

Gliding Australian SKY SAILOR



In this Issue:



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A Wheelchair???**



**The Queensland
Easter Comps**



**Tumut 2001
Easter Fly-in**

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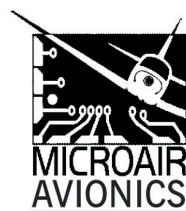
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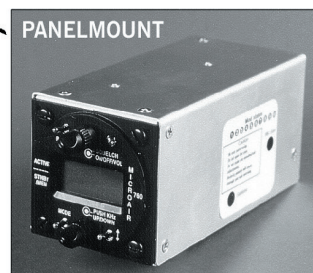
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The Queensland Easter Comps



Chinchilla 2001

Lined up and ready for another great day

MICHAEL O'BRIEN, CONTEST DIRECTOR

Once upon a time, a very long time ago, there was an annual gliding competition widely known as the best in Australia. It was a dry competition. This did not mean no beer, which is unthinkable. It meant no water ballast, which saves time in preparation of aircraft, and leaves more time to enjoy the company of friends. It was a competition which always aimed to encourage first-time pilots and was handicapped, so any glider could compete.

Somehow it was always the friendliest of competitions. It was always run over the week at Easter, usually by smaller clubs. The Taroom club ran some great contests. We had great competitions at Thangool, run by the Rocky club, and two amazing competitions at Chinchilla. The weather is usually very reliable at this time of year, and many times we have flown up around the 300 km mark for eight days in a row. We have had competitions where several pilots have flown their first 300 km flight on one day, their second 300 km flight on the next day, then their third on the next day, and their fourth on the subsequent day!

But somewhere the spirit of the competition seemed to falter. We had a disaster at Chinchilla where, after only two good flying days, we were rained out. Thangool, a novelty at first, seem like too big a drive for some, and numbers dropped. Last year, no one really wanted to organise

the competition, and the Kingaroy club stepped in. As they always do, Neil Dunn and the Kingaroy team did a superb job of the organisation. Unfortunately they got bad weather and there was not a single competition day! No one put up a hand for the next year. Had the Easter competition died?

Heard on 122.9

I cannot remember the exact details, but with Easter only a few months away, flying around one weekend, members from a few of the clubs were talking on the radio. (As we do!) Someone asked if anyone knew who was organising the Easter competitions. No one did. Bill Wilkinson was heard to say he would be willing to help with the organisation if it was at Chinchilla. There was a general consensus that Chinchilla was a good choice.

Why Chinchilla? The weather is "always" excellent. Everyone can camp on the airfield, with hot showers and powered sites, which makes for a friendly competition. Chinchilla is one of the friendliest towns in Queensland. The local aero club are superb hosts, with great meals, great company, and a little bit of a ratbag element (their names are Ken and Rod) which helps keep everyone entertained.

A phone call to Chinchilla Aero Club indicated they were happy to host the catering and camping components. The Wilkinsons arranged tow planes, insurance, budget, letters to CASA and airspace stakeholders, with some help from our new Queensland RTO Sports, Lisa Turner. They decided to dust-off and recycle the contest director from last year's state competitions, who, despite many short-comings, is usually good for the occasional laugh. The competition was announced by email only. We went to put an ad in AG, but we were too late.

It just happened!

It was a handicapped competition with POST tasking, typically three or three-and-a-half hours minimum time, usually with compulsory first, and last turnpoints, sometimes a few extras. Task setting was often by pilot vote at the briefing.

<i>Competing gliders:</i>	26
<i>Competing pilots:</i>	38
<i>Days flown:</i>	One practice day, then seven contest days in a row
<i>Total kilometres:</i>	38,897
<i>Total time on task:</i>	518 hours
<i>Average speed:</i>	75.1 km/h on a Hornet handicap
<i>Number of outlandings:</i>	Five
<i>Damage to aircraft:</i>	Nil

Humour

This is the essential part of the Easter competitions. I am a very conservative pilot with respect to safety issues, but it can be hard to make sure people are really listening to simple information at briefings. Humour really helps to wake everyone up, and make sure they are alert. We had a few minor safety issues with launching on the first day, and somehow the theme of "public floggings" came up. On every subsequent day, the launch procedures were immaculate.

Public floggings turned out to develop into a major theme for the rest of the competition. On day five I complained that I had again heard swearing on the CTAF frequency. Bill Wilkinson was heard to say damn! We had three start points, the airfield, the silos, and the weir. Bill started at the weir, and gave the transmission: "*Start, Oscar Tango, 05, damn!*"

Bill Wilkinson was our Met Man. He is very competent, but has a totally misguided belief that he cannot speak in public, and has a fear of doing so. Bill did all the work, but then John Buchanan actually presented the weather most days.

In punishment for the swearing incident, Bill was given the choice between presenting the weather report himself, or taking a public flogging. Fear of public speaking is a terrible thing: He opted for the flogging.

On one day, a local helicopter pilot started to do some low-level work on the cross strip, which we were using as our finish line at that time. This is not a good situation at all, but obviously was a genuine lack of understanding of how we operate. To the helicopter pilots credit he was straight out of the area after a quick radio call was made. That night, a competitor was heard to exclaim "*Did you see that (___) in the helicopter. What an absolute (___).*" A stranger took strong objection to being called a (___) and a (___), and identified himself as the helicopter pilot!

Next day at briefing there was a new award. Someone had been into town and bought a packet of those false teeth lollies. These were pinned all over the surface of an old shoe. The "foot in mouth" award was presented, not with a handshake from the contest director but with a slap across the knuckles. We take things very seriously at the Easter comps!

I think the helicopter pilot enjoyed the story of the award when he heard it next day, and it helped turn his attitude around to sympathy towards the unfortunate soul who had spoken so intemperately.

Results

Two-seaters are scored by club, not pilot. First place went to the Kingaroy K21, flown by Lisa Turner and an assortment of others. Second place went to the Kingaroy Duo Discus, flown by Daryl Hanson and friends.

Of the 28 pilots flying single seaters, the first dozen were:

1 John Buchanan	ASW22BLE	7 David McManus	ASW20
2 Craig Tuit	Libelle	8 Bob Ward	Ventus 2 CM
3 Peter Griffiths	Nimbus 4	9 Heath L'Estrange	Hornet
4 Peter Bell	Hornet WL	10 Phil Bensted	Discus A
5 Shane McCaffery	Ventus B	11 Jack Dearden	Pik 20 B
6 Trevor West	V2C "Little Petunia"	12 Errol Spletter	LS1-f

Presentations

The final dinner was held at the local RSL, and was a night to remember. A highlight of the competition was the number of young people. The young people are the most important people at any gliding event, so we decided to ask one of the young ones, 18-year-old Heath L'Estrange, to present the winners' trophies for sports class. Everyone was stunned when Heath gave a very confident and moving presentation, on behalf of the young people. There could have been a few tears in a few eyes. By extraordinary coincidence, Heath happened to be wearing almost identical clothes to the contest winner, John Buchanan.

David McManus, the happy face on the Jondaryn web page and brochures, received the coveted Easter trophy for his extraordinary performance. How good will these guys be in a couple of years time?

John Buchanan is not a person known for lack of confidence, but he seemed distinctly uneasy about the next item of business. In a nice little twist, it was his job to present an encouragement award to young Heath, who finished well up the field in his second competition. John could not see how he could possibly give a performance to rival that of Heath's presentation. He was right, but he still did a pretty impressive job. Either of these guys could be a future world champion, and I am proud to have shaken hands with both of them.

There was also a little certificate presented to gliding legend Geoff Raph, now well into his 70s, who flew the beloved K13 which he did his 500km flight in many years ago. The certificate was for "Inspiration" because to many Geoff represents an important part of the spirit of the Easter competitions. It is not all about the young ones. The old eagles deserve recognition too, and many hope we are flying as well when we reach that age.

It is good to see the young people have respect for their elders. On day three of the competition, the CD had discovered yet another problem in the borrowed glider he was flying: The relief tube did not drain adequately. Unfortunately he shared this frustration on radio station 122.9. At the end of the presentation, one of the young women came



Finalists in the beauty contest
July 2001



Scorer, Errol Spletter, in 'his' LS1



Davo's wing-running crew

and presented me with a device constructed from a coke bottle and a piece of hose, which looked to have more than adequate capacity and drainage. How touching!

Some other special people

The Chinchilla aero club: All we had to worry about was the flying bits. They did all the rest, which makes things very easy. I forgave them for placing a tree in the corner of the presentation room, and making up some handcuffs and a cat of nine tails, as well as a face mask for Madame Lash. The only thing I find it hard to forgive is choosing the contest director as the person most deserving of a flogging! Competitions are different in Queensland.

The Wilkinsons: Without them we would not have had a competition. What more can I say?

