwind, keeping an eye on local traffic and the windsock, and an ear to the radio. A significant number of people today however believe that in life they can go on soaring for ever, and make no preparations for the landing."*







# Contradictions

EMILIS PRELGAUSKAS

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“...WE PURCHASED SOME LAND

ASSURED BY ‘THE MAN’

THAT NO ONE WOULD FIND US OUT HERE”\*

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*\*(from Ed Kilbourne ‘To the last one up’)*

A car load of primary industries officers came onto the gliding field the other day. They were plan-plotting revegetation, walking their GPS unit around the perimeter of the juvenile bushland being grown alongside the strip.

To eyes such as theirs the airstrip itself is a scar in that landscape. At the end of summer it looks particularly unappealing. Bare sand patches with tyre tracks from tow cars, winch and gliders are etched into the dry grass ends and roots.

There is, however, a place and congruence between these two ostensibly contradictory parts of the landholding. The management approaches for each are quite different. However, the outcome intended – to stabilise the land – is common to both.

Improvement of the bushland is a matter of year-long weed control, bushfire fuel load control, and winter back-planting to create a pattern of canopy and understorey to tie the soil together.

Before we took on this allotment, the share-farmed land had seen its vegetation entirely stripped by stock, leaving loose non-wetting sand bare, and opening the way for visible erosion from rain and wind. The challenge was that the airstrip might stay that way through its new but equally intrusive use regime. So year upon year we in turn put in a gravel centre, mowed the strip ground cover, added humus, and controlled the use rates.

Today we have a stable, firm surface to operate the gliders; and a stable bushland setting surrounding it. Both now accept the rainfall into the soil and resist the wind tearing at the land surface.

Together they allow the original natural processes in the landscape to work, but also human movement and activity to occur without detrimental impact. The result has also been return of other original inhabitants. Smaller birds nest in the vegetation, large birds and animals feed on the runway.

For us glider pilots, it allows us to have our clubroom, workshop, library, museum and hangars while keeping destructive effects to a minimum.

*“...I remember the Monday  
we cut the runway  
watched by a hawk and two deer  
  
well the very next week  
we had a call from a ‘sheik’  
said he once owned the land next to ours  
  
but he sold to GM  
and next month they move in  
would we mind if they build a ‘few’ cars...”\**

The Monarto area is known for its migratory bird habitat, some species flying the great circle route to and from Siberia each year. Two conservation parks reflect the efforts of field naturalists and other greenies since the 1940s to keep that option alive in the face of encroaching development, particularly broadacre farming with its land clearing.

The area is characterised by its saline sandy soils, sparse rain within the rain shadow from the nearby hills – who would want to farm here anyway.

In the 1970’s a new town was planned for the area. A new kind of development.

In contrast, the new immigrants who actually moved in have bought acreage to manage land revegetation, speciality crops, telecommute, or fly gliders. And increased the return of bushland to the area. The bureaucrat interest is to put a dollar value on those decades of self-funded and unpaid effort.

Those of us who moved here felt sure the area’s desert nature and thus unattractive appearance would ensure others avoided it. However in recent years a four hectare floor area and five-storey lump of warehouse was built in our little town centre, attracting 100 outside workers into the area each day. As a consequence freeway interchange and bitumen roads have followed. There is now talk of our local dirt road becoming bitumen for long distance high speed wine tanker through-flow haulage.

Contradictions indeed.

*“...now there’s a giant mall  
and the traffic crawls  
where our planes were once tied down  
  
and late last year  
a man shot two deer  
that had wandered into town  
  
and there’s a hawk that cries  
in the smoke filled skies  
where she circles all alone...”\**

Overseas, where they are always ahead of us in the trends, urbanisation has increasingly been a source of conflict with gliderports.

Torrey Pines in the US is one example.

During the 1980s, there were about 100 threats to existing flying sites in the UK alone.

*“... Well, will anyone cry  
when the last glider flies  
and the last sailplane pilot goes home...”*







## THE GLIDING FEDERATION OF AUSTRALIA

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# First Principles of XC Flying

PETE LEHMANN

Pete Lehmann has flown 2,400 hours and logged some 30,000 XC miles on five continents. He has been an instructor, author and US Worlds Team pilot and team leader. This article first appeared in the USHGA's Hang Gliding magazine, then in Skywings. We are grateful for permission to reproduce it.

To paraphrase what was said of baseball in the movie Bull Durham, hang gliding is a simple game: you launch the glider, you turn the glider, you land the glider. With the benefit of perhaps too many years in this sport it is clear to me that hang gliding suffers from an excessive zeal in mystifying what is a fundamentally simple sport. To be sure, there exists extraordinary complexity at some levels, but by emphasising the esoteric aspects I fear we intimidate rookies and inhibit their learning. That leads me to create a simple list of what are essentially ground rules, or first principles of flying hang gliders. The list below is an admittedly idiosyncratic reflection of my own personality and experience. However, it contains what I feel to be an instructive distillation of my cross-country and competition experience. The subjects may be viewed variously as rules, mantras or guidelines, but together they attempt to provide a loose framework that will simplify the decisionmaking process in a cross-country flight.

In presenting the following rules, it is assumed that the reader is a reasonably experienced soaring pilot with a basic grasp of thermalling skills and an understanding of thermal lift. These are technical skills and readily learned by practice and from good books. What this article attempts to do is to integrate the basic skills into outlines of basic strategy.

The subject matter below differs from most of what has been written on hang gliding subjects in that it focuses on the emotional components of the sport. The rules are aimed at solving not technical problems, but ones that are rooted in human insecurity when confronted by uncertainty. And hang gliding, playing three-dimensional chess with some invisible pieces, is nothing if not uncertain. The problems confronting the soaring hang glider pilot can be divided into two rough groups: those requiring a solution based upon persistence, and those requiring decisiveness.

These are the tools employed by good poker players: *knowing when to hold 'em and when to fold 'em*. Hang glider pilots must

sometimes stick with what they've got, and sometimes abandon what they've been doing and try something else with an uncertain outcome. The following rules are intended to enable pilots to more easily choose which path to take, the one of decisiveness or the one of persistence, stay or go?

With those two characteristics in mind the following material is divided into three sections emphasising decisiveness, persistence, and those situations where the pilot must choose between the two.

## Decisiveness

**Go to lift.** Many years ago I read a story of Rich Pfeiffer's flying at Ellenville, New York on a day where he had gone off in a direction different from that taken by the locals. He was rewarded for his innovative flight path by accomplishing the day's best flight. As I remember it, he later remarked that he had merely gone off toward the day's only line of cumulus development, while the locals had followed the area's conventional route, oblivious to those clouds. I read that as a Hang Three, and it has remained an axiom of mine to this day: go to the lift. It seems absurd to have to remind pilots that they should go to the obvious sources of lift, but we too often allow other things to interfere with this, our first basic principle. Too many of us permit local custom and habit, concerns about retrieve routes, or worries about reaching the regular landing field to distract us from finding lift. Even inexperienced pilots have enough information to know where lift ought to be found: clouds, ridges, bowls, treelines, etc. If you want to stay in the air, go to the lift.

**It's the clouds, stupid.** Above all else, clouds are the most reliable indicators of the location and character of available thermals. They tell an observant pilot where lift might be found, how long it will last, its possible strength, and, equally importantly, they tell us where it won't be. The clouds tell us if the mountains are working, or the flats; they let us know if there are shear lines we can exploit; and they tell us if

we are entering or leaving one type of air mass for another. Even their sudden absence has significance. As an example, if one perceives a blue zone amidst a sea of puffy cumulus clouds, avoid that hole like the plague. For whatever reason, be it marshy ground or a recent violent thunderstorm, the clouds are telling us that that country is not producing lift.

**Sink = lift.** Upon encountering bad sink most inexperienced pilots commit a grievous error: they turn around and go back from whence they've come. This is a mistake for two reasons. Firstly, if they've been traversing bad sink it is very likely that there is good lift in front of them somewhere. Remember, the atmosphere is in equilibrium. If air you're flying through is sinking like crazy, then it is rising at a reasonable rate somewhere else. Secondly, if you have been travelling through the vicious sink, turning around and retracing your course through that sinking air is merely a guarantee of nothing less than again sinking like a stone. In other words, the odds of finding lift are greatly increased by continuing ahead rather than turning around. It may feel terrible to continue through vicious sink, but it is usually far worse to turn around in it.

Accepting that there is always more lift in front of him/her is a fundamental step in a pilot's development. Trusting that there is more lift out there, and internalising that belief into our decision-making calculus allows us to break the bond to the home site. It frees the pilot from always returning to the security blanket of the launch area and the known landing zones. It is the knowledge that there's lift to be found beyond sink that gives a pilot the confidence and freedom to go cross-country.

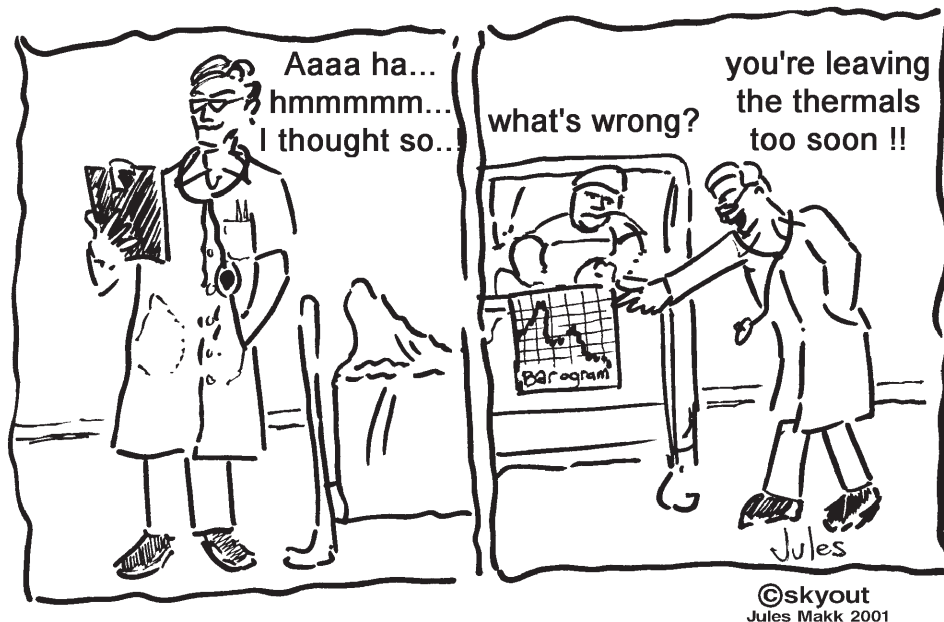
**If it isn't here, go elsewhere.** This is essentially a creed, a faith. Most beginners give up far too quickly. They are too willing to accord the law of gravity its inevitable due. The law of gravity will certainly prevail in the long run, but it is your objective as a pilot to postpone that outcome as long as possible. To accomplish it you need to find lift, and if you are not in lift at the present time, it is time to get the hell out of there and go elsewhere. Ideally you should have a plan and a destination based upon an intelligent reading of the terrain, the sky and any indicators available to you. But in the absence of those cues, just move. If you are not going up where you are, move. Too many pilots simply dither in the same area until they've lost so much altitude that they must land. The '200 ft rule' below addresses this matter in specific terms. What I am getting at here is the general proposition that aimlessly staying in



one spot is useless. Even if you don't have a clue as to where you are going or why, it is still a better idea to glide off aimlessly in one direction or another. You must just cover ground and traverse as much air as possible to increase your chances of hitting lift. Lift must be out there, otherwise those hotshot pilots could not accomplish what they do.