The Scorer: Errol Spletter was truly extraordinary in this role. He had results out promptly every night, even on the night when he outlanded. He added lashings of humour to the job, only one item of which was in extraordinary bad taste. (He was so busy he ate his breakfast at briefing one morning. He got airsick that day. At briefing the next morning he displayed the previous days shirt, for anyone who had failed to see his breakfast!) Despite all the work he had to do, Errol still managed to be the only pilot other than John who won a day in the single-seaters.

The tow pilots: Once launching is started, the tow pilots almost totally control safety issues, and liaise with other traffic. They did this with great professionalism. Several also had to land and then jump into their glider at the end of the grid. Thanks to Lisa, Smut, Daryl, John F, the Wilkinsons and Bob Ward.

The start and finish gate: Sue Schuler, Marlene Dearden and Pam Buchanan, plus helpers, did an accurate, efficient and professional job.

The rope runners: Davo and his team did a great job. Davo really deserves a title such as "special adviser to the Contest Director on team morale." (I suspect his main advice would be "more floggings".)

The next competition

On the last day we had a pilots' meeting. EVERYONE wants to come to next year's Easter competition. We all want it held at Chinchilla or Dalby. We want it at Chinchilla at least every second year. If Taroom or Thangool really want to run the competition every few years, many people would support that. But the preference is strongly that most competitions are held at the more central locations. Next year we are not going to keep the competition a secret, especially from our NSW friends, only one of whom joined us this time. We also had no one from Boonah, which is normally one of the biggest supporters.

We request a person from every club in Queensland and NSW volunteers to act as a contest liaison. We want someone with email. Please volunteer to Michael O'Brien <mob@ieec.org>.



To be or not to be ... (applying depreciation)

RUDI SALTER

Maurie Bradney contributed a very good article following on what I had written about budgeting and forecasting in earlier issues of Australian Gliding/Skysailor. Amongst his remarks figured some thoughts on depreciation in relation to aircraft. This is a subject full of problems, not least for accountants, who have fought some bitter battles in print over this.

As the poet said, the truth is rarely pure and never simple. But we can at least try to understand the pitfalls in this subject. In accounting jargon (not always the clearest way of saying things), depreciation is the act of recording an expense incurred in one period, but met or liquidated in another. For entities paying tax, it is an allowable deduction against income. It is meant to recognise the wear and tear on an asset, which has to be replaced at some time down the track.

Assume you bought a new Libelle 10 years ago for \$21,000. You estimate its life at 10 years, and the residual value at the end of that period at \$1,000. To provide for its replacement, you set aside \$1,000 each year, so that at the end of the 10 years you have \$21,000 to replace it.

Inflation (whacko!) pushes the present value of the glider up to \$21,000 or even more. You will be told that there was no need to depreciate at all. Is this correct?

No, it is not. Remember, you now have a 10-year-old machine, but the depreciation procedure is meant to replace it with a new one – that is how you started. And if a secondhand Libelle is now worth \$21,000, what will you pay for a new one? If you were to follow the "no depreciation" argument to its conclusion, you wind up with no glider and no money either.

Nor is this the whole of the story. Inflation and exchange rates play havoc with the best laid plans, so that you should really adjust the rates of depreciation to take account of that, or make other provisions for it. At present, inflation is not a major item (the dollar is though!), but during the Whitlam years it ran at 15% or more and provided accountants with plenty of headaches.

Another problem is the value you put on an asset at any time. As its value changes not only with age, but also with demand and supply, should you vary the depreciation rates too? And then there is the difference between a "fire sale" and a normal disposal. Some 20 years ago this argument raged amongst accountants – replacement value or exit value? What is a piece of equipment worth – what you get for it when you sell it, or what it costs you to replace? As you see, it is not all that simple – fluctuating values, inflation, changing exchange rates and what have you.

When I wrote an article some 16 years ago for a university department dealing with the problem of measuring assets, I compared it to an attempt to measure the length of a squirming snake with a tape measure that would keep changing its length all the time. This earned me censure for levity unbecoming to an accountant. But one thing is certain – forget to provide for replacement of assets and be assured of financial trouble.



From an 18-Year-Old's View

HEATH L'ESTRANGE



'Boys in Blue' John Buchanan and Heath L'Estrange at the Queensland Easter competition



Young competitors around the Kingaroy Duo Discus

Photos: Michael O'Brien

This year's Easter comps at Chinchilla were not the usual, to say the least! Perhaps it was the threat of using public floggings as disciplinary action or the energy generated by organising things 'on the wing' via radio but something very unusual occurred, and that was the influx of a number of young pilots who were keen to compete – male and female! This was the second gliding competition I have competed in and it was very different from the first. The first competition that I flew in was the QSA State comps 2000, in September last year and I was 18. The next youngest pilot was 25! However, this year's Easter gliding comps saw eight of the 38 competing pilots to be under the age of 21. I can safely say that next year's Easter comps will see several more numbers added to this already impressive figure.

I believe there are several reasons why this competition is very attractive to the young pilot. The atmosphere, the support and guidance, the type of competition, the low cost factor and most importantly, the humour.

The organisers are not trying to make a roaring profit from the comps, they're simply ensuring that all necessary costs are covered and that we have a good time. With an entry fee of \$80 per aircraft, no one felt hard done by. The atmosphere at this comp is totally friendly but still offers the opportunity to learn from national and world level pilots who also enjoy attending this event.

Post tasking allows the non-experienced pilots to be able to meet up with other pilots at any point during the task period instead of the top guns leaving the rest of us for dead within the first few kilometres (even though there's not much hope keeping up with an ASW22 BLE in a Hornet).

Everyone is willing to help each other out along the course and broadcast if they're having a good leg. I recall several times hearing, "Gee, it's a good run up to Bell," or "Don't bother crossing the Bunyas." Although I'm sure Raphy doesn't need much help when he's in that K13, hearing "seven knots, one kilometre to your east K13," expressed what the Easter comps are all about. It was at this point that I realised this comp offered the youth of the gliding community a great opportunity to learn what cross-country flying is all about and prepare them for higher level competitions if they wish to pursue it.

Camaraderie and friendship does still count in the air at the Easter comps. Several times I was coaxed out of the weeds by fellow pilots who looked very small when I saw them somewhere up near cloudbase.

Another highlight for me was some fellow aviators flying out of Cecil Plains in their hang gliders. Their intention was to fly to Chinchilla to meet an old friend of theirs who has converted to sailplanes and was flying in the comps.

While on task one day I happened to fly alongside a hang glider and I thought how great it was that we could all share the same part of the sky and we were there to have fun. When I finished the task later on that afternoon, I was pleased to see that quite a number of these pilots had reached Chinchilla. We look out for each other and are all one big family.

The handicapping system puts everyone on the same level in the Easter comps so that you can compete in an ASW22 or a K13 and not feel left out. If someone's won the day, it is because he has picked the weather better than everyone else, not because he's got the latest toy. A perfect example of this was a K13 tying with a Duo Discus to win a day.

The humour of one of the Easter comp situations almost cost me funds when my much used and slightly 'on the nose' sneaker was disposed of in the bin because the recipient of the 'foot in mouth' award thought it had been brought in especially for his benefit from the local tip! For those who are not aware, the sneaker had been heavily decorated with false teeth lollies to represent one of the contestant's public outbursts when he certainly chewed his foot for a good long time afterwards. Some time after the laughter abated I was most disconcerted to learn my sneaker had been binned with the trash. I was in something of a sweat trying to recover my now, very 'off' sneaker, in fear that I would be up for a new pair.

Over the years I have been given the generosity of time, wisdom and encouragement from the people of the gliding fraternity. Such valuable gifts are priceless. One of the things that I have learned is to get involved with the sport. Young glider pilots are having doors opened for them everywhere by the elder pilots of the community. Young pilots are now granted free entry to their first FAI National Gliding Championships. (This does not include aerotows.) We have the likes of George Lee offering two weeks of intensive cross-country training for selected young pilots out of his own goodwill. I have been lucky enough to be taken under the wing of a pilot in my club, which has enabled me to fly his Astir and gain many hours and a 500km flight purely out of his own generosity.

Young pilots are so lucky to be guided by such generous and experienced pilots in our friendly community!



A Bird? A Plane? — A Wheelchair???

MIKEL TERREN

It was about a year ago that the idea of hanging a wheelchair under a paraglider, so as to allow legless wannabe pilots (ie myself) access to this sport, turned from a fanciful whim to a “failure is not an option” obsession.

In February '00 one of my best mates went to Canada for a snowboarding holiday, so I thought a good image of Sydney for him to take away would be one of the Northern Beaches from under a paraglider. I thus organised him a tandem flight off Warriewood a couple of weeks before he was to leave. On the day we had arranged to fly there was only about five knots of breeze. Although I now know that what Tim experienced is what's known as a “sleddy” – a smooth glide straight down to the beach – it was enough to get us both wide-eyed and rapped in the idea of taking up this exciting sport.