**When in doubt, go downwind.** This is a Tomas Suchanek rule, and is a refinement of the above injunction that if one isn't climbing one needs to move elsewhere. As a three-time World Champion, Tomas' opinion carries considerable weight with me, and his rule is one I have profitably applied. The essence of his reasoning is that finding lift is largely a function of covering ground. That is, the more ground you cover, the more possible lift sources you traverse, and the higher the likelihood you will encounter a thermal. Obviously the actual structure of the ground below you and the shapes of clouds above will influence where lift is to be found. For that reason you should tailor the exact downwind course to maximise the likelihood of finding lift. Nonetheless, in general terms, our chances of finding lift are greatly increased by crossing lots of ground, and going downwind enables us to accomplish that aim. Unless there is a compelling reason to do so, fighting upwind in search of lift is a waste of time and altitude.

**When flying with other pilots never chase from below.** Flying with friends on a long cross-country flight is one of the greatest pleasures in hang gliding. It is, however, also one of the most difficult things to do, and something often likely to shorten our flight. The fundamental reason for this is that we each have different skill levels, styles and equipment which make it difficult to follow the same three-dimensional flight path. As a result, if one pilot attempts to stick with another one, that pilot will be forced to change his normal behaviour to accommodate the other pilot's decisions. The result is usually ugly: landing. To avoid this I have a cardinal rule. I categorically will not chase a buddy from below him. In other words, if my friend is above me or ahead of me I will not abandon my climb to follow him. The outcome of doing so will often be that I arrive at the bottom of his thermal just as it's dying and he's leaving. Be patient. What goes round, comes round. One of the most maddening things about going XC with a friend is that even pilots of equal skill will be scraped-off by their buddies. The result will be that one pilot is now low and trailing behind the other pilot, feeling frustrated and foolish. The important thing to do is to maintain our cool and not start playing catch-up by racing. If pilots are of roughly the same calibre it is very common that over the course of a longer flight they will swap the lead several times. In the end things tend to even out. The guy in front will get low and



have to waste time grovelling while the guy behind hits the thermal the leader just missed. Stick to your own flight plan. This advice is that much more relevant if there is a disparity in skill levels between the two pilots. An inexperienced pilot who tries to stick with a good one will almost certainly land prematurely.

**The 200ft rule.** This is another core rule. In my earlier flying I discovered that I would be reluctant to leave an area where I believed lift ought to be. I would then squander much of the altitude with which I had arrived at the spot before finally, much lower, leaving to search elsewhere for lift – and landing. This behaviour had two roots. First, I was both overly optimistic and unskilful in assessing the likelihood of finding lift. Second, I shared all pilots' reluctance to go off into the unknown when we think we have found a safe haven. So compelling was the influence of these two factors that I was forced to impose upon myself a rigid 200ft rule. When searching a likely lift source (such as under a cloud) I allow myself to invest a maximum of 200ft of altitude searching for lift. If I haven't begun to climb after losing 200ft of precious altitude, I leave. Period. While exceptions can certainly be cited, it is vastly more probable that we will wind up landing early if we let the hope of lift and fear of leaving guide our decisionmaking.

## Persistence

**Landing is forever.** If I began the section on decisiveness with the seemingly simplistic injunction to go to lift, I must begin this section on persistence with another banal assertion: landing is forever, it is the end of all your hopes. Once we are on the ground we can no longer apply our decision-making genius towards attaining whatever goal we have set ourselves. Most pilots seldom see really good conditions. As a result we all need to make the best of what we've got. There is no room for landing simply because we are lazy and figure that there'll be another time. First, there never

are too many "other times", and second, if we were inclined to give up when things became difficult that first time, we will likely do it again on "another" flight. It is far better to struggle

to stay in the air in the first place. In plain English, don't give up too early in a flight.

Most pilots do give up long before they really need to. They rationalise it in a variety of reasonable sounding ways: *"It wasn't there", "I was flushed", "The wind switched", "I needed to make the main LZ", "It wasn't going to be good anyway."* We've all heard them, and all used them. They are, however, still nothing but excuses for having given up too early. As long as we have enough altitude to safely reach a decent landing field there is no valid reason not to keep struggling to get back up. That may mean working that little bubble of zero sink, passing above that last little hill, or gliding over the downwind edge of that sunny bowl on the way to the LZ. If we can survive the periodic flush cycles we will almost assuredly get back up again. The key is to work everything possible to delay the landing that marks the end of our hopes. As long as we are in the air we have the option of continuing.

**Work the weak stuff.** One of the most widely held misconceptions about cross-country flying is that to go far one must fly in really strong conditions. To be sure, flying in conditions with great climb rates and a good tailwind will improve our chances of going a long way. The problem is that even on an otherwise good day we will encounter weak periods when the fate of the flight hangs in the balance. In fact, I have seldom made a long flight that enjoyed good conditions from launch to landing. The real determinant of virtually every one of my long cross-country flights has been a willingness to work weak lift. There is almost always a low save during the flight. A long flight will not have strong conditions from beginning to end. Patiently and skillfully working weak lift is



what distinguishes a good from an excellent flight.

**The first 100ft.** In the preceding paragraph I have argued the necessity of working light lift. Now it remains to suggest a mechanism for doing it. Many pilots' thermal flying is handicapped because they misunderstand the genesis of thermals. They believe that thermals come fully formed in big, fat, gift-wrapped packages. While such thermals certainly exist, we generally first encounter thermals in much less developed states. What differentiates good pilots is their willingness to stop and work light lift with exquisite skill and patience until it turns on. In many ways they are doing what Steve Moyes has answered over the years when asked how to find lift: *"I just stop, turn and make a thermal."* This is essentially a matter of faith, a belief in the inevitable improvement of a weak bit of thermal lift.

Upon first encountering thermals (and the lower the altitude and the stronger the wind the truer is this statement), they are often weak, small and broken. One can often climb in them, but only by paying close attention to the vario and the glider's behaviour, and by flying the glider forcefully and precisely. That is, you must focus on aggressively putting the glider into the best available lift for the greatest period of time possible. You may go in and out of lift, it may try and spit you out, but you will climb as long as you fight back and pay attention to where its strongest bits are. It is my experience that if we can climb as little as 100ft then the odds are excellent that the thermal will come together into a more easily worked configuration, at which point we are home free and on our way to cloudbase. The key is recognising that if a thermal is strong enough to make us climb even a tiny bit, it is very likely that it will eventually come together and get us up. However, it is crucial that the pilot concentrates his attention and physical efforts into making the glider climb during that critical first 100ft. I literally talk to myself to remind myself not to give up. I watch my altimeter, and if I can gain 100ft I am extremely confident I can get out of virtually any bad situation I am in. However, I sometimes need to remind myself of that fact so that fatigue, despair and discouragement don't triumph and allow me to give up after saying, *"Ah, to hell with it, I will never get out of here."*

## Persistence and Decisiveness

The preceding sections advocating persistence or decisiveness on a pilot's part are fairly straightforward. What is much more difficult is to make decisions where the choice is one, the other, or both. These are issues which require subtlety and flexibility on the part of the pilot, and are thus by far the most difficult decisions confronting a pilot.

**Shifting gears.** An addendum to earlier comments about the need to be willing to work weak lift is the need to recognise when to do so, and when not to. A long flight often involves a broad mix of conditions. The early lift might be small and weak, it might become booming in mid-flight, and fat and weak late in the day. Or we might encounter those conditions several times in a mixed order during the flight. Whatever the exact pattern, lift conditions will vary and they will require or allow different flying styles. If conditions are booming it is wasteful to hang onto every last piece of 100 fpm lift. At that time we need to start gliding, and gliding at a higher speed. If lift weakens, the sky becomes overcast, or altitude scarce, we must slow down and be patient. If we are at great altitude, go fast. But if we are heading into a wet, green, flat area in the middle of a desert, then slow down because the lift is about to change for the worse.

The difficulty is recognising when to slow down even though lift has been really good for a while. Conversely, one needs to know when to speed up when things have changed for the better. Jim Lee, one of the world's great pilots, introduced me to the concept of changing gears. He uses three gears and consciously changes his flying style in accordance with how he reads the lift ahead. Similarly, Larry Tudor can be heard on a radio advising fellow pilots to go into what he calls "survival mode" when conditions become difficult. The point is that there is no one perfect flying style. Be flexible. Keep your eyes open and integrate as much information as possible from indicators close in and far out. Keep track of things like the movement of a line of high cirrus that might shut down thermal activity, or the changing character of the countryside. Passing from mountains into flat country usually betokens weaker lift, just as does wet terrain. Most readers of this piece will have the requisite basic knowledge of thermal generation. What I am suggesting is that to be a successful, gear-changing cross-country pilot we will need to integrate that information on a much larger scale than is usual. It is not at all uncommon for a good pilot to be integrating information about circumstances more than 20 miles distant from his present location. By casting such a wide net the pilot acquires the information required to anticipate and recognise changes in conditions that will necessitate a different gear.

**Never lock onto one tactic:** the ability to fix mistakes. Hang gliding is a sport that takes place in a largely invisible fluid medium and the decisions we make are the result of fragmentary and rapidly changing information. Even if we think we can 'see' our next thermal under a fat cumie, it might well have degenerated by the time we get there. It is hard enough making decent decisions even if we think we can 'see' that they are correct; it is of course vast-

ly more difficult to do so when there are no visible cues present such as climbing gliders and birds, dust devils or nicely shaped cumies.

A friend once described the difference between an amateur and a professional as being the professional's ability to fix mistakes. Similarly the difference between accomplished and rookie hang glider pilots lies in the ability of the skilled pilot to find lift after his first choice didn't work out. The secret to achieving this is that the better pilot never commits to one narrowly confining tactic for finding lift. Inexperienced pilots routinely fly to one fixed point in space feeling certain that it must work, and then landing when it doesn't. The good pilot may also make a mistake in assessing the likelihood of finding a thermal in a specific location. Indeed, the incredible difficulty of finding an invisible, short-lived thermal makes it very likely that he often will be mistaken. However, the difference between the rookie and the expert is that the latter anticipates the possibility of that failure, and already has not one, but a series of alternative choices available to him in the event the original decision does not work.

In concrete terms this means that where a pilot leaves one thermal and heads towards where he feels the next one ought to be, he doesn't just blindly fly in a straight line to it. When making the decision on his flight path the pilot must consciously include an awareness that the thermal might not be there. He must make allowances for failure. He may tailor his approach path so that it runs under parts of other less formed clouds enroute, passes over slightly more promising terrain, or by flying at a speed which doesn't burn off too much altitude. This last means that even if the expected thermal isn't there, the pilot still arrives with sufficient altitude in hand to continue on toward yet another fallback option for lift. This process of tailoring the flight path to maximise the possibilities of finding multiple thermals is a subtle one. It does not involve gross, coarse changes in direction. Rather, it requires slight course corrections and variations in speed to fly an efficient path that allows the pilot to examine the broadest number of possible lift locations.

## Exceptions

All of the above rules or observations have exceptions. I have on occasion profitably violated all of them. Nonetheless, I would strongly advise pilots not to be too hasty in violating them until they are well experienced in cross-country decision-making. These rules have been learned from long, bitter experience. By advocating the adoption of this framework of guidelines it is my hope to accelerate the reader's learning curve, thereby avoiding for them much of the trial-and-error experimentation that characterised my experience.





# HGFA Events Calendar

## Australia

### Goondiwindi Fly-in

28-29 July

All aircraft types welcome for a fun weekend. If hang gliding, paragliding or gliding, must organise own tow and equipment. Goondiwindi is situated 350km south-west of Brisbane on the Qld/NSW border. For more details ph: Derek Milligean 07 4671 2495 (h), email <dmilligean@northnet.com.au>.

### 2001 Master's Games

5-14 October

Hunter Valley, NSW. Entries are sought from pilots who want to compete in a boat tow competition to be held on the waterways around the Hunter Valley. This is your chance to be a part of the largest games held in Australia. Requirements: tow endorsed, no other requirements (but need radio, GPS, camera, chute, etc). For further information contact Billo ph: 02 49213804 (w), 02 49423131 (h), email <William.Olive@hunter.health.nsw.gov.au>.

### St Bernards Canungra HG Classic 2001

13-20 October 2001

Canungra, QLD. Entry fee: \$150 (or \$120 if paid before 31 August) + \$40 site fees. GPS mandatory. Int rating with inland experience. Cheques/money orders to: Rod Stead, 9 Griffith St, Nth Tamborine QLD 4272. Entry inquiries to Rod ph: 0428 132 215 or 07 5545 0969. Comp info: Tex ph: 07 3901 7401, 0417

766 356, <TEXDOC@bigpond.com>. Register online at [www.triptera.com.au/canungra/classic2001/index.html].

We will be based on Mt Tamborine with HQ at St Bernards due to their continued generous support. Accommodation from the night of Fri 12th-Sat 20th at: Motel – \$450 double or \$500 twin (fully self-contained); Hotel – \$300 double or \$350 twin (share amenities); cooked brekkie for \$7.50, continental \$2.50, meals from \$5 nightly. Camping may be made available if required (\$50), but why bother at these excellent room rates? Call Ray at St Bernards to book, 07 5545 1177 or <sales@stbernardshotel.com.au>, web site [www.stbernardshotel.com.au].

### Corryong Cup

13-19 January 2002

Registration and practice day, Saturday 12 January. Registration and comp start, Sunday 13 January. Last competition day and presentation night, Saturday 19 January. Entry fee \$95 if paid before 1 January (\$105 thereafter). Contact Steve Bell at P.O. Box 401 Helensburgh NSW 2508 or <spbell@1earth.net>.

## Overseas

### UK National Hang Gliding Championships

2-11 August

St André-les-Alpes, France. The UK National HG Championships will again include an Open

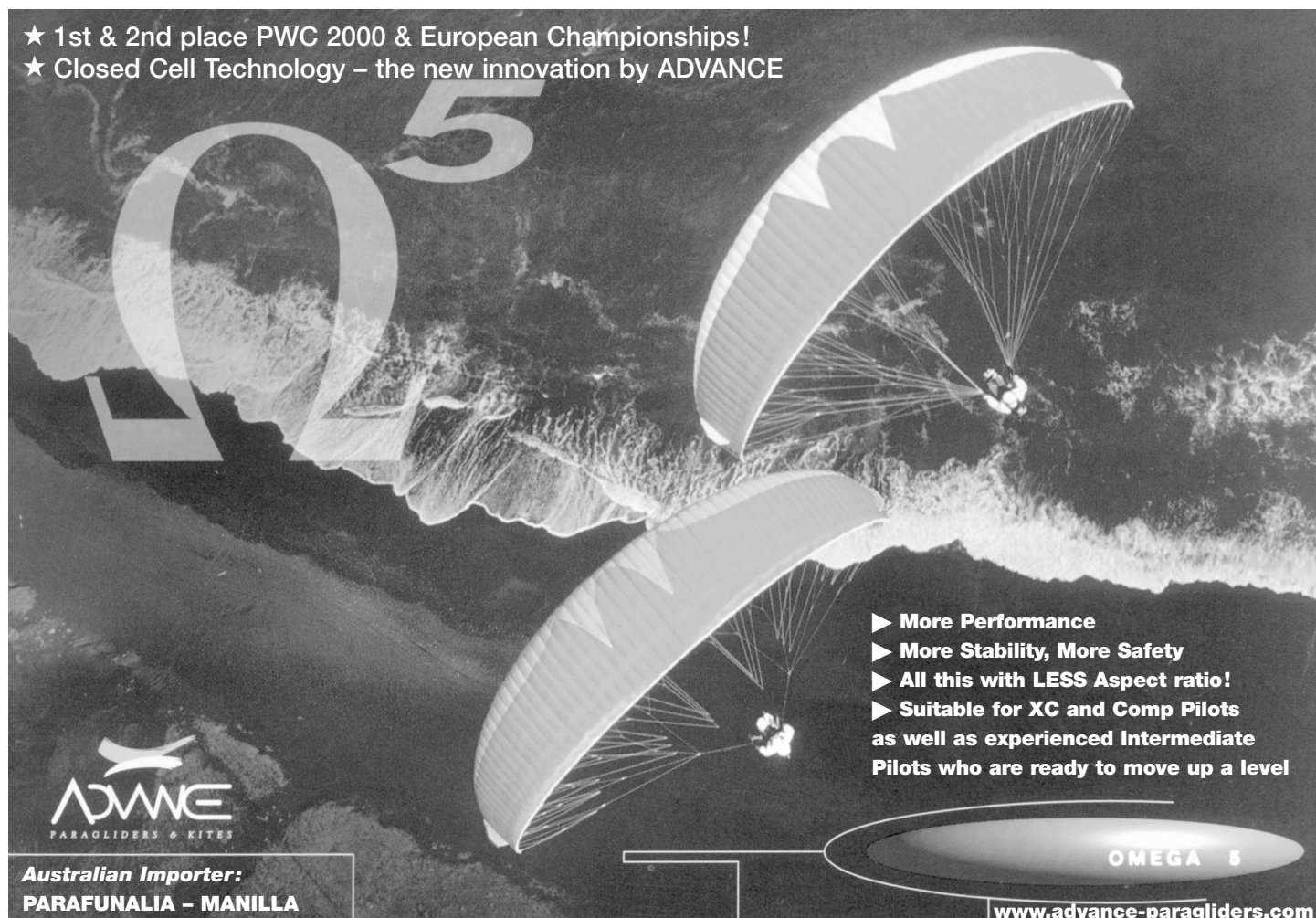
Competition for both Class 1 and Class 2 gliders. The FAI Category 2 sanction fee has been paid for both competitions, so this will give opportunities to gain eligibility for entry to future Category 1 championships. In addition to the usual trophies there is substantial prize money available in the Class 2 competition GB£1,000 for the winner, GB£500 for the runner up and GB£250 for 3rd place. Details of the competition can be found on the UK competition web site at [www.theleague.force9.co.uk/welcome.htm].

### Korea Paragliding Open

22-28 September 2001

This event is sanctioned as CIVL Cat 2 and will also be the Pre-PWC. Registration: 22 September. Opening ceremony: 23 September. Competition: 23-27 September. Closing Ceremony: 27 September. Departure: 28 September. A total of US\$10,000 will be awarded as prizemoney. Entry fee: Only US\$100, incl. accommodation, meals, transportation, maps, photos, retrievals and souvenirs. The autumn from September to October in Korea is the best season to fly and to tour. I am looking forward to many pilots from all FAI member countries coming together to fly in Korea. Soo Y. Lee, CIVL delegate, Meet Director of 2001 Korea Open, <egyosu@dreamwiz.com>.

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## Competition Classes, Subclasses and Grades

Classes, Subclasses and Grades have been confusing in hang gliding competitions for the last few years. One cause is more variety in Class 1 flex wing hang gliders. Another cause is more Class 2 rigid wings, Class 3 paragliders and next year Class 4 caged gliders wanting to enter Class 1 competitions.

Last year a Class 1 HG competition could have had the following groups in which trophies were awarded:

### Old System of Subclasses and Grades

<i>Open</i>	<i>Race A Grade</i>
<i>Race B Grade</i>	<i>Race C Grade</i>
<i>Intermediate B Grade</i>	<i>Intermediate C Grade</i>
<i>Sport A Grade</i>	<i>Sport B Grade</i>
<i>Sport C Grade</i>	<i>Paragliders</i>
<i>Rigid Wings</i>	

and Women's equivalents of all of the above and no one really knew which group was a subgroup of what, and what trophies you were eligible for if you beat pilots in other groups, eg: a C Grade pilot in a floater beating all B Grade pilots in kingposted gliders, or if a paraglider entered who was A Grade on the PG ladder and C Grade on the HG ladder beat all Sport B Graders.

The HGFA Competition Committee wish to simplify the situation and also satisfy the following objectives:

1. *Consistency with FAI definition and treatment of classes*
2. *Simplicity so that competition organisers can work out who to give trophies to*
3. *Fairness so that pilots are rewarded for achievement*
4. *Avoid distortions of GAP Day Validity due to equipment variations*

According to FAI, Class 3 is NOT a subclass of Class 1. That means if you fly further than the Class 1 World record in a paraglider, you only qualify for the Class 3 World record not the Class 1 World record.

The philosophy behind this is that in certain circumstances paragliders have advantages over hang gliders (eg, being able to fly over areas where landings are too tight for Class 1 hang gliders). Therefore just because the pilot was able to achieve a particular flight in a Class 3 paraglider doesn't mean it could have been achieved in a Class 1 hang glider.

### Classes

The Classes are defined by FAI. They are:

- Class 1 – Flex wing Hang Gliders,*  
*eg Litespeed, Climax, Shark, Sonic, Fun*
- Class 2 – Rigid wings, eg Exxtacy, Atos*
- Class 3 – Paragliders*
- Class 4 (pending) – Caged gliders,*  
*eg Millennium, Swift, Carbon Dragon*

### Subclasses and grades – hang gliders

The HGFA Competition Committee defines Sub-

classes and Grades. They have decided to reduce the number of subclasses and grades in Class 1 competitions. The subclasses will also be renamed.

<i>Open</i>	<i>= All Class 1 hang gliders</i>
<i>Kingpost</i>	<i>= All Class 1 hang gliders with a kingpost (includes Floaters)</i>
<i>Floater</i>	<i>= All Class 1 intermediate or Class 1 single surface hang gliders</i>
<i>B Grade</i>	<i>= All B and C Grade pilots flying a Kingpost hang glider</i>
<i>C Grade</i>	<i>= All C Grade pilots flying a Kingpost hang glider</i>

These five groups are non mutually exclusive, meaning that it is possible for one pilot to win more than one group. eg: a C Grade pilot flying a floater could win all five groups.

If there are not enough entries in a group, then that group is merged with the next harder group. If there are fewer than three C Graders, then the C Graders fly in B Grade. If there are fewer than three B Graders (excluding C Grade), then there is no B Grade. If there are fewer than three Floaters then the Floaters fly as Kingpost. If there are fewer than three Kingposts (excluding Floaters) then the Kingposts fly in Open. If there are fewer than three Opens (excluding Kingposts) then there is no Open, although those flying topless hang gliders will still have their scores included in ladder calculations.

These five groups are repeated for Women's entries where numbers suffice.

As you can see, Kingpost is the old Race subclass, Floater is a combination of the old Intermediate and Sport subclasses, but now includes A Grade pilots flying Intermediate hang gliders. There will no longer be a group called A Grade.

Rigid wings would enter as Class 2 and not be included in Class 1 results.

Paragliders would enter as Class 3 and not be included in Class 1 results.

Caged gliders would enter as Class 4 and not be included in Class 1 results.