I guess at this point I should give you a rough profile of myself so you know what kind of gimp (guy in a wheelchair) you're dealing with. My name's Mik and for the past three and a half years (or rather, up until a few months before the Paralympic Games) I campaigned for selection in the Australian yachting squad (which, maybe fortunately, I missed out on). I've also done lots of ocean racing, including a couple of Sydney to Hobarts. I'm probably living in total denial of my disability, but I see a wheelchair as being nothing more than a paltry but necessary nuisance in my daily life, and one that has never even come close to stopping me from doing whatever I set out to.

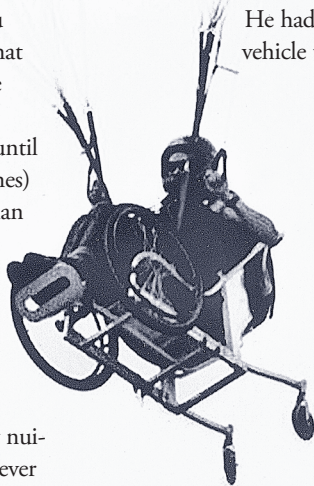
Anyway, Tim left for Canada and I had myself a bit of a riddle to unravel: what's the most practical way to get a gimp paragliding? Patrick (the instructor that took Tim up) was kind enough to take me to a footy field, let me harness and helmet up, and allowed me to feel whether or not inflations could practically be done from my day chair. After several attempts the answer was an obvious resounding no. The glider had no trouble in extracting me from my chair. Going home that day feeling that my hurdle had just raised itself by a few inches, Patrick told me of a guy called Ted Jenkins from Victoria.

He had built a wheelchair type vehicle to allow a para mate of

his to paraglide (no pun intended) and there was an article on it in an old edition of *Skysailor* (October '99

– *Sub ed*). As luck would have it Patrick had the back issue in his dead mag pile and I wasted no time in getting in touch with Ted, who promptly sent me up a heap of photos and other info on his ‘buggy’ that he thought pertinent. His chair looked pretty good, but it was built around a fairly old stroke patient style of hospital chair. Common sense told me that a purpose built paragliding wheelchair utilising the better design facets of Ted's chair, but at the same time being redesigned, would work even more efficiently than Ted's already tested chair. Thus the idea of building the Wheel Assisted Standard Paragliding (or WASP) chair was born.

After filling several rubbish bins with crunched up drawings, I finally came up with a design that I was happy with at the time. With the aid of a plumber friend, a pipe bender, some half inch copper pipe and a soldering iron, we created this thing that pretty closely resembled a cool looking chair frame. I then got an aluminium fabricator to look at my copper sculpture and tell me if he thought it could be



Solo wheelchair flying
(Photo printed with kind permission of the Illawarra Mercury Newspaper)



Steve Hocking (white hat) and others inspect the equipment

welded in aluminium. He thought it could, and it was. It was close to Ted's chair, using a similar suspension system, but for rigidity the WASP has a solid axle and for manoeuvrability I chucked a couple of castors on the back. I had already picked up my main axle, wheels and harness (which suffices for seat and back upholstery – any harness can be used, but good back and bum padding is more comfy). As soon as the frame was finished, I assembled the whole thing and it was good.

Now I faced another slight drawback. Two days after I got the frame back from the welder Patrick left for a couple of month's holiday in Europe. I had to consider going elsewhere other than the Northern Beaches of Sydney to test fly the chair and to undertake my pilot training. I had already spoken to a few schools when one morning, out of the blue, a paragliding instructor named Jules Sanderson rang me. He had heard of what I was doing on the grapevine, so we decided to hook up to discuss various aspects in regard to disabled people flying (not to mention that I really wanted to show my chair to someone who could give it an educated assessment). Not only did he have an educated opinion, but as it turns out he also had prior experience in the field of getting wheelchair dudes flying... bingo. He had actually flown Ted's chair, as well as experimenting with a couple of other buggy designs in England, and was prepared to set up a wheelchair pilot training syllabus around the WASP chair. With the support of NSW Hang Gliding Association and the NSW Sports Council, paragliding will now be fully accessible to disabled people.

This brings us up to a few months ago.

A lot has happened in the last few months and I'll now bring you up to scratch. Probably the biggest discovery that Jules made in the early days of testing the chair was that it could readily be used in tandem flying. Selfishly, I saw the main future of my chair as being a solo vehicle, but this opened a whole new door. Not only could the prospective non-walking pilot

go up for instructional tandem flights, but anyone, regardless of how physically disabled they may be, could realise a dream of flying – this was a pretty exciting find. Society and the earth are what create the hurdles that a disabled person has to get himself over, but once airborne, gliding hurdles are the same for every pilot. People often think that flying is a more awesome feeling for me than for able-bodied pilots; I don't think this is close to the truth at all. Every pilot would agree with me that flying is one of the most exhilarating things that someone can do, and I don't think that a wheelchair is any kind of an emotional amplifier. However, someone who's profoundly disabled, feels very trapped in life and doesn't get to experience many buzzes is a perfect candidate to offer flying to. This is a cool feeling, but that's enough philosophical crap.

Speaking of hurdles, the next one we encountered was a big one but a fairly obvious one. A simple side step or 90° lateral movement can't be done independently by the wheelchair pilot on launch. He thus has to rely on a couple of anchors, a forward launch and the consideration of getting the glider to take up the load of the chair and himself as soon as he can. This way an assisted side step or side skim can pretty easily be done if needs be. The terrain of the launch site is very relevant to the success of the launch. A smooth slope straight into a lift band is ideal. I should say at this point that the WASP is still in its very embryonic stages of flying and I see myself practising

Paragliding

for the better part of a year before I even start to master the chair. For example, I'm at the moment mucking around with the "doableness" of a reverse launch (firmly staying on the ground of course) and in a fortnight I'll be putting the chair through its tow launch and thermalling paces, which I'm expecting to go pretty well. I'll keep Skysailor posted on developments. At the moment the only landings that I've done are square head to wind (standard landings) and this seems to work fine. But square is the key word here, as the slightest bit of crosswind will put uneven pressure on the carabiners after touching down in the chair, causing a gentle sideways tip over. This, however, seems to be a situation that the training WASP pilot will have to cope with. I know I've certainly had to (and still do) cope with these types of tip overs, but as skill level increases tipping situations seem to decrease – common sense I guess. Jules has even pulled off a couple of good top landings on the hill at Stanwell flying the chair. Even though I'm a ways off doing that myself it's good to see that it can be successfully done. Attention has to be paid to killing the glider as soon as you can after landing, otherwise a good out-of-control-ride-in-a-direction-you-don't-really-want-to-go could be on the cards. Grabbing C's after touch down seems to cover this in a lot of situations, particularly if the glider is still flying, but stalling the wing after flaring is often all that's needed to put the glider on the ground behind you.

This pretty much brings you up to date on things as they stand at the moment. Hopefully a few more wheelies will discover the joys of paragliding and realise that if they want to access this super duper sport they can. As Leonardo da Vinci said:

**"For once man has conquered flight
he will walk *roll* the earth with his
head turned skyward, for there he has
been and there he longs to return."**



Inflation practice



Canopy up



Some of the pilots on Argalong launch. Others were flying from Talbingo and Minjary as well as aerotowing on this day

Organising the Tumut Easter Fly-in 2001

TOVE HEANEY

I was approached at fairly short notice to help organise a Fly-in at Tumut during Easter this year.

The Easter Tumut Fly-in has been an annual event for some years, organised by the Sydney Clubs but open to everybody. My job was to tidy up a few loose ends, organise the sites, venue, as well as a program for the days. Since the aim was participation in the sport, I wanted to keep the emphasise on having fun (the whole event being quite informal),

improving basic skills, then to thermal, and maybe going XC, in that order.

Mark Robertson also organised an inter-club fun competition that both HG and PG pilots could take part in, even if you only flew one day. It worked on a handicap, depending on your rating, and XC or spot landing was the option of tasks to perform.

We had a briefing every morning at Tumut Aero Club. What an aero club Tumut is; they have club members on duty the whole day and in the evening. All day, all kinds of pilots and visitors were coming and going. They let us use the clubhouse, including the kitchen extensively, and were very helpful and friendly.

At the first briefing, as expected, the experienced pilots quickly found each other, got teamed



Waiting for the right moment on Argalong

Photos: Tove Heaney

Flying at the

MARK ROBERTSON

The annual Easter fly-in at Tumut is becoming bigger each year and would be well worthwhile putting onto your calendar for next year. If you haven't been to Tumut yet put it on your list of places you must fly! The Tumut area has literally dozens of places you can launch from. Over the Easter weekend only a few of these were used. Here is a little information

on each of the sites we used this year:

Mt Minjary

Launches: West ramp through cleared slot in trees; north-north-west cleared slot in trees

Access: 4WD

Height above sea level: 760m (2,505ft)

Height above bomb-out: 430m (1,415ft)

Comments: Great cross-country launch.

A very reliable hill.

Honeysuckle

Launches: West ramp; south-west natural ridge

Access: 2WD unless very wet

Height above sea level: 700m (2,305ft)

Height above bomb-out: 370m (1,220ft)

Comments: Good site for stronger winter/spring south-westerlies. Has sourced some good cross-country flights back along Hume Highway towards Sydney. Occasional wave lift in valley centre.

Argalong

Launches: Multiple natural clear hills from west through north-west

Access: 4WD

Height above sea level: 770m (2,540ft)

Height above bomb-out: 410m (1,350ft)

Comments: Great novice site. Used for downhill races in HGFA TV series.

Mt Talbingo

Launches: West natural cliff edge. North-west rock ramp.

Access: 4WD

Height above sea level: 1,360m (4,485ft)

Height above bomb-out: 960m (3,165ft)

up into cars, and were on their way to advanced rated sites. So who was left? The inexperienced/new pilot that really didn't know anybody and had no idea where the sites were, etc.

To give you some background, common questions I was asked from pilots before the fly-in were: "I don't have a radio or a vario, can I still come?" – "I can only come for a few days, is that okay?" – "I've never flown inland before, can I handle Tumut?" – "I've only flown six hours, is that enough?" – "I haven't flown for a while, is there going to be somebody there I can talk to?" – "I've had problems with my landings lately, and feel I could do with some help. Is there going to be someone that can watch my landings and give me some advice?" – "I don't have a 4WD, I've heard

Tumut Easter Fly-in 2001

Comments: Arguably Australia's most spectacular site. Incredibly civilised bomb-out next to licensed golf club ensures extremely tardy pack-up times.

Day 1

We all met at the Tumut aero club, home of the HGFA at 10am. Tove Heaney started the day with a weather forecast and introduced a couple of locals (including the Mayor) who had input into getting the key and go-ahead for launches at Mt Talbingo. Various sites where described, a quick rundown of how pilots would be scored for an interclub competition was given, and everyone raced up a hill that sounded good to them.

The novice pilots were looked after by Tove and taken to Honeysuckle for a look before moving on to Argalong for the remainder of the day. None of these pilots got away due to the stable conditions, but the day was a success as many of the pilots learnt a lot from having an instructor like Tove on the hill with them. A special mention to Rowan Taylor for executing a perfect landing, after hopping over a barbed wire fence whilst in ground effect.

A group of pilots took advantage of the access to Mt Talbingo. This mountain has a vertical height of 3,165 ft agl (not a bad sled ride if it's stable). This site has been used for national competitions in years gone by and access to it is now a bit tricky due to National Parks regulations, not to mention the locked gate. The bomb-out for this site is a grassy area opposite the Talbingo Country Club, owned by the Mayor who helped arrange the key from National Parks. He was keen for us to put a spot on one of the fairways of his golf course but we opted for the safer park across the road.

As the day was very stable no pilots were able to get out of the Talbingo Valley either. However the majority of pilots had as much air time as they wanted due to abundant thermals

below the inversion, and landed next to the club trying to hit the spot before walking the 100m to purchase a cool beer to top off the day. Steve Hunt won the day, 4m from the spot.

Day 2

The forecast showed some improvement from Day One, but it was still going to be a blue day with thermal max 5,500 ft.

The novice pilots and paraglider pilots again headed up Argalong. Grant Heaney was the only pilot to get away with a flight to the airport and back. Rowan Taylor again gets a mention, this time for landing only 5m from the spot.

Talbingo was used by advanced pilots once again, with the promise of a cross-country flight. Many pilots got out of the Talbingo Valley and landed on the shores of Lake Hume. Steve Hunt (96 points), Kerry Bradley (92 points) and Graham Smith (71 points) all did well this day.

Day 3

The forecast kept getting better. Light and variable winds, thermal max to 7,000 ft (or so Kerry tells us).

Again the novice pilots and paragliders headed up Argalong. Some of the hangies and paragliders went to Talbingo and another group headed up Mt Minjary. The day was hampered by thick bands of high cloud cooling things down, however it was still the best flying conditions of the weekend. A flight worth a special mention was Kerry Bradley's from Talbingo towards Tumut, ranking him third from Talbingo for the day.

Day 4

The last day of the fly-in. The forecast showed cloudbase to be at 7,000 ft. Again three launches were used: Argalong, Talbingo and Minjary.

Some pilots were quite new with very little airtime, some had not flown in a long time, and some had never flown inland before. Most of them really just needed a few flights, with some friendly advice, to get the feel and confidence back. I was quite impressed to see how quickly the pilots improved, just from having a few flights in a few days in a row! Many pilots performed their personal bests and some doubled their airtime. We had three new pilots that achieved the FAI Eagle/Delta Bronze Badge.



Mark Robertson launches from Talbingo



Jim Grant launches from Talbingo

Photos: Beth Bush

Argalong – no pilots got away despite Steve Pick from Stanwell Park and a novice pilot getting to cloudbase. Steve was struck down by sink that was so intense, he didn't make the bomb-out from this height.

Minjary – despite the beautiful looking day all pilots ended up in the bomb-out paddock.

Talbingo – most pilots got away, although their distances were hampered by a strong valley wind.

It was truly a great social four days of flying. A big thank you goes to Tove Heaney for all her organisation efforts over the weekend and for providing the BBQ's at the aero club.



you need one to get up the hills. Will I get a flight if I come?"

To have a co-ordinator there, with their only aim being to look after pilots, worked wonderfully. *"Ask for Tove when you get there; she'll help you out!"* It was great for me to be able to be there and help out these pilots. This seemed very helpful for the new pilots, and pretty easy work for me. After a few days tagging along with me, most of the pilots found their feet and got themselves organised in the 4WD's to go up the hill to new sites with other pilots. They also met a lot of new pilots and got contacts all over NSW, so now it's not so daunting for them to visit other new sites.



Hannah and Thorry Heaney amuse themselves on Argalong launch



Grant Heaney launches from Argalong

We need to aim more of our events towards the new and low airtime pilots. We need to encourage new pilots to come along, and need to give them more help than simply, *"You'll be right mate, just jump off the hill and we'll see you in the pub tonight."* We should still have the experienced pilots present, because they are invaluable for sharing experience, showing what can be done, as well as being somebody to bug at night over a beer for the "big secrets".

Another important point: a lot of the HG and PG pilots that attended the fly-in only stayed for a few days. These pilots obviously had other commitments. Events like Tumut

can easily cater for these busy people, who sometimes might be the ones in most need of the practice.

We often held talks at the aero club at night about their skills, as well as on the hill and on landing. We also filmed pilots launch and land, so we could watch and discuss. I rotated between being on launch and landing, and offered some friendly advice. Fly-ins like this bring a great opportunity to keep motivating some pilots that might be on the verge of giving up the sport! Some pilots are also not interested in competitions. Events like this one in Tumut are a great alternative. You get great

flying and meet heaps of other pilots, get to hang out with your buddies all night, etc.

We also had a few BBQ dinners and breakfasts at the aero club. One night we held a story telling competition for a bottle of red. Kioko won it with a spectacular story about her first thermal flight back in Japan. This is the woman who, for her honeymoon, wanted to go to Birchip and compete in the Flatter than the Flatlands competition!

Tumut is an absolutely stunning place during Easter, with all the trees going into autumn colours. We flew everyday in beautiful autumn conditions, but we still had cloudbase of 7,500ft. Tumut has many sites, including the four westerly sites we used during Easter (if you get light wind the westerly sites work regardless of the wind direction). There can also be aerotowing at the aerodrome. Talbingo is one of the most spectacular sites in Australia overlooking the great Blowering Dam, and pilots flew there every day. Everyday the new pilots got to fly an easy site in uncrowded conditions, but still with thermal spotters out there as some experienced pilots were always flying at the easy sites as well. The new pilots could launch whenever they wanted to, or when they thought it looked promising.

Pilots with family and kids seemed to enjoy the aerotowing option. The kids had a ball playing at the aerodrome, climbing trees, riding bikes, playing badminton, etc. The kids also seemed to get a few joy-flights from the Tumut Aero Club members in a few different crafts



John McNamara more than doubled his airtime at Tumut. Thermalled up to cloudbase, flew for an hour and achieved his FAI Bronze badge

(lucky mum and dad felt like spending some money). The families also went water-skiing and jet-ski riding on the lake. It's a lot easier to entertain your kids when there are other kids there and they have something to do!

I found this whole fly-in very inspiring. I met a lot of new pilots that are very passionate about their flying. We had great fun together, regardless of what craft pilots flew. More events like these will definitely benefit the HGFA and the members greatly. It will bring pilots of different classes together. As people get busier and work harder, an informal event like this, where people could come and go, suits everybody.

I also think it's extremely important to take advantage of the public holidays (like the June long weekend and Easter) to allow working pilots and family people to attend.