### Subclasses and grades – paragliders

In paragliding there will be no changes to subclasses or grades. They are:

<i>Open</i>	<i>= All Class 3 paragliders</i>
<i>Serial</i>	<i>= All Class 3 paragliders with DHV2-3 or safer (includes Sport)</i>
<i>Sport</i>	<i>= All Class 3 paragliders with DHV2 or safer,</i>
<i>ACPUL Standard B Grade</i>	<i>= All B and C Grade pilots flying a Serial paraglider</i>
<i>C Grade</i>	<i>= All C Grade pilots flying a Serial paraglider</i>

### Grades

For those of you new to competition flying, I will explain the grading system. Each year national ladders are calculated. The hang gliding national ladder takes your best three competitions over the last two years. The paragliding ladder takes your best eight tasks (maximum of five from one comp)

over the past year. Both ladders award points based on how well you did relative to the winning Australian, and what sanction the competition had.

When you look at the hang gliding ladder of pilots who achieved 100 points or more, anyone who has just moved into the top 40% of the ladder becomes B Grade. Anyone who moves into the top 20% of the ladder becomes A Grade. The rest remain in C Grade.

When you look at the paragliding ladder of pilots, anyone who has just moved into the top 50 becomes B Grade. Anyone who moves into the top 25 becomes A Grade. The rest remain in C Grade.

An underlying philosophy of the Grades system is that once you achieve a higher Grade, you never go back to a lower Grade.

It should be every pilot's ambition to become an A Grade pilot. B and C Grades are encouragement grades for pilot's new to competition. Pilots who learn overseas, automatically start as A Grade.

### Handicap

A new system that appears to be gaining popularity is Peter Dall's Wenyon handicap system. This system has been endorsed by the Competition Committee and may well end up replacing our grades system. However, at this stage there will be no national awards or ladders based on the season's handicap results.

### Scoring

To achieve the four objectives above, the following changes will be made to scoring procedures.

If there are mixed FAI classes (Class 1, 2, 3 and 4) at a comp then:

1. *There will be one set of unofficial scores with all classes together.*
2. *For each Class with enough participants there will be a set of official results with only that class scoring and affecting validity. (This will generally be the one Class for which the comp was originally designed, but in WA last year there was a comp with significant HG and PG, and so two sets of official scores were produced.)*

Similarly for the HGFA ladder, the official hang gliding Class 1 ladder will no longer include Class 3 pilots (paragliders).

**D Tim Cummings**

## Club News

### Hill Flyers Club, WA

Plenty of flying over April, both in Perth and down south at Albany and the Stirlings. Good flying at Bakewell with some pilots becoming "intimately acquainted" with the trees that line the top of the hill. A new access track to join Lou's launch with the top launches is under way, making launching in east-south-east winds better. A word of caution though – don't attempt a launch from the top east-south-east launch



when the wind is from the south-south-east, as rotors can occur just in front of launch making things very dangerous for a hang glider and difficult for a paraglider. Use Lou's launch for south-east and south-south-east winds.

Towing down at the Stirlings saw some good flying despite relatively low cloudbases and some wet weather. Further south at Albany, pilots enjoyed the smooth air at Shellies and Sandpatch and around the back of Shellies on the westerly ridge at Knap Head. Many pilots are now looking forward to the Hill Flyers Autumn Fly-in, which is looking like being held at Noondeening this year... further update next Skysailor. The Winter Fly-in will most probably be held in July this year, but last year saw plenty of excellent flying in June so check the Hotline (9487 3258) for new events...

See you in the air, Rick Williams

### June Long Weekend at Laurieton

Lee Scott is organising a workshop and fly-in for hang gliders and paragliders at Laurieton for the long weekend in June (Sat-Mon, 9th-11th) for all members and their support staff, with the emphasis on Novice and Intermediate pilots wanting to check out and develop their skills and techniques at a great variety of sites with Senior Instructors and Advanced pilots in attendance supervising the action.

Detailed planning has just begun and you are invited to participate and to send any suggestions that could be helpful to Lee at <leescott@highadventure.com.au>.

Hope to see you there.

Lee Scott

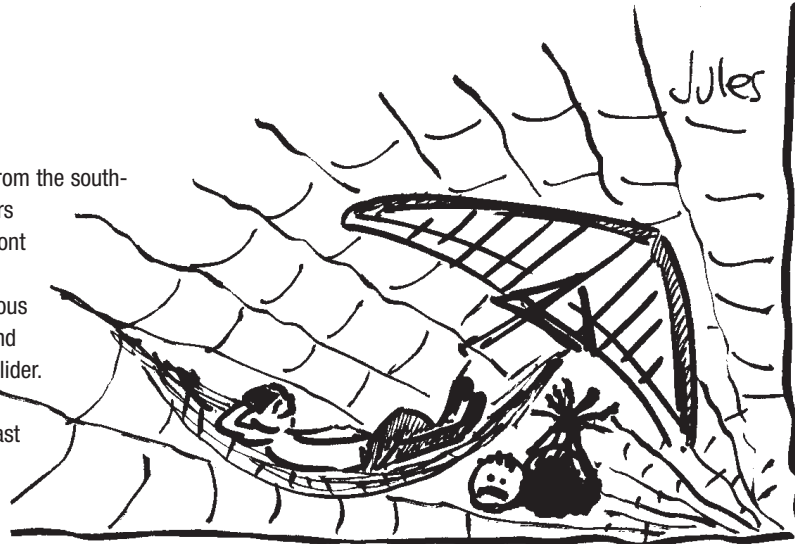
## FAI News

The 2001 edition of Section 7 of the FAI Sporting Code (Hang Gliding & Paragliding) has now been published on the FAI web site at: [www.fai.org/hang\_gliding/documents/sc7.asp].

### World Pilot Rankings Update

There are changes to the paragliding, hang gliding, speed gliding and Class 2 rankings (no changes to precision paragliding).

There have been no recent comps received for the PG rankings (the Coo Spring Cup in Japan was not valid and the results of the South African Nationals had not been received at the time of publication). The following comps have been deleted: British Open, '99; German Open, '99; Snowbird, USA '99; Red Bull, USA, '99; Telluride, USA, '99; Norwegian Open '99.



There have been no changes to the top five places with Martin Brunn (AUT) still in the lead on 286 points, ahead of Masataka Kawachi (JPN, 2nd), Tsuji Tsuyoshi (JPN, 3rd) with equal 4th Kaspar Henny (SUI) and Andy Hediger (SUI). Christian Tamegger (AUT), Stephan Stieglair and Andrew Smith (RSA) all move up a place to 6th, 7th and 8th respectively, at the expense of Steve Cox (SUI) who drops to 9th (from 6th) and Jimmy Pacher (ITA) returns to the top 10 (from 12th).

Louise Crandal (DEN) still has a clear lead in the female rankings moving up to 39th place overall (185 points) with Noriko Mizunuma (JPN) in equal 2nd place (81st overall) and Andrea Joubert (RSA) 3rd (86th overall). There are currently 680 pilots ranked from 36 countries.

The HG ranking sees the addition of Bogong Cup (Australia) and the deletion of the Pre Pan-Am '99. The top 6 places are unchanged; Oleg Bondarchuk (UKR, 1st), Richard Walbec (FRA, 2nd), Gerolf Heinrichs (AUT, 3rd), Mario Alonzi (FRA, 4th), Gordon Rigg (GB, 5th) and Manfred Ruhmer (AUT, 6th). There have been a few changes of places amongst the remaining top 10 pilots with Andreas Ohlson (SWE) now 7th, having swapped places with Jon Durand Jnr (AUS, now 8th) (*Go Jonny, go!* - Sub-ed). Betinho Schmitz (BRA) is 9th place with team mate Andre Wolf (BRA) dropping to 10th.

The top three women are now very close. Following some good results over the Australian season, Kari Castle is now leading the female rankings in 36th place overall (127 points) closely followed by Françoise Moçellin (FRA, 125 points) and Kathleen Rigg (GBR, 118 points). There 627 pilots ranked from 39 countries.

Speed Gliding sees the deletion of the 1999 WHGS New Zealand and Greece events. There have been no new competitions.

Speed gliding sees a new leader for the first time since the speed gliding rankings began. Manfred Ruhmer (AUT) now leads the rankings ahead of John Smith (NZL) who had dominated them from the beginning! Oleg Bondarchuk (UKR) moves down a place to 3rd. The remaining seven top ten places are dominated by the USA with only Michael Schrott (AUT, equal 8th) splitting them; 4th GW Meadows, 5th Ken Brown, 6th Chris Giardina, 7th M Vorhis, equal 8th Aaron Sweptson and 10th S Alford. There are 23 pilots from 8 countries.

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Class 2 sees the deletion of the 1999 Pre Pan-Am event and no new ones added as the Oshino Rigid Open was not valid. There are no changes to the top 5 places: Diego Bussinger (SUI, 1st), Toni Raumauf (AUT, 2nd), Brian Porter (USA) equal 3rd with Marcus Hoffmann-Guben (GER) and Christof Kratzner (GER, 5th). Bruce Barmakian (USA) moves up to 6th (from 7th), Mario Campanelli (BRA) and Hansjoerg Truttmann (SUI) both move up to equal 7th (from equal 9th) and the following six pilots share equal 9th position: David Sharp (USA), Jim Zeiset (USA), Davis Straub (USA), Johann Posch (AUT), Bernd Weber (GER) and Matrella Gaetano (ITA). There are 33 pilots from eight countries.

Results not yet received (and therefore not included in WPRS yet) South African PG Nationals and the Argentinian Open (PG).

Forthcoming HG competitions (Class 1 unless otherwise indicated) that qualify for WPRS points are:

Cat 1: World Air Games, Spain.

Cat 2: Flytec championships, USA; Swedish Easter In Italy International; Lithuanian HG Nationals; International Swiss Open; Millau Classic, France; Nordic Open, Iceland; Test Europeans, Slovenia; Dutch Open, Laragne, France; German Open (class 1 & 2); Test Female Worlds, USA; Test class 2 Worlds, USA; UK Open

National Championships, St Andre, France (Class 1 & 2); Lone Star National Championships, USA (Class 1 & 2).

Forthcoming PG competitions that qualify for WPRS points are: Cat 1 – World Air Games, Spain. Cat 2 – Polish Monte Grappa; Cornizzolo, Italy; Alpe Adria Open (Accuracy) Polish PG Nationals; Tateyama Raityou Valley Cup, Japan; Slovenian Nationals; Erzincan Open/Pre-PWC, Turkey; Bavarian Open; PWC Konitsa, Greece; PWC Simmenthal, Switzerland; Belgian PG Open, France; US nationals/Pre-PWC, USA; Swiss International Championships; Nordic Open, Piedrahita; Test Europeans, Slovenia; British Open, Piedrahita; PWC La Clusaz, France; PWC Castejon, Spain; Canadian PG Championships; Pre PWC Germany; PWC Kobard, Slovenia; British International, St Andre, France; Mun Gyong International, Korea.

Details of these competitions can be found on the CIVL web page: [<http://events.fai.org/hgpg/civil-calendar.asp>]. Any queries/questions regarding the World Pilot Ranking Scheme should be sent to Sarah Fenwick, email <[civil@ntlworld.com](mailto:civil@ntlworld.com)>, ph/fax +44 1983 523003.

## Country Rankings

In PG country rankings the top three places have changed again with Austria back in first place (from 4th) ahead of France (2nd) and Switzerland (3rd). Japan who have dropped to 4th (from 3rd) ahead of Germany 5th, Denmark 6th, Great Britain 7th, Italy 8th, Slovakia 9th and South Africa 10th.

In HG country rankings there is little change with France maintaining 1st, but Australia (2nd) has swapped with Austria (now 3rd) with Great Britain 4th, Brazil 5th, USA 6th, Germany 7th, and Hungary (8th) and Spain (9th) have also changed places with Ukraine maintaining 10th.

Full details of the country rankings (PG and HG) can be found on the World Pilot Ranking System website. Pilots should check that their personal record shows the correct nationality, particularly as there are a number of HG and PG pilots of unknown nationality.