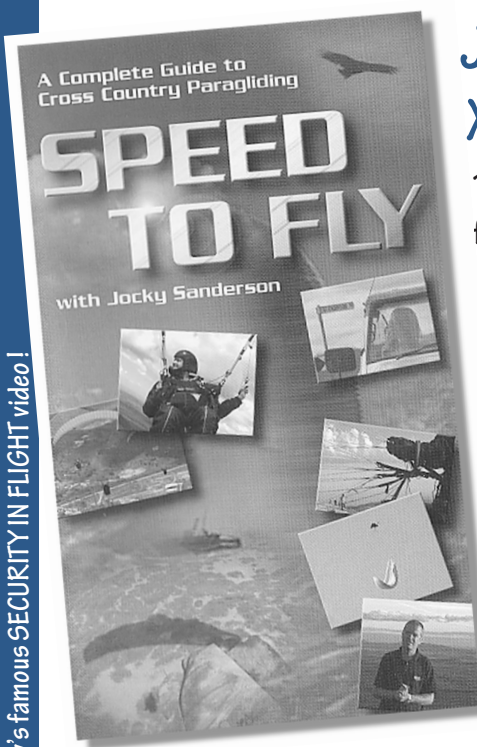
Thanks to Peter Wilson for supplying aerotows. A big thanks to Tumut Aero Club – fantastic! Thanks to Steve Hocking for volunteering so many hours of work towards the sport he loves so much!

Many thanks to Gregory Jeffcoat, the Tumut local who helped with site organisation! Thanks to the HGFA office for use of the office!

I strongly encourage other motivated people to organise events similar to this year's Tumut Easter Fly-in. See you in Tumut next Easter!



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Speed to Fly

Escape/Apaganza Productions

Video Review by HUGH MILLER, editor 'Cross Country Magazine'
(Reprinted with permission from Cross Country Magazine)

When our review copy of 'Speed to Fly' thudded down on the office doormat I stuck it into the video player faster than you can say 'Jocky wants to be the next James Bond.' This video is the long awaited follow-up to 'Security in Flight', a glossy production which briefs the pilot on active flying and recovery techniques.

Uber-instructor Jocky Sanderson is a retired competition pilot (third place at the '95 Worlds) with over 12 years of teaching SIV and XC under his belt. 'Security in Flight' was hailed as an excellent teaching tool, yet whilst it brimmed with original and exciting footage, I felt its script wasn't solid enough, and some of the lessons could have been put across better with some graphics or voice-overs during the manoeuvres. I was curious to see if the new video would have the same quality of finish as Jocky's previous offering and yet offer more substance at the same time.

July 2001

The film is shot on location in five of the world's best flying sites: Manilla, Gobernador Valadares, Oludeniz, St André and Valle de Bravo. Those hungry to travel will probably find it a worthwhile purchase for the scenery alone. And as for the production quality, well... if you've ever met Jocky, you'll probably have guessed that a few jauntily shot scenes from a Camcorder and a mid-atlantic voice-over just would not do. No, instead we are treated to a polo-shirt dressed Sanderson (no doubt he dons a white suit come evening time) illustrating the effect of rotor with scenes of warm Australian water tapping past some rocks at Bondi Beach. When the subject matter turns to thermalling, the onboard camera shows Jocky calmly explaining the importance of smooth turns whilst gracefully carving his way to cloud-base, gesticulating with his hand like a queen waving to her subjects.

There is a serious side too. Psychology, thermalling tips, the four second rule, the tortoise and hare rule, the importance of flying within your personal envelope... have I lost you yet? This video is a perfect teaching tool, and Jocky's candid explanations are interspersed with gems of advice from the likes of John Pendry, Chris Muller and Dani Crespo to make for a well-rounded lesson. There are also some good graphics with a sound script to glue it all together.

Criticisms? Hmm. Well, the sound quality on my copy was fairly poor (though production copies are fine), and wasn't helped by some fairly cheesy music. Okay, there's some creative stuff – like the classical track, Bach's Canon, set to time lapse photography of clouds developing – but I wouldn't be rushing to put this video on in the corner of a bar.

But all in all, 'Speed to Fly' is a great insight into the world of cross-country paragliding. It gets across some essential information without pretending to know all the answers, and will rekindle the experienced pilots' enthusiasm by reminding you of the mystery and challenge of XC flying.

Buy this video and watch it over and over again until either your partner walks out on you or you knacker the tape. It is more than just a paragliding film; it is an essential part of any pilot's flying education for less than the cost of a Friday night out.





How did your working bee go?

JOHN INGRAM

I went to Boonah Gliding Club

on the Friday (20 April 2001)!

In retrospect Friday was by far the best day (of the weekend); and the mandatory, *"You should have been here last weekend; a boomer! You could have gone for miles."*

Boonah is a small town south-west of Brisbane, about an hour's drive, and not unlike Eudunda or Kapunda. It is set in the hills; where Kapunda has low undulating hills of well-rounded mounds maybe 100 to 200 ft high, Boonah area (mountains) are in thousands of feet, ie 1,000 to 4,000 ft; and green!

On the way down (from Brisbane) I was looking for suitable outland paddocks as usual, and saw no more than four: most 'suitable' paddocks had fences buried in the high grass, along with termite mounds.

Unless you know where to look Boonah airfield is not particularly visible from the air, not like the stark Stonefield cross; and only one strip running 04/23 in a CTAF area shared with, I suppose eight ultralights and at least two other small aircraft; along with BGC's own fleet and the club's tug, a Cessna 152.

Boonah's airspace goes to 8,500 ft before interfering with Amberley; about eight kilometres north this drops to 4,500 ft. (The ridges there are probably 5,000+ feet.)

Their Cessna 152 has a 180 hp engine, and it tows remarkably well. (They bought it in preference to buying a new engine for their Pawnee; they say they are much better off now.) The Cessna's cable release is not a Tost one but a 'captured hook'.

Their hangar is a purpose-built one (a good design), as Boonah sports a structural engineer and a couple of builders; along with the local concrete mixer (Pioneer mix) just over the side fence, they don't do too badly; excess concrete is used up on hangar floors, etc; symbiosis?

The first aircraft to try was the all metal Slingsby T53B; the only one of its type in Australia, and one of five existing in the world. As a design its performance/handling is not comfortable, and this one had been extensively modified to improve its performance, handling and safety: a foot extension had been added to the fuselage in the front cockpit area, it had been re-skinned in the centre section of the fuse with thicker aluminium, the tailplane had been re-angled by three degrees, and a rigidity fairing added to the fuse/tailplane. Another unusual aspect is the very deep canopy which opens up on the right hand side!

I was told it flies best if it slips into the turn, and not co-ordinated.

The strip is relatively short, but more than adequate for airtows, but impossible for winching even for a modified circuit.

The strip slopes down from 04, and as I was not familiar with this aircraft or location my launch was a bit higher than it could have been before the tug left the ground, but still safe. Phil Slocombe the duty instructor, my co-pilot, and the Slingsby's 'keeper', was quite helpful in this aircraft's vagaries. On tow-out we passed their ridge/hill, as I was told is 1,000 ft off the ground, but I could almost count the leaves on the trees as we flew past it. It looked like someone got a lump of stone and dropped it there; it looked lonely by itself. Imagine the undulating hills around Eudunda and Kapunda, and getting a rock say 500 ft wide by



Soaring near Boonah in the ASK13

Photo John Ingram

2,000 ft long and 2,000 ft high and dumping it around Kapunda: that is the type of landscape.

Thermals/lift? Sparse and unreadable; but that was the day. I had to work hard to stay up. The Slingsby is not a nice user-friendly aircraft, but it had been 'improved out of sight' from when they first owned it.

Between the two of us we kept the Slingsby T53B, VH-GUB, in the air for 59 minutes, and came down because it was too hard a fight to keep airborne, and not go anywhere.

An hour or so later Dave Mutton (ex-ASC) took me up in the ASK13 VH-GSK, a mid-wing steel tube and fabric glider, sporting a new single piece canopy. This glider appeared to be much more slippery and well co-ordinated; it could be positively and easily trimmed; and actually a delight to fly. In mountain and tiger country one needs to appreciate the limits you can expect, from yourself, your aircraft, and the terrain.

Dave and I flew out to a rock about five kilometres away in marginal lift conditions, with a promise that, *"It will be working."* Famous last words.

The hill (rock) was probably 2,000+ feet high and maybe two kilometres long.

"Try in the hollows." Not much, just in and out; teasing. (Dave could do no better.)

We only maintained height (for quite a while) – if necessary we had height only for a quick dash to base leg! Two hundred feet gained gave us sufficient height to try another likely spot, the red ploughed paddock. With a lot of effort this gave us another 500 ft.

"Try the wall." The wall is an area approximately 200 metres wide and about 1,000 ft deep; vertical. This eventually gave us sufficient height to play with, to explore further. As we had our exercise in concentration for the day I decided to fly over Boonah.

"Have you seen the stall and spin characteristics?" So, moving away from the town we HASL'd; pulled the nose up and experienced all the classic responses. A full spin tucks in under a bit, but readily responds to the recommended recovery procedures; but if you are not careful speed will run away with you – slippery.

We had had enough; we lost our excess height and completed an uneventful landing.

We worked hard but had a most rewarding flight of 64 minutes.