All amendments should be emailed to Sarah Fenwick <[civil@ntlworld.com](mailto:civil@ntlworld.com)>. Full details of the rankings can be found on the FAI/CIVL web site at [[www.fai.org/hang\\_gliding/rankings/](http://www.fai.org/hang_gliding/rankings/)].

## Free Movement of Pilots

The Free Movement of Pilots document, which gives information (provided by each country) on recognition and acceptance of IPPI cards and insurance requirements has been updated.

**New inclusions:** Iceland, Poland, Turkey

**Corrections/updates:** Canada, Hungary, Switzerland

24 countries have now supplied information, which is available in pdf format at the following web site [[www.fai.org/hang\\_gliding/general/free-move.pdf](http://www.fai.org/hang_gliding/general/free-move.pdf)].

CIVL are still waiting for replies from those countries who are not listed in this document. Please note that a non-reply does not indicate non-acceptance of IPPI cards or no insurance requirements!

Following an excellent suggestion from Canada, CIVL would also like to include responses to the following question:

What radios and radio frequencies are permitted for HG and PG in your country?

Please email answers to this question to Sarah Fenwick <[civil@ntlworld.com](mailto:civil@ntlworld.com)>. Responses will be included in the next update of the Free Movement of Pilots document.

## FAI World Record Ratifications

FAI has ratified the following Class 0 (Hang Gliders) records:

### **Sub-class 0-3 (Paragliders) – Multiplace** **Claim number 6769:**

*Type of record:* Straight distance to declared goal

*Course/location:* Quixada – Poranga (Brazil)

*Performance:* 215km

*Pilot:* Richard Westgate (UK)

*Crew:* Jim Coutts

*Paraglider:* Prime

*Date:* 30/11/00

*Previous record:* 156.7km (28/11/00, Richard Westgate, UK)

### **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:* Riverside (Australia)

*Performance:* 40.54km/h

*Pilot:* Tomas Suchanek (Czech Republic)

*Hang glider:* Litespeed 4

*Date:* 10/12/00

*Previous record:* 36.04km/h (30/5/99, Hans Bausenwein, Germany)

### **Claim number 6775:**

*Type of record:* Speed over a 25km triangle

*Course/location:* Riverside (Australia)

*Performance:* 50.81km/h

*Pilot:* Tomas Suchanek (Czech Republic)

*Hang glider:* Litespeed 4

*Date:* 15/12/00

*Previous 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:* 48.84km/h

*Pilot:* Tomas Suchanek (Czech Republic)

*Hang glider:* Litespeed 4

*Date:* 15/12/00

*Previous record:* 38.46km/h (23/8/89, Christian Durif, France)

FAI congratulates the pilots on their splendid achievements.







## Let's get the history books right

▶ Regarding my story "Crossing The Great Divide" in the February 2001 Skysailor, I am at odds with Godfrey's letter in the April 2001 Skysailor, regarding Godfrey's claim that Rhett crossed the Range before me on the same day. I have carefully checked the results for the day [<http://home.iprimus.com.au/plenderleithm/day5rest.htm>] and Rhett landed 16km short of goal, in one of the last valleys in the "Range." Rhett may be confused as he doesn't know the area very well, but the local hangies (the Durands amongst others) have pointed out that unless you have made it out onto the "flatlands" you haven't "crossed" the Range. The officials agree [<http://home.iprimus.com.au/plenderleithm/day5task.htm>], and Ivan has also confirmed that he and Rhett met, on the ground, on the same road, in the same valley. And while this valley is part of "The Range", landing in it does not a "crossing" make.

So while giving Ivan and Rhett due credit for their great flights, I still lay claim to the record of being the first (and as of 19 April 2001, the only) paraglider to cross the Great Dividing Range (twice now, the second time to near Toowoomba for a PB of 147km, from a Canungra Hang Gliding Club site).

**Dave Pearson**



## Avalon 2001

▶ I was interested to read the letter by Bruce Owen (April 2001 AG/SS) on the lack of a gliding display at Avalon 2001 and the disappointment he experienced in what happened. As the person who inherited the job of organising the last two events I want to publish some facts around this event and our non-involvement with a formal display.

Planning for the air show starts well before the event begins. I have been the co-ordinator for the past two shows and each time have become more and more disillusioned with the event as an opportunity to showcase gliding. Let's get one thing straight – the people who go to Airshows Downunder really couldn't give a toss about gliding and, as most other sporting organisations who have attended in the past have found, you can put most of the sporting aviation causes into this bag as well. They attend to see and hear the noise of fast and big jets, daring aerobatics and again, lots of noise.

The last three shows have now featured Manfred Radius with his Salto doing manoeuvres many of us dream (and cringe) about. I can attest to watching the crowd as Manfred performs, and have seen the vast majority not looking at Manfred but using his performance as a chance to come down from the F16 that has just attacked their eardrums. The most interested appear to be glider pilots, who want to see if he has broken the streamer with his tailplane or, in some cases, his tail-wheel during his inverted steamer cut.

The airshow committee isn't interested in the gliding movement showing what it can do in terms of, say, a winch launch, slow and high-speed manoeuvring and a spot landing. The only added attraction this year they asked for was a helicopter aerotow, which we declined to do, as it wasn't really representative of our operations.

With regard to the static display and our decision to not attend, those familiar with the layout of the airshow will know air-sports are located together behind the crowd lines. At the event in 1999 we put together a display covering 50 years of the GFA using a Zogling Primary, Short-wing Kookaburra, IS-28 b2 and a Zimango motor glider. To staff the display we gathered some 20 volunteers over four days. We were allocated 10 passes, which required some very balanced juggling to get everyone in. Over 300,000 people went to the airshow. I can guarantee that we were lucky to show 50 people our display in depth and not one club in Victoria gained new members from the display. We don't display during the trade days, as most people who attend these days are more interested in what money they can make out of aviation.

We are forced to hire substantial marquees, use top-of-the-range generators for videos, and conform to some pretty drastic rules in regard to our display, which add to the cost. The 1999 had a budget of \$2,000 from the GFA to cover these costs. Ask my wife as to the real costs in time and effort. In the weeks leading up to the display I spent an enormous amount of time on the phone. In the setting up period I was gone most days before sunrise and on some occasions didn't make it home.

Sure, we are lucky to have a big gliding centre close to Avalon but I can tell, you going back and forward the number of times I did became somewhat tedious, not counting the wear and tear on things, and the glider owners are reluctant to lose up to 10 days of operations by displaying their aircraft.

During the airshow we rented accommodation, at or own costs, reasonably close by to ensure we weren't caught in the horrendous traffic jams, which occur.

The final blow to this year's show was the reduction in the security of our display. One of the advantages of the 1999 show was the ability to shut down the air-sports area and leave, knowing our display was safe, particularly after the night show. This security enabled the vast majority of volunteers to watch the airshow from close to the tower and therefore be in our cars and away as the F111 departed, cutting about an hour off our travel time. For 2001 we were expected to form a line and marshal people away from the display area, thereby ensuring we would be delayed up to two hours after the night show. When you are expected back before 7am the next day you may

understand our reluctance to conform to this requirement.

The expected budget for the 2001 airshow was in the vicinity of \$3,000, taking into account hire of aircraft, facilities and travel, not counting the lost week of wages for myself and some of the other volunteers. Members will also be interested that these factors also resulted in the SAAA and the AUF also dramatically reducing their displays.

The GFA was represented at the show with a Kookaburra being located at the ATC display. The display was the first stand inside the gate. The GFA had volunteers at the display handing out information, particularly thanking Bob Foreman from Adelaide for his time, again. He commented that he believed more people saw the display than the past two times combined. The Geelong Gliding Club was there as well, but suffered the very problems we had in being out the back of the show and not many people showing any interest. Thanks for your efforts fellas.

Until Airshows Downunder gets its act together and give us appropriate display areas and support I believe the air-sports side of Avalon will disappear into oblivion.

Members I have spoken to about the event have expressed their wish that if we are forced to spend that type of money on promotion we might as well do it at an event more appropriate to our sport.

That is, of course, unless someone else wants to do it

**Ian Patching**



## Deepest sympathy

▶ I would like to express my deepest sympathy to the family and friends of the paraglider pilot who tragically lost his life at Bright.

I watched the news and listened to the radio every chance I could and hoped that he would be found alive. I was devastated to find out that he was found too late.

I am going to Mystic on 14 April and will be staying in Bright until 20 April with my family. I would like to dedicate my next flight to this pilot who was lost, and hope that we all focus on safety every time we fly.

Let us all remember not to become complacent in flight.

**Rick Clarke**

*Sub-ed note: Rick's first flight at Mystic after writing this letter turned out to be his personal best. It was a three hour flight with a maximum height of 4,855ft amsl. He now has a total of 43 hours logged, 11 of them inland.*



## Looking Back

▶ The 'small' format 'Australian Gliding' was published broadly between 1951 and 1997. Half-quarto in size, it evolved and was somewhat like A5 format in metric measure. In that time period





about 530 issues were produced, allowing for issues missed at some times early in its production history.

A lot of 'good stuff' appeared in the pages over the years. Hints about how to do things, ideas for improvements in processes and practices were first brought to light in the magazine. Looking back, some of the ordinary stuff now also comes into the 'good stuff' category because of its historic significance – a part of the truism that what we do today becomes history tomorrow.

Today, we see how much the sport has changed by looking back.

For many glider pilots who have come into the sport in recent years, there is little other way to look back. A few clubs have scrap-books of their own early days, which give some sort of local viewpoint of the past. Some clubs today have fleets that don't go back to wooden sailplanes or the ubiquitous Blanik.

So, having access to representative collections of the past national gliding magazine has its value.

In the late 1970s and early 1980s this led to indexing the magazine content by title, author and subject. Some indexes were retrospectively published, others available as xeroxed sheets.

Early editions had a small print run, at a time when there were 400 or so glider pilots spread around Australia. Over the years many such copies have been junked during house and life clean-outs in individual households.

With the dissolving of volunteer committees and archiving facilities, stocks of 'spares' have relocated. Thus, resource stocks for putting editions together today are constrained.

Over the last two decades, several attempts have been made to put together 'complete' editions. Past editors, as well as long-standing characters in gliding, have looked to have such magazine complete. Sometimes down to disassembling and photocopying a few individual issues. A few editions have gone to 'outsiders' such as major libraries and aviation historians. In this way something like a dozen fairly complete editions have been added to around the traps.

Today, the best we can hope for are representative collections of that period. With issues collected together from sources all over, current editions being collated are finding individual issues getting scarce once further than 30 years back.

Even so, taken in straight cover price, such 400 issue editions could run to quite a cost. But that isn't the point of pulling editions together. In the broad view, the best chance of keeping such material for posterity is that examples should be held in widely diverse locations, so that with the normal attrition due to mishaps, some will remain intact for the future – and avoiding the obvious attrition sources like the clubhouse centre table.

For example, having worried for a long time about bushfire risk at my home, the library was partly flooded in an un-seasonal thunderstorm cell this summer. The loss wasn't large. It was simply a wake-up call to get multiple material beyond the core collection here, out-a-here.

I can be contacted at Box 1, Bridgewater SA 5155, by those whose curiosity has been tickled. You will be asked to cover the packing and postage.

**Emilis Prelgauskas**



## Visitor

► My name is Amit and I live in Israel. Sometime around October/November I plan to arrive in Australia, and since my main hobby in life is hang gliding I wonder if you can help me?

I am a Grade 3 pilot with something like 100 flight hours from about 150 take offs. I would like to know if you have some pilots who would like to show me around the best places for cross-country (best thermals) for some time (between one week to a whole month).