It's a bit daunting flying over a ridge at 500 ft (probably less) and then into nothing for possibly 2,500 ft.



Diamond Height on Foot

GEOFF NEELY

I can verify that you should not go to 18,000ft without oxygen unless you are able to spend some time – like about three weeks – acclimatising at 12,000ft, something that is not practicable in a glider.

I climbed to Diamond Height twice last year, by road and on foot, in Tibet and Pakistan. I was short of breath.

Mountain passes in Tibet all seem to be above 16,000ft. The lowlands are 11,000ft. Strings of prayer flags flutter from high points so that the winds will carry the prayers to the heavens. Passengers in Chinese sleeper buses raise themselves in their bunks as they reach a pass and scatter tickets of coloured paper, block printed with prayer symbols, out the windows.

I saw a yak grazing on a valley side so steep that I thought it could not possibly have climbed the slope – it must have been born at the top and be making its way down.

I was as excited as a kitten as the A340-300 (the big Airbus with four engines) let down among 18,000ft peaks to Lhasa airport in Tibet. The nearest place to build an airport is 95km from Lhasa. When they opened the cabin doors and the cabin altitude increased to 11,600ft my headache began, and it lasted two days.

You can buy small pressure canisters of oxygen and I used these when I woke panting in the night. Other people were too proud to use oxygen and some of them suffered for it. One Landcruiser party arrived at Lake Nam-Tso, 14,000ft, and turned straight back when one of the party developed altitude sickness. This meant re-crossing the 16,000ft pass on a muddy track at night, so it would not have been done lightly.

I was told a story in Nepal, of a fit young man who collapsed with altitude sickness and was counted very lucky because the first rescue helicopter of the season had just arrived on station. Altitude sickness can be fatal and the only relief is to get down to lower level quickly.

At Rongphu I was in denial: I could not believe that this comparatively modest mountain which appeared for 30 seconds through a gap in the clouds was IT, and that I was standing more than half-way up. I refer to

Qomolangma, which we call Mount Everest. We slept at Rongphu Monastery, the highest in Tibet. The Everest base camp, only eight kilometres further up the valley, is at 5,200m (17,000ft).

Tibet has a dry continental climate and in summer there is no snow even at 18,000ft. A long spur rises from the base camp and climbs above the Rongphu glacier to the snow line and the steep mountain ridges.

I could not appreciate that I was standing at 17,000ft but when I began to walk up the valley, leaning into a bitterly cold katabatic wind strong enough to fling gravel at my shins, I had to stop to rest every 20m. A young Australian flagged down our 4WD on the track and begged for a lift. She and a friend had started to walk the eight kilometres to the base camp but were very uncomfortable. I gave her a whiff from my oxygen canister and she walked on.

Having come to 17,000ft by road I found it hard to realise that I was so high. No light aircraft could climb to this valley and I have only once been higher in a glider. I recalled the view of the Snowy Mountains from 23,000ft over the Monaro plains. That night I dreamt that I was swinging my legs over a 17,000ft cliff and looking down a long, shadowed valley to the shining sea.

People such as the Sherpas of Nepal who are born and live at high altitudes have higher lung capacity and more red cells. I was tired for a week in Lhasa while my body worked hard to make more red cells. Last year Babu Chiri Sherpa climbed Mt Everest from the Nepal side, up and back without oxygen, in 17 hours. He was killed in April 2001 when he fell down a crevasse while taking photographs alone.

Later on my journey I found a part of Pakistan that I did not know existed, and walked for five days in a high valley of the

Himalaya. The Himalaya end in Pakistan, with one peak of 8,125m or 26,650ft. I spent a shocking amount of money on a Jeep, super-guide Hussain (*"I have climbed that one, and that one. I was on Nanga Parbat [the high one] with the Germans"*); a porter, a cook and a donkey. I felt like a bwana with his bearers but Livingstone, I presume, would have had in addition a valet to lay out his dinner dress, a boot wallah to hand him newly-polished boots when he stepped in the mud, and marksmen at head and tail of the column to cover him while he waited for the lions to show the whites of their eyes.

The walk ranged between 10,000 and 12,000ft, with a one-day dash to 17,250ft and back. Crawling over rocks 10m at a time and running out of time for the descent, I had to turn back 100m below the pass.

If you foot the mountains you have to cross half a dozen glaciers; not walking on the ice thank you, but on sharp jumbled rocks of all sizes, newly fallen from the mountain on to the 20m deep river of ice. You have to cross lateral moraines – walls up to 60m high composed of loose grit and stones at the angle of repose and ready to slip. The reward is the sight of 25,000ft mountains on all sides, with glaciers, ice falls, avalanches and alpine valleys.

A proportion of travellers make it to the pass but many do not. We passed young men who had turned back halfway up the final climb, and others who had turned short of the base camp. The donkey did not attempt the climb.

This is not a place to get altitude sickness. I was told the Pakistan Air Force possessed only two helicopters capable of climbing to the base camp. Tarashing, the village at the head of the road, has been deforested and villagers make a three-day return journey with donkeys to get firewood. We walked a day-and-a-half past this point. There is summer grazing in the high valley but no one lives there in winter.

Gilgit, the base town for this trip, lies in the valley of the Hunza River, which flows into the Indus. There is a lengthy bitumen airstrip at Gilgit but it looks like a one-way strip. There is an RPT service with F27s, weather permitting, but you need patience because weather does not always permit.

I was reminded of what looks like a one-way strip at 11,500ft at Leh, the capital of the Ladakh region of Jammu and Kashmir Province of India. You go to the airport day after day and wait to see how many passengers the captain thinks he can lift. You can look down on the strip from a 16th century Buddhist monastery. Indian Air operates A320 Airbus, no less, to Leh, climbing out down the valley. There do not appear to be any radio nav aids.





Gympie set for the New Millennium

RON GEAKE, *President – Gympie Gliding Club*

The arrival of our ASK 21 at Gympie, direct from the Schleicher factory, on Thursday, 17 May, marked the completion of our fleet upgrade and was the culmination of three years of detailed financial planning and hard work. We opted for a full factory finish in polyurethane on our ASK 21 and it is truly magnificent.

We realised three years ago that it was impossible for us to afford to have our fleet professionally maintained, so we took all maintenance back in-house and then quickly learned that the effort to continue to maintain the old two-seaters was going to be soul-destroying for our Airworthiness Officer and his willing helpers.

A detailed financial plan was developed based on the income and expense history of the previous two years, updated by the changes that we had made to our operations and a three-year cash flow projection completed, the first year by months and the two subsequent years annually.

Our accounting system was organised to present monthly income and expense statements and balance sheets and the cash flow projection was updated each month. As each month went by the detailed analysis was continually extended to continue the detailed 12-month projection plus a further two years.

Variations between monthly projections and actual results were analysed and trends were reflected in the subsequent periods.

This had an enormous benefit for committee meetings as it showed clearly our current financial position, our immediate expectations and created a focus and discipline for our future development.

The first step was the replacement of our Astir CS, an offer that appeared to some to be low was snapped up and proved to be good value when the real state of the market was understood, especially considering the chequered history of that glider.

Our search for a replacement led us to Tom Gilbert and he told us of a Standard Cirrus GYY that was available and that it was in mint condition with less than 500 hours.

It was a beauty, the purchase was successfully concluded and GYY has now graced our airfield for the last two years.

In the meantime, a Gympie syndicate which had earlier acquired a Twin Astir in a futile attempt to have the then committee use it to replace one of the older two-seaters, and had subsequently left the club and relocated to Caboolture, was persuaded to return to Gympie and a contract was entered into to have the club purchase that Twin Astir on extended interest-free terms. (We have some terrific members – in fact they all are terrific).

We had purchased a SZD 51 Junior new about 10 years ago, and this is still a very pop-



▲ The Eagle has landed! The ASK21 arrives at Gympie

ular glider, now with about 2,000 hours on the clock.

So our fleet was developing. An accident to our K13 proved to be a blessing in disguise and we were able to write it off and sell the damaged airframe. I am not advocating this as a normal means of disposal but it reduced the trauma and anguish of the loss of a much-revered glider which had been costing the club dearly in maintenance time and expense.

Our cash flow projections showed our capacity to now replace our other two-seater, a Bergfalke 4.

The initial step was to complete the 30-yearly inspection in-house and Don Brown, Airworthiness Officer and his team of willing helpers, Theo van Ousterhout, Ron Gillum, Gordon Thomason, Peter Brown and many others, completely stripped it down and returned it to top condition. It was a fantastic effort and was instrumental in its subsequent sale to Anthony Smith of the Adelaide

▼ Tom and Geri





▲ Don Brown and Ron Geake prepare for its first launch

University Soaring Club – a good deal for both parties.

In the meantime, our research indicated that the Alliance 34, a Scheibe design manufactured by Centrair in France, was a suitable two-seater with an expected landed cost below \$100,000. It was affordable and within budget, so on the 28 June 2000 an order was placed for delivery ex-factory in November.