Until I get to Australia, I would invite any of you pilots to visit us here to some great sites. I think it's also possible to give you a place to stay with some of the guys here, including myself.

**Hope to hear from you soon,  
Amit Cederbaum, 68 Herzel St., Ra'anana,  
Israel**



## Gliding – Quo Vadis?

► The following was written as a proposal to the GFA executive and is submitted to this magazine as a matter of pilot interest:

Our declining membership in recent years has been a serious cause for concern for every thinking glider pilot. There have been many reasons espoused, ranging from costs associated with the general reduction in disposable income to competing sporting and leisure activities.

The GFA has attempted some modest marketing initiatives which have been judged unsuccessful, but I do not accept that it is an impossible problem, merely a difficult one. On a per capita basis despite having some of the world's best gliding conditions, our membership rate lags behind many European countries.

What is needed is the will to tackle the problem. Each individual member, club and particularly the GFA, as our umbrella organisation and sports leader, need to do their part.

Our sport is not much different from other goods and services seeking the consumers' dollar in that firstly we must have a marketable product before investing large amounts on advertising or marketing. My personal belief is that these aims can be achieved without a crippling outlay. Lake Keepit Soaring Club has, over a three-year period, more than doubled its membership from 39 to over 80 and now operates at a substantial profit.

All this, despite being distant from centres of population and having very high airfield expenses.

## Product

All would be pilots must undertake a training program, either by aerotow or by winch launching. Aerotow at a cost of about \$100 per day is beyond the reach of 85 per cent of our population. Winch launching in Australia predominantly uses high tensile wire which requires skilled operators and is difficult and time consuming to repair. Would-be pilots often spend a full day at the airfield for a small number of short flights.

In Europe winch launching, using braided cable, is the preferred training medium. In Australia, pioneered by Leongatha Club, polypropylene rope is now being used with exceptional results as to ease of use, safety and reliability. We need to develop and encourage this form of launching. A two-drum winch will easily launch gliders faster than a tug.

We must also get away from the mindset that students have to suffer to become pilots. Just because we spent all day on a hot dusty airfield to get a short period of training doesn't mean we should inflict this on newcomers now. Certainly in Europe training sessions are allocated at many sites. It may cost more, but time is our most precious commodity and a full day commitment is beyond many would-be pilots. We should cater for those who wish to fly and then leave, as is the case with our competitors. There is certainly a place for professional training along with efficient club training by dedicated amateurs.

NSW has a problem in that there is a desperate shortage of facilities within reasonable driving distance of the Sydney conurbation, containing 20% of Australia's total population. It would not be impossible for the GFA to lease a suitable area of land, employ an instructor\ manager, possibly assisted by some volunteer help, and market training courses. If winching was used as the primary launching method costs would be kept down and the project could also cater for groups such as air scouts and air league. Please don't tell me it's impossible. Lake Keepit Soaring Club runs a successful mid-week operation despite having substantial lease costs and a five-hour drive from Sydney. It could even make a profit! The chances of this happening are about zilch unless the GFA changes its attitude as to where our spending priorities lie.

## Advertising

Until recently I was involved in the tourist industry and was also a director of Central Coast Tourism, an organisation largely funded by members of the tourist industry. In six years we built this organisation up to having an expenditure of \$1M per annum and with considerable success in increasing turnover in target areas. It is most important to spend limited advertising money wisely. It is no use just having a warm fuzzy



feeling. All advertising must be tagged to evaluate results.

### Suggestions

**Contacts** – Establish a 1800 number manned by a gliding-knowledgeable person who would be remunerated on a per call basis or on a modest salary commensurate with the workload.

Develop a protocol to handle enquiries including a standard form including all details such as name, address, contact phone numbers, cost restrictions (aerotow or winch), previous experience, etc. and where the person obtained the contact number. All enquirers would be sent brochures including perhaps ones from those clubs interested in training.

The appropriate clubs would be notified and make direct contact themselves with the leads. Some time later a follow-up call should be made to ascertain as to the enquirers progress and how well he had been treated by the participating club.

**Large highway signs** – Many clubs have excellent highway sites – a unique opportunity to promote our sport. Additionally, we could try highway signs near major cities. These are expensive and their continuance would depend on results. All signs would feature the GFA 1800 number and local club contacts where applicable.

**Car stickers** – Each year include in Australian Gliding/Skysailor adhesive signs suitable for car bumper bars or rear windows and featuring a short message, a stylised glider and the GFA 1800 number. If only half of our 3,000 members used them we would have a huge exposure. Some members may have other sites where the stickers could be used such as office notice boards, shop windows, etc.

**Advertisements in periodicals** – There are magazines specialising in outdoor and adventure activities. Again, not cheap, and continuance would depend on results. As gliding is a sport in which middle-age businessmen can excel (and able to afford), magazines or periodicals circulating in this market are worthy of consideration. Health professionals seem to be well represented in gliding, so perhaps their specialised periodicals are also a target.

Lake Keepit Soaring Club successfully advertises in a national model making magazine. The GFA 1800 number and those of local clubs throughout Australia keen to attract members could be included at little extra cost.

**Magazine exposure** – Ask all members to place their used copies of Australian Gliding/Skysailor in the waiting rooms of professional services they visit. Have you ever sat in a waiting room and perused the available literature? Unless you like reading ancient copies of Women's Whatever its pretty hopeless. The magazine should include contact information.

**Local clubs** – The GFA already supports initiatives of local clubs who wish to promote gliding but

somehow or other we must enthuse them.

Perhaps awards for clubs who have increased their membership, new membership bonuses, etc.

Lake Keepit Soaring Club is looking at awarding trainee scholarships to local high school and TAFE students. We will seek support from local Rotary clubs and also the GFA. Our aim is to talk about gliding at local high schools and award about 10 scholarships per year, training them at modest cost using our winch in groups of three or four at a time. We hope that they will become largely self-sufficient on the airfield and develop a camaraderie. A long term project perhaps, but very much worthwhile if it succeeds. Could your club do something similar?

The total cost of trying these initiatives is well within the funding capability of GFA. As mentioned previously, all responses must be identified as to source. Those initiatives that don't succeed should be quickly dropped and funds concentrated on the successful ones.

Please don't just read this letter and think to yourself "great stuff, I hope it goes well." Our present decline must be arrested. It is up to all of us to do our bit. Dedicate a bit of time and effort – it might just be making sure visitors to your airfield are made to feel welcome, that trainees are well cared for or just placing used magazines as suggested.

Harry Medicott

► *One of the most pressing issues confronting the GFA is the continuing decline in membership. Further, there is no doubt that this is a most difficult matter. The GFA is not the only gliding organisation to face this problem nor is there any evidence that any organisation has made significant progress towards a solution to this problem. The financial year of the GFA from 1 May 2000 to 30 April 2001 shows a slight increase in membership from the previous year. However this in no way can allow the GFA to cease its task of aggressively addressing the issue.*

*Gliding is not the only sport that suffers from the problem of declining participation. Numerous studies from all over the world and in Australia point to the fact that there are a number of societal changes affecting this matter. The decline in gliding membership has been attributed to the changes in the demographic of people interested in sport aviation, more choices available to potential pilots, changed cost structures, social pressures and diminished commitment to club structures and activities requiring long term major commitment.*

*The GFA Executive and Council has and continues to address the objectives of increasing participation rates in gliding activities by members and improving the level and quality of services to members. Those members of the GFA who have followed the work undertaken by the Council in*

*the past two years will be aware of the program being put in place to arrest the decline in our sport.*

*No one single action on one site will have long term lasting benefit to the gliding movement in this country. GFA members are firstly members of gliding clubs, so increasing the GFA membership requires increasing the membership base in the gliding clubs.*

*The development plan for the GFA is available to all members on the GFA web page or by request from the GFA office. The plan addresses the concerns expressed by many members of the GFA. The preparation of a successful campaign takes time and planning to achieve successful and long lasting outcomes. The Executive is pleased to receive any suggestions from members on improving the services to new and existing members.*

Beryl Hartley, President

## 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.....

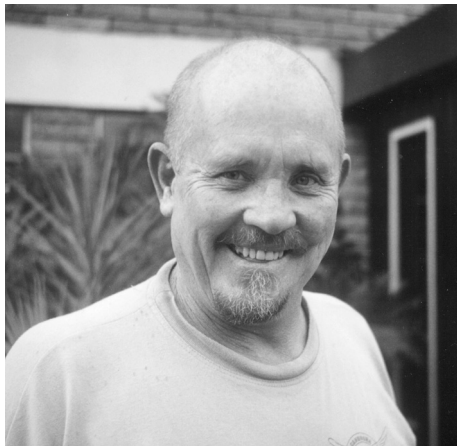
\* prices include GST

Forward to:

GFA Secretariat, 130 Wirraway Road,  
Essendon Airport VIC 3041



# HGFA General Manager's



**As you receive this AG/Skysailor I will be on leave. I am travelling to attend my son Matthew's wedding in Munich and whilst in Europe I will take the opportunity to have an extended break. I will return to work on 9 July next. In my absence please direct all inquiries to either Margaret in Tumut or one of our Board members.**

## HGFA National Fly-In and Board Meeting

I have just returned from the National Fly-In, Awards Night and HGFA Board Meeting in Canberra (Murrumbateman to be more precise). I sincerely thank the ACTHGPA for organising the weekend. Pilots attending the Fly-In had some great flying on the Saturday, with most pilots heading off cross-country. Enda Murphy showed the way, flying his paraglider 53 kilometres – pretty good for a cool autumn day in Canberra! The Awards Night dinner was well attended (see the following item on the Awards). The Board met for three days and grappled with some difficult issues, particularly the huge rise in our insurance premium.

## HGFA Awards 2001

### Volunteer Appreciation Awards

The following members were nominated and received volunteer awards. These awards provide some recognition for the efforts of these energetic volunteers: **Hakim Mentés** – for his long-term work and ongoing dedication as President of the Sky High PG Club. **Rod Johnson** – for his dedication as

President of the Stanwell Park HG & PG Club, particularly during some recent trying times.

**Andrew Medew** – for his long-term efforts as a Committee member of the Eastern HG Club in Victoria. **Geoff Guest** – for his outstanding volunteer contribution to the Sky High PG Club and the Victorian paragliding community through his ongoing competition organisation. **Bill Olive** – for his outstanding contribution to the Newcastle HG Club, the NSW hang gliding fraternity and through running the NSW State Titles. **Mike Zupanc** – for his ongoing efforts as HGFA Competitions Committee Convener and HGFA delegate to the CIVL.

### Paragliding National Ladder Championship Awards

All the paragliding grade and class awards are yet to be finalised, though the National Champions were: National Paragliding Women's Champion 2001 – **Fran Ning**; National Paragliding Champion 2001 – **Enda Murphy**.

### Hang Gliding National Ladder Championship Awards

The hang gliding champions were:

National Hang Gliding Champion 2001, Sport Class – **Trevor Kee**; National Hang Gliding Champion 2001, Intermediate Class – **Cameron Tunbridge**; National Hang Gliding Champion 2001, Racing Class – **Trevor Sangster**; National Hang Gliding Champion 2001, B-grade – **Scott Tucker**; National Hang Gliding Women's Champion 2001 – **Tish McLellan**; National Hang Gliding Champion 2001 – **Rohan Holtkamp**.

Congratulations to all these award winners, your efforts are greatly appreciated.

### HGFA Membership Fee Rises

Due to recent increase in premium for our broad based insurance policy (now \$345,000), changes to HGFA fees and insurance levies are necessary. When determining increases, the HGFA Board sought to separate the costs of the various areas of our insurance and pass the costs of the each area directly to those benefiting from the cover. This process is not simple, as our insurer does not provide a specific breakdown of areas of perceived risk. When we sought cover without instructor public liability insurance, the best quote we found was around \$210,000. The Board therefore sought to have members fund \$210,000 of the premium and have instructors and joining members cover the balance. Feedback from instructors indicated a desire for any increase to instructor professional indemnity insurance to be based on student

turnover. After hours discussing many options, the following fees were decided upon. The 50% increase of member fees does mean that there will be some members' funds used to cover instructor insurance (around \$10 each). Most Board members, and I, believe this necessary to ensure the ongoing viability of our training facilities, we cannot lose sight of the need to have instructors, without them bringing in new members the ongoing viability of our sports would be jeopardised. From 1 June 2001, HGFA fees and levies will be: The annual HGFA membership fee – \$165, increased from the current \$110; the family membership fee – \$90 increased from \$60; and short-term membership fee \$60 (note that these fees do not include state fees nor any insurance levies for passenger carrying or powered operations). The annual motorised levy remains at \$20; the non-commercial passenger carrying levy remains at \$175 per annum; as does the instructor insurance levy; and annual combined instructor professional indemnity insurance and passenger carrying levy remains at \$300. An annual "Facility Insurance Levy" has been introduced at \$300. Every HGFA approved training facility will pay this levy in addition to the individual levy paid by each instructor. To assist to cover the instructor insurance, each new member must pay a joining fee of \$130, made up by the current \$30 to cover the new member package and a \$100 insurance levy.

Using conservative membership figures, the estimated income from this fee structure will likely still not meet the premium cost; and an estimated \$16,000 will need to be drawn from HGFA revenue to cover insurance.

### Towing Techniques

Members with access to email who are interested in towing can join a Towing Discussion List set up by WA hang glider pilot Michael Derry. The list generates some interesting discussion on towing techniques and equipment. To join, send an empty email message to: <skysailingtowing-subscribe@egroups.com>.

Recently the following was posted regarding a technique that is apparently utilised to get off the ground quickly on hot days in the West Australian desert. As it precludes the use of a weak link, and could very quickly lead to a lockout, this technique is certainly not recommended:

*"For those of you who have not experienced flying in hot desert country there is some great flying to be had however these conditions are very challenging and require a different approach to flying in more mild climates. Bungy launches or 'pop starts' are seen by me and a number of other pilots in Western Australia*



# Report

*as a way of launching earlier and reducing this creeping risk that easily overtakes us as we get more exhausted and our decision making ability continues to deteriorate. Some pilots like to have the car reverse three or even four car lengths for a bungy launch however I personally find that one to one-and-a-half car lengths is more than adequate. It is not radical and the only difference noticeable to the pilot is a more positive start to the tow and lifting off the ground about one third sooner. Three or four car length bungy launches require much more skill on the part of both the pilot and driver."*

The following was posted in response:  
*"The majority of West Australians fly from towns in an area called 'the central wheat belt', several hundred kilometres from any desert. ALMOST all West Australian pilots use weaklinks and are quite capable of foot launching a high performance glider (several topless gliders at the last comps) in nil wind on a stinking hot day. After you have given the driver the signal to go, allow the rope tension to build to a point where all of the stretch has been taken up then lead off with the glider, lean thru the 'A' frame and start taking those big 'moon walk' steps, five to eight ought to do it."*

## Fatal Paragliding Accident and EPIRBs

Recently a visiting New Zealand pilot died in North-East Victoria. The intermediate paraglider pilot, Gene Larsen, failed to return after heading off on a cross-country flight. An extensive search followed and sadly it took almost a week to find Gene's body. He was found on a forested ridge and had apparently encountered turbulence on the lee-side of the ridge. He had apparently died on impact.

The time it took to find Gene resulted from some misleading information sending searchers in the wrong direction. Gene said that he intended flying to the east, though he changed his plan in-flight and headed south. Additionally, radio transmissions received (from a series of "clicks" of the transmit button), led searchers to believe that he had indeed headed east over rugged country. These transmissions were apparently bogus.

The length of the search led to much discussion on the carriage of an EPIRB (Emergency Position Indicating Radio Beacon). Given his injuries it is unlikely that Gene would have been able to turn an EPIRB on; but nevertheless carriage of EPIRBs is certainly recommended. An EPIRB is a small device, about the size of a GPS, weighing around 175 grams. If the carrier needs assistance the EPIRB is activated by pulling out the aerial and turning on the

device. Apparently a good personal EPIRB is a GME model known as an MT310. It is reasonably priced and available at some HGFA training facilities, flying equipment retailers, boating shops and Dick Smith stores. (*Aeroshop.com* advertises them. — Production Ed)

As well as carrying an EPIRB, when intending to fly cross-country you should always let someone know your intentions. If your flight plan changes in flight, let someone know of your changed intentions via radio.

## Accident Report

Pilot:	Intermediate HG pilot
Experience:	62 hours
Hours previous 90 days:	16
Hours on craft:	62
Aircraft:	Floater type hang glider
Damage:	Broken keel and side wire
Weather:	20kt, nil turbulence

Location: Coastal dunes  
Pilot Injury: Nil

### Description:

After completing around 40 take-off and landings on previous days the pilot began initiating turns to soar the dunes. After several successful flights resulting in beach landings, the pilot launched, climbed about 25ft and initiated a turn, though with inadequate speed. The glider went into a mild stall and turned downwind, the pilot increased airspeed but did not have sufficient room to recover and the glider impacted tailwind onto the top of the dune. *Comment from the pilot:*

*"I released my hands and covered my head prior to impact, which probably saved me from injury." "I recommend that pilots new to this type of flying are selective and careful in their choice of site, so that should they lose control they are not likely to hit anything other than sand or bushes."*

I agree, though I suggest that soaring small dunes is an advanced technique and should not be attempted without substantial experience. Additionally I suggest that any dune sites should be well clear of any people, buildings or hazards.

**Fly safely,  
Craig Worth**

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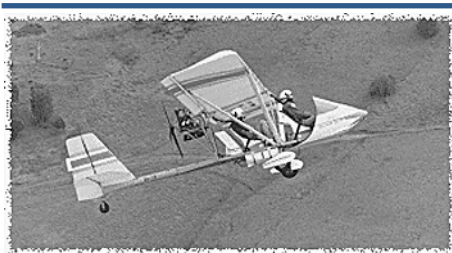
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# HGFA Addresses



Any change of club details MUST be sent to the HGFA office. The information will be updated in Skysailor only after notification has been received by the HGFA office.



All correspondence, including changes of address, membership renewals, short term memberships, rating forms and other administrative matters should be sent to:

## Hang Gliding Federation of Australia

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,  
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#### Rohan Holtkamp

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<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;  
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### 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

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PO Box 3496, Manuka ACT 2603; Pres: Belinda Head 02 62268400, <belinda.head@casinocanberra.com.au>; Sec: Kev Whitten <kev.whitten@dofa.gov.au>; Trs: Steve Foggett <Steve.Foggett@aspect.com.au>; Committee Members: John Chapman, Duncan Kelley, Peter Beckwehl, Michael Porter (SSO). Meetings: 1st Tue/month 7:30pm, "Sky Lounge" Yamba Sports Club, Phillip.

### Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; Admin: Richard Williams 08 92943962, 0427 057961; PG Rep: Julian McPherson 08 93881584 & David Humphrey 0418 954176; HG Rep: Michael Derry 08 92840750 (h) & Keith Lush 08 93673479 (h), 08 93679066 (w); Trike Rep: Graham McDonald 08 93649226 (h), 0418 910841; Trs: Phil Wainwright 08 92424483.

### NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladswood Gardens, Double Bay NSW 2028, ph/fax: 02 93274025, <nswhga@s054.aone.net.au>

### North Queensland HG Association

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

### South Australian HG Association

PO Box 59, Hove SA 5048; Pres: Stuart McClure 08 82973452; Sec: Mark Tyminski ph: 08 83774570 (h), 08 84076621 (w), 08 84076628, <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 Burkitt 0418 435204, <artisan@sia.net.au>; Sec: Alan Bond 02 98995351, 9 Finchley Pl, Glenhaven NSW 2353; SSO: David Middleton 02 47362605; Newsletter: Michael Reese-Evans; Site Development Officers: Richard Lockhart 0418 130354 & Derek Toulalan 02 47877305. Meetings: Last Wed/month, 7:30pm, Blue Cattlelog Tavern, St Clair.

#### Byron Bay Hang Gliding Club Inc

Pres: Andrew Polidano 0414 843510, <andrew@byron-bay.com>; V-Pres: Brett Cook 02 66876907; Sec: Michelle Batterham 0414 876907, <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.

#### Hunter Skysailors

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#### Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424760; Sec: Tim Causer 02 42948110, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 4262 7677, 0413 730777.

#### Kosciusko Alpine Paragliding Club

Pres: Roger Lifford 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 Wrenness 02 67856545, Trikes: Willi Ewig 02 67697771.

#### Mid North Coast Hang Gliding Association

Pres: Lee Scott 02 65565265; SSO: Dale Davis 02 65597716.

#### Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; Pres: Tascha McLellan 02 49278867 (h), <tascha.conrad@hunterlink.net.au>; V-Pres: Brad Cootes; Sec: Pat Roberts 02 49551669; Trs: Bill Olive 02 49213804; Newsletter: Jason Turner <jasonturner@iprimus.com.au>; SSO: Coastal – Jason Turner ph/fax: 02 49637070 (h), 0419 997196, Inland – John O'Donoghue 02 49549084. Meetings: Last Wed/month, Souths Leagues Club.

### Northern Beaches Hang Gliding Club Inc

Pres: Sandy Thomson 02 99812019, 0419 250220, <planky@bigpond.com.au>; V-Pres: Angus Evenden 02 99978777, 0416 205025, <creation@tpg.com.au>; Sec: Nils Vesk 02 99382963; Trs: Jim Gaal 02 99977704, 0414 799822, <jimg@acay.com.au>; SSO: Mike Eggleton 02 94517127, Forrest Park 02 94502674, Glenn Salmon 02 99180091. Meetings: 1st Tue/month, Long Reef Golf Club.

### Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: Rob Lepre 02 42948694, <pepielepre@one.net.au>; Sec: Angela Johnson 02 42683748; Trs: Joe Fussell 02 42943942; Events Co-ord: Jules Sanderson 02 42943092; Site Manager: Steve Pick 02 42944195; SSO: Jamie Cannon 0410 686232, Steve Pick (PG) 02 42943072.

## QUEENSLAND

### Cairns Hang Gliding Club

Pres: Bernie Zwalen 07 4096 5593; 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.

### Dalby Hang Gliding Club

Pres & SSO: Damien Gates 0417 766356.

### 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>; PG contact: Graeme Lee 07 49546726, <gdsrlee@hotmail.com>

## VICTORIA

### Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 52228625; Sec: Tony Hughes 03 52437661; Trs: Greg Holt; SSO: Ted Remeika; Rob Van Der Klooster 03 52223019, <hrt@deakin.edu.au>; Meetings: 1st Fri/month, venue can be found on our web site [vhpa.org.au/dyna].

### 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

<skyyhigh@vhpa.org.au>; Pres: Hakim Mentes 0412 617216, 03 98538921; V-Pres: Carolyn Dennis 03 98991304, 0417 515626; Sec: Rick Keating 03 93052032, 0408 514571; Trs: Barbara Scott 03 94898152, 0408 844224. Meetings: 1st Wed/month 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

### Southern Cross Paragliding Inc

Pres: Gary Clarkson 0419 319948. Meetings: Last Wed/month.