On 6 November a fax was received advising that our glider was in the finishing stages of production but on the 16 November we received a further fax stating that Centrair was ceasing production and they returned our deposit plus Frs10,000 for our trouble.

We were devastated by this news but the adversity strengthened our resolve.

Bernard Eckey had a production slot available at Schleichers for an ASK 21 with delivery in May 2001 but we needed to act quickly. A careful review of our financial capacity indicated that we could find the extra \$25,000 for a full factory-finished glider so we placed our order.

We should acknowledge that part of our initial financial package was a loan from the GFA fund and this was transferred willingly to the new order. Our gratitude to the GFA for this assistance is immense.

July 2001

In spite of the currency devaluation that occurred around March/April we were able to weather these problems because we knew our financial capacity. Again our members were terrific, things were going to be tight for a short period in June/July 2001, but we won through.

We had arranged for the container to be delivered to Kybong airfield and we had a false start when a last-minute quarantine delay caused our expected delivery of 7 am on 16 May to be delayed 24 hours. We tried to advise members but a number turned up and were disappointed. In spite of this we had a terrific roll-up the next morning. The excitement and pleasure shown by all those present made all the hard work and frustrations worthwhile.

We have a great club and the ASK 21, Twin Astir, Standard Cirrus and SZD 51 Junior make a first class and very popular fleet, well supported by two excellent winches and an Auster tug.

The Future

We are planning a series of events which started with a mid-winter regatta in June and monthly activities thereafter, including a cross-country camp in September/October. We are interested in the Junior Scholarship program established by the VSA. We are seeking to make our club

relevant to our regional community by making our facilities available for physical and financial support of community projects.

We have 60+ members and would like to increase that to at least 80. We are predominantly a winch launch club but recently acquired the use of an Auster to allow us the increased flexibility of aerotow for camps, etc, but we need to build up our image.

Gympie is one of the most picturesque sites anywhere. Our thermal conditions are very good all year round but the summer rains in February/March make these our most difficult months. Wave is apparent quite often and we will certainly be exploring this with the Auster – we have 10,000 ft of airspace available as a start.

The region from Caloundra on the Sunshine Coast to Maryborough/Hervey Bay is our main source of potential members with a strong retiree demographic, so we are looking at the various means of directing our recruiting efforts to directly attack that market as well as develop specific strategies for other market segments.

We are going to try radio ads at 8 am on each Wednesday, our mid-week flying day, *"So you are retired and have the time to indulge your dreams – how about the dream that you always wanted to learn to fly but feel that you*



▲ GSC juniors Dan Truitt (in the junior), Ben Hansen, Deakin Frawley and Kerry Burke

cannot afford it. The Gympie Gliding Club has vacancies in their training schedule following the recent arrival of their new two-seater glider. Come check us out today at the Kybong Airfield just north of Matildas on the Bruce Highway. You may be pleasantly surprised to find that it is affordable after all." And we are also exploring 10-second spot TV ads to be based on footage from the coverage that we are trying to get for our 30th birthday celebrations.

Our web site now has weather radar attached for our region and we are getting an increasing number of international visitors. All our visitors comment on how friendly everybody is and how welcome they have been made to feel.

We have been surveying landing sites within a 50km radius of the airfield, approaching the landowners to obtain permission to land there if necessary and developing a cross-country kit for each glider containing maps, photos, phone numbers and GPS co-ordinates

to encourage our pilots to explore the surrounding countryside with a minimum of risk.

One of the alternatives for our further fleet development is a motor glider so that our members can come and fly at any time and be self-sufficient. Another is a higher performance single-seater. We are looking to develop our workshop facilities to assist those interested in the maintenance and restoration of our gliding history and expand and improve our clubhouse facilities.

We will be free of debt within 20 months from our current fleet acquisitions so we are now starting to plan the next phase of our development.

Come visit us and enjoy our hospitality – I am sure that you will feel welcome. ✈

▼ Instructors under instruction (left to right): David Payne, Ryan Cunningham, Zane Tully and Mike Truitt (instructing)



Carriage of

DARYL CONNELL,
Chairman Operations Panel

Passenger carrying has been the subject of much debate in recent years. Who can take up who; is the flight a joy flight or whatever; must the passenger be a member of GFA and etc. These are typical questions often asked on the glider field. And what about the Trial Instruction Flight? Is it just a revenue raising method – the TIF Tax as I have heard it described? These and similar questions have been frequently asked and unfortunately the appropriate answers have not always been available.

This situation has arisen largely due to the changes that have progressively occurred in the legal and insurance environment generally. These changes have already been applied to our sport, and it would seem are increasingly likely to be applied to us. We have all seen in the media, cases of huge payouts awarded to people through the legal system. There have already been court cases initiated in Australia, arising from gliding accidents. There has already been at least one out of court settlement by an Australian sport aviation body.

GFA has attempted to meet these changes, generally through our operations system. For example, in October 1997 the family/friend passenger carrying rights were removed from the C Certificate. This was done for one reason only, and that was the legal difficulty of defining "family", or "friend". If an accident occurred, the passenger was injured, and legal

Passengers in Gliders

Categories of Glider Passenger Flight

Category	Passenger	Pilot *	Payment	Insurance
Charter	Anyone	Charter Rating	Passenger	Club/Operator
Private Passenger	Anyone	Private Passenger Rating Level 1 or 2	Pilot must pay at least half	Pilot – Normal GFA Passenger – Club/ Operator
Air Experience Flight	GFA Member (Including short term)	AEI Rating or higher	Passenger	Normal GFA

Notes:

1. *Pilot must be a GFA Member in current flying practice.
2. Any previous passenger ratings or family/friend, provisions no longer apply.

remedies were sought, then the status of the flight would be questioned. One may challenge how difficult this legal problem may be, but given the increasingly litigious environment that I have referred to it was judged too risky to continue with the family/friend passenger carrying provisions.

Also it should be remembered that the Federation is responsible for the members' assets held, and steps must be taken, on advice, to protect those assets when ever necessary.

Clearly what may or may not be done with passengers required a clarification for us all. A meeting was held just before Christmas last with some of the Executive and our Legal Officer, our Insurance Officer and our Chief Technical Officer Operations and as a result the following outcomes were achieved:

- (a) the current situation has been clarified and agreed,
- (b) the accompanying Categories of Glider Passenger Flight list has been prepared and sent to all clubs,
- (c) the Manual of Standard Procedures (or Ops Manual as it is generally known) 2001 update incorporates the current position,
- (d) the GFA web page will be updated also.

The summary table titled Categories of Glider Passenger Flight with this article sets out the basics that now apply. The three categories listed in the summary list and the pilot ratings specified only are valid. Any previously issued "passenger rating" no longer applies. When considering this it is important to emphasise that this is not a safety matter, nor is it a reflection on pilot flying standards. It is only a recognition of the realities of the legal and insurance situation.

3. Air Operators' Certificate required for Charter Operations. This is preferred method for commercial joy flights.

Reference: GFA Manual of Standard Procedures Vol. 2 - April 2001.

It may be helpful to run through some typical questions on the topic and provide answers. The following re-create actual recent questions, and should be read in conjunction with the Categories of Glider Passenger Flight list.

When is a passenger flight a joy flight?

It is a joy flight if the passenger has arrived as a result of advertisements in the press or a sign at the side of the road, or similar. If these advertisements offer glider rides or scenic glider flights or the like and there is an expectation that there will be a fee then it is a joy flight. Clearly this is for hire and reward and an Air Operators Certificate is required by law, including all the provisions that go with that. It is however okay to advertise for new club members or to offer glider instruction.

I am a highly experienced glider pilot in current practice – why can't I take up my wife (or business customer, etc)?

You can, however if you do not meet the criteria set out in the Categories of Glider Passenger Flight list and a problem occurs with the flight then you and the glider owner may have a legal/insurance problem. In addition you have not complied with the GFA MOSP. Let me say however that a pilot with your experience should have no difficulty getting a Private Passenger or Air Experience Rating.

I have Private Passenger Rating and I take up my friend for a flight. I understand that I am supposed to share the flight costs with my friend but who is to know who pays what?

We have checked this one out. Remembering that these issues usually only surface when there is already a problem, but in this case for example an insurance loss adjustor may look for

evidence of past charging practices by your club for passenger flights. It may be necessary to show that in fact cost sharing was the norm. Cost sharing for private passenger flights is required by law, (pilot can pay 100%).

A person arrives at the pie-cart and asks for a ride in a glider. He does not want instruction. Can we give him an Air Experience Flight (AEF)?

Certainly. By becoming a GFA member he is entitled to the benefits of membership including a ride in a glider. The fact that he chooses not to take instruction does not invalidate the flight. He still has the other benefits of membership such as GFA insurance, availability of multiple flights, and instruction when and if he chooses.

In fact, except when it is clearly a joy flight, this is the preferred method of passenger flights in gliders.

I have a Level 3 Instructor Rating – can I take up passengers?

You can conduct AEFs. Plus, the latest MOSP update confers Private Passenger Ratings automatically on instructors, so you can exercise that rating. Unless you have a Charter Pilot rating and your club an AOC, then you can not conduct joy flights.

Same answer for Level 1 and 2 Instructors.

I have a two-seat motor glider and an Independent Operator Rating Level 2, can I take up passenger?

Yes, providing you meet the requirements and have the ratings for the type of passenger flight as set out in the categories list, AND providing your CFI has not placed a limitation on your Independent Operators Rating.

I have had a Passenger Rating for 25 years. What happens now?

That rating is no longer relevant, however it should be a simple matter for your CFI to issue you with a Private Passenger Rating. Because of the cost-sharing requirements this rating, frankly, may be of limited use. Best way is to talk to your CFI about going for an AEI rating.

It is clear from these new rules that the only way to go for most clubs is the AEF route. This is just another revenue raising exercise!

While it was not an objective, it is clear from this review that the AEF is the low-risk way to go for most clubs and yes, the AEF does require at least short-term membership of GFA. It is also a fact that most of that membership fee goes in insurance premium as the premium is based on numbers.

That covers most of the recent questions, plus some others added in. If there are any others please send them to <connells@cyberelectric.net.au>.





Paramotor Developments and the PAP Paramotor

GRAHAM SUTHERLAND

Recently I had the opportunity to test fly Nick Hauf's Top 80 powered PAP paramotor from Spain. The PAP is part of a new generation of paramotors and has some features that will likely become standard features in paramotors. I only had a couple of flights with maybe an hour and a half of total flying time so I couldn't do a full series of tests, but I did get a reasonable feel for it.

The version that I flew has an 80cc Top 80 engine that is so easy to pull start that PAP haven't even bothered to do an electric start version. It comes with a foot starter as well for restarting in the air. This is the first standard pull/kick start motor I have seen that is actually likely to be easily restarted in the air even when cold. Nick who owns the PAP says that he loses about a hundred feet in the time it takes to restart the motor in the air. The Top 80 engine with its tuned exhaust develops about the same horsepower as a 210cc Solo engine with standard exhaust. The Solo engine has long been the standard paramotor powerplant but its days may be numbered for paramotoring. There are other smaller and even more powerful engines hitting the market. However even the Solo engine is getting a new lease of life with new high energy electronic ignitions that will start the engine at much lower revs, and tuned exhausts to increase power output, and larger heads for better cooling.

Another wonderful thing about the Top 80 engine is that it's very quiet. It's maybe the quietest engine on the market. In my opinion quietness is very important for paramotors as they are the perfect machine for low flying. If we annoy people on the ground we will end up having some of our freedom to fly low curtailed. If you are buying a paramotor, always get the best silencing options available. This usually includes a silencer on the carburettor intake. The PAP has this.

The best new thing on the PAP is the centrifugal clutch. The prop doesn't turn on idle, and the motor just putters along almost silently. The clutch means that you are much less likely to parablend your canopy and lines if you badly blow a forward launch. It also means that you can change from a reverse to forward launch position etc without worrying about throwing your lines over a spinning prop. When Nick was learning to forward launch the PAP he fell over backwards once when trying to forward launch in a bit too much wind. He fell straight back on the beach onto the prop and cage like a turtle on its back, without damaging anything! Any other motor without a clutch would have destroyed the prop.

The PAP comes with a two part stainless steel cage/frame. The diameter of the bright stainless tubing is much smaller than that used in aluminium cages. It means that there is less drag on the cage. Also the stainless looks better, is more durable, and can be bent back if you bend it (unlike aluminium, which tends to crack when you bend it back). The stainless cage is a bit heavier than an aluminium cage, but there would only be one or two kilos extra. It is the top half of the cage that comes off in a few seconds such that the height of the paramotor is almost halved, making it much easier to get into a car. The disadvantage of this quick and easy compacting is that it doesn't break down as small as other types of paramotors with four part cages and two part cages that are separate to the central frame. Of course the other types take much more time to assemble/disassemble.

For me, only being a little bloke (63kg) the extra weight is the biggest disadvantage.

The PAP has low attachment points that attach to under arm pivoting distance bars. This makes the flying experience closer to the free flying experience because it allows for weight shifting. The low attachment points also make it easier to do forward inflations since for a given amount of forward lean you put more pressure on the risers than with high attachment points. I still managed to blow some forward inflations on the PAP though, as where I live on the coast light winds are rare. I hadn't done a forward launch for six months previously.

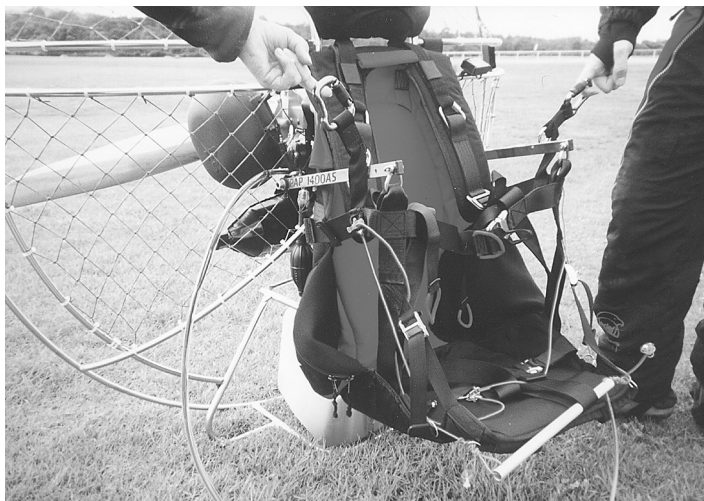
I spent time flying low in turbulent wind in both the PAP and my Fly Products Power 115 to compare how they handle turbulence. Unfortunately I didn't get to do enough tests to know for sure, but it seemed that the lower attachment points resulted in getting thrown around a bit more. The wind may have been a bit stronger when I flew the PAP so this may have contributed to feeling that I was being thrown around more. The other point is that I wasn't used to the way the PAP felt in turbulence so the difference may have made it feel more uncomfortable. No doubt you would get used to it, and the weight shifting actually works (unlike my Fly).

Having done a series of collapse tests on my small Arcus, I discovered that collapses on my high attachment point paramotor are actually more mellow than when free flying due to the high attachment points acting like a highly cross braced harness. With the PAP you'll have to weight shift away from an asymmetric collapse like when free flying.

I did notice that the PAP seemed to transfer more vibration into my back than my Fly Products. I flew my motor without its back pad and it felt much like the PAP, so the addition of some foam behind the back may be worth trying on the PAP.

Nick has found that the under arm bars tend to cause some discomfort to the underarms. When I left he was adding some padding to these bars. I noticed something similar with the Fly under arm distance bars when I first started flying it but I don't even notice it now. I didn't notice it on the PAP either.

Even though the PAP has an 80cc engine it was a kilo or two heavier than my Solo 210cc powered paramotor. This will be because it has a gear drive reduction in an oil bath (instead of the belt drive of other motors), the centrifugal clutch, and the stainless cage. This is only an issue on the ground as in the air the weight of the motor is supported directly from the risers. The gear drive reduction is more efficient and maintenance free compared to a belt drive, but probably adds a little weight. I have heard that the clutch is like all clutches in that the shoes wear out occasionally and have to be replaced. The PAP didn't feel as comfortable on my back on the ground. It tended to tip me over backwards



Both photos: The PAP paramotor

Photos: Graham Sutherland

a bit. This is probably due to a combination of it being a bit heavier and also that the Fly has a special harness arrangement that pulls the motor closer to your back when on the ground. Also, the centre of gravity of the PAP sits a bit lower on your back on the ground. You could always add a second set of shoulder straps (like my Fly) to pull the motor up closer to your back, or else you would probably get used to it pretty quickly.

I initially had trouble getting into the harness once airborne on the PAP as it doesn't have the kicker bar to put your foot in to pull the seat under your arse. It could easily be added though. Also I found that the seat board didn't slip up behind my back as it does on my motor when slipping out of the harness to land (allows you to stand up more vertically than in a paraglider harness). However I think a bit of playing around with the harness adjustment would solve this problem, as the harness is not fundamentally different to mine in this respect.

Like all paramotors the PAP is not perfect and there are likely to be little things that you may want to modify, or work you will have to do. I noticed that sometimes on the ground the clutch dragged and the prop would turn slowly. This may have been due to the fact that twisting the throttle handpiece tended to increase the throttle a bit.

I also blew a few launch attempts due to the motor snuffing as I gunned the engine to launch. Nick had never had this problem as he applies the throttle more slowly. Adjusting the mixture would probably fix this problem, otherwise you could just rev up the engine a little more slowly.

One other problem that Nick mentioned but I didn't notice is that when running the engine at high revs (climbing) for an extended period the engine lost a bit of power (probably due to over heating). He said if he backed off a bit it would cool and recover its thrust. The Top 80 engine has fan forced cooling, but even this may not be enough if you want to run it flat