### Southern Microlight Club

Pres: Mark Howard 03 97511480, 0418 533 731, fax 03 97511584; V-Pres: Kel Glare; Sec: Ben De Jong; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, various venues.

### Western Victorian Hang Gliding Club

Pres: Stephen Norman 03 98536554, <ursula@starnet.com.au>; V-Pres: Glen Bachelor 0419 324730; Sec: Nathan Grieve 03 53673106, 0408 673102; <nathan\_grieve@yahoo.com>; Trs: Phillip Campbell 03 53313812, 0419 302850, <campbell@giant.net.au>; SSO: Rohan Holtkamp 03 53492845. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

## WESTERN AUSTRALIA

### Albany Hang Gliding Club

Pres & SSO: Simon Shuttleworth 0417 412710; Sec: Chris Middleweek 0417 412710 or 08 9841 2096.

### Cloudbase Paragliding Club Inc

Club message bank 08 94875253; [www.cygnum.uwa.edu.au/~madmike/paraglid.html]; <cloudbase@paragliding.org>; Pres: Dave Humphrey 08 95745440, 0418 954176, <paradive@avon.net.au>; Sec: Michael Duffy 08 93823036, 0417 923741 <madmike@cygnum.uwa.edu.au>. Meetings: Last Wed/month 8pm, Sportsman's Association, Woodsome, Mt Lawley.

### Hill Flyers Club WA

<hillflyers@hotmail.com>; Pres/SSO: Rick Williams 08 9294 3962, 0427 057961; Sec: Dave Longman 08 9385 9469; Trs: Alice Williams; Committee member: Mike Thorn 08 92988174; 0409 901500. Meetings: Last Wed/month, 7:30pm, "Cascades" Bistro and Function Centre, 231 Guilford Rd, Maylands.

### 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.

### Western Soarers Hang Gliding Club

[www.iinet.net.au/~navi] Pres: Mark Thompson 08 9491 3076, <mark.thompson@team.telstra.com>; V-Pres: Daryl Speight 08 93568195, <Daryl.Speight@kbjv.com>; Sec: Geoff Smith 08 92232323, <geoff.smith@jhg.com.au>; Trs: Graeme Sharp 08 9445 7044, <GSharp@stothoore.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 93484246, <Krista.Gaunt@woodsideside.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend, Subiaco.



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

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

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

## Sailplanes

### Single Seaters



**Std Libelle GAK** This one shines! Refinished in Poly '99, Microair, choice of either MNAV or Zander fully sealed, all tow out gear, excellent trailer, parachute. \$22,000. Ph: 0414 621234 or 0413 182083.

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**Standard AUSTRIA VH GUN** only one in Australia resprayed & in excellent condition, Form 2, negotiable in price. Fully enclosed trailer in VGC. Sale due to ill health. Ph: Tim 02 6248 5159, 0402 074062.

**Jantar Std 3**, equipment incl. radio with boom microphone, audio vario & speed director B21 & B24, trailer with excellent fittings, tow out gear, dual battery system, custom canopy cover & full set of factory covers. Never pranged, always privately owned & hangared. \$39,000. Ph: John Orton 08 9364 4744 (h), 0418 900494 (m), email <J.Orton@murdoch.edu.au>.

**ASW 20B XHC** In excellent condition, only 630 landings & 2,300 hrs. Fully instrumented includ. CNAV40, Garmin II + Joey, Dittle 720 Com, tinted canopy, parachute, tow out gear & good enclosed trailer. The very best buy, complete & ready to go. \$48,800. Hangared Darling Downs. Ph: 0427 146 932.

### Two-Seaters

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

## Motor Gliders



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

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**STEMME S10 GTS** Based Camden, two-seat, side by side, 50/1, every luxury item. My share for sale, \$27,000. (well below valuation). Join a first class syndicate. Ph: Dennis 02 9899 1843.

## Instruments and Equipment

**FOR THE BEST** Varios, TE Probes, GPS Nav systems, dataloggers & parachutes – contact BORGELT INSTRUMENTS ph: 07 4635 5784, fax: 07 4635 8796, mob: 0428 355784, email: <mborgelt@tmba.design.net.au>, web: [www.ozemail.com.au/~mborgelt]

## Wanted

**Cirrus 75 or similar performance glider** – contact <Grant.Harper@DTIR.Qld.gov.au> or ph: 07 4721 6065 (h).

## 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 one year, \$47 for two years, \$65 for three 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.

## GFA Soaring Calendar

### The Gliding Federation of Australia Notices

**Closing Date First Round Papers:**  
8 June 2001

**Closing Date Second Round Papers:**  
24 August 2001

### GFA Executive Meetings

**23-24 June 2001**

**11-12 August 2001.**

### GFA AGM/ACM

**22-23 September 2001**

in Sydney, venue to be advised.

### FAI Australian National Gliding Championships and Club Class Championships

#### Club Class:

**30 December 2001 – 11 January 2002**

To be held at Temora.

#### FAI Nationals:

**13 January – 25 January 2002**

To be held at Narromine.



**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 six 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, NZ.

**AIRBORNE MAGAZINE:** Covering all facets of Australian & New Zealand modelling. The best value modelling magazine. Now \$60pa for six issues. Plans & other special books available. PO Box 30, Tullamarine, VIC 3043.





## NEW SOUTH WALES

### Australian Air League

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

### Bathurst Soaring Club

PO Box 1682, Bathurst NSW 2795, ph: 02 6337 1180 (weekends & public holidays only), email <pbowring@bigfoot.com>.

### Byron Bay Gliding Club

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

### Central Coast Soaring

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

### Concordia Gliding Club

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

### Cudgegong Soaring

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

### Forbes Soaring Club

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

### Goulburn Gliding Group

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

### Grafton Gliding

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

### Harden Gliding Club

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

### Hunter Valley Gliding

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

### Kentucky Flying Club

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

### Lake Keepit Soaring

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

### Leeton Gliding Club

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

### Orana Soaring Club

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

### RAAF Richmond Gliding Club

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

### RAAF Williamtown

RAAF Base Williamtown NSW 2314, ph: 02 4964 5062

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

PO Box A37, Naval Air Base Nowra NSW 2540,

ph: 02 4424 1333 or 02 4256 6018.

### Soar Narromine

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

### Southern Cross Gliding Club

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

### Temora Gliding Club

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

### Tumbarumba Gliding Club

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

### Tumut Gliding Club

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

### Wagga/Lockhart Gliding Club

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

### Warrumbungle Gliding Club

Kirriwa Gilgandra NSW 2827, ph: 02 6795 4333.

## ACT

### Canberra Gliding Club

PO 1130, Canberra City ACT 2601, ph: 02 6452 3994.

## QUEENSLAND

### Boonah Gliding Club

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

### Bundaberg Gliding Club

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

### Caboolture Gliding Club

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

### Central Queensland Gliding Club

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

### Darling Downs Gliding Club

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

### Gympie Soaring

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

### Kingaroy Soaring

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

### Moura Gliding Club

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

### North Queensland Soaring

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

### QAIR Training Corp

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

### Southern Downs Soaring

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

### Tarwan Soaring

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

## VICTORIA

### Albury Corowa Gliding Club

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

### Beauford Gliding Club

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

### Bendigo Gliding Club

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

### Corangamite Soaring

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

### Geelong Gliding Club

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

### Gliding Club of Victoria

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

### Grampian Soaring

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

### Latrobe Valley Gliding Club

PO Box 815, Morwell VIC 3840.

### Mangalore Gliding Club

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

### Mt Beauty Gliding Club

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

### RAAF East Sale Gliding Club

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

### South Gippsland Gliding Club

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

### Stawell Gliding Club

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

### Sportavia Soaring

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

### Sumaysia Gliding Club

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

### Swan Hill Gliding Club

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

### Victorian Motorless Flight Group

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

### Wimmera Soaring

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

## SOUTH AUSTRALIA

### Adelaide Hills Soaring

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

### Adelaide Soaring

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

### Adelaide University Gliding Club

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

### Balaklava Gliding Club

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

### Barossa Valley Gliding Club

PO Box 123, Stonefield via Truro, SA 5356,

ph: 08 8564 0240, email <brynw@senet.com.au>.

### Blanchtown Gliding Club

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

### Bordertown-Keith Gliding Club

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

### Gawler Gliding Club

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

### Lake Bonney Gliding Club

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

### Millicent Gliding Club

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

### Murray Bridge Gliding Club

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

### Port Augusta Gliding Club

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

### Renmark Gliding Club

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

### SA AIR TC

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

### Waikerie Gliding Club

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

### Whyalla Gliding Club

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

## TASMANIA

### Tasmania Soaring

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

## NORTHERN TERRITORY

### Alice Springs Gliding Club

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

### North Australia Gliding Club.

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

## WESTERN AUSTRALIA

### Beverley Soaring

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

### Gliding Club of Western Australia

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

### Morawa Flying Club

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

### Mt Newman Gliding Club

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

### Narrogin Gliding Club

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

### Stirlings Gliding Club

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

### WA Air Training Corp

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

# GFA Badges & Certificates



## FAI Report – May 2001

### A Certificate

PAYNE Thomas W Grant	10522	Lake Keepit
NICKELS Ralph Kent	10527	Sthn Riverina

### B Certificate

FUKUKAWA Shingo	10496	Southern Cross
HUGHES David Michael	10519	Darling Downs

### A and B Certificate

GIERSCH Brian Maurice	10523	Central Coast
KNOX James Alexander	10524	Darling Downs
McMILLAN David John	10526	Mangalore
FINN Sean Joseph	10531	Hunter Valley

### C Certificate

FENKART Joe	10280	Boonah
NEWTON Mark	10466	Adelaide Uni

### A, B and C Certificate

COLES Cameron Michael	10525	Boonah
COLLUM Colin Ruadh	10528	GCV
POPPE Marcus	10529	Grampians
McLACHLAN Michael R	10530	Boonah

### Silver C

FERGUSON Stuart Donald	4354	Canberra
HARRIS David Thomas	4355	Narrogin
SMITH Brendon James	4356	NSW AIR TC
BOYD Christine Kay	4357	Renmark

### Silver C continued

DAVIS Martin John	4358	Beverley
CRAMPTON Malcolm	4359	Beaufort
RAPPELL John Robert	4360	Bathurst

### Gold C

ARMISTEAD Allan R	1542	Canberra
MARBOT George	1543	Bathurst

### Diamond Goal

FERGUSON Stuart Donald		Canberra
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### 750 Kilometres

CRAMPTON Malcolm	100	Beaufort
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### Claims for all badges and certificates to:

#### FAI Certificates Officer:

Beryl Hartley

106 Meryula Street, Narromine NSW 2821

Ph: 02 6889 2733 (w), 02 6889 1250 (h)

Fax: 02 6889 2933

Email: hartley@avionics.com.au

### Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

Ph: 02 6231 4121

Email: poboxw48@dynamite.com.au

# MOYES

## ACCESSORIES



Moyes Delta Gliders Pty Ltd  
1144 Botany Road  
Botany NSW 2019 Australia  
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Fax 61 (0)2 9316 8488  
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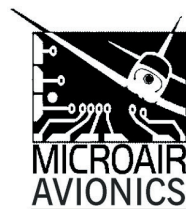
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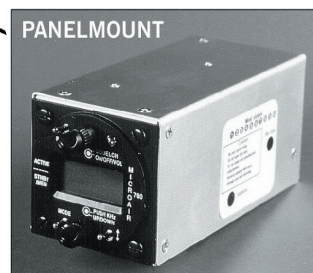
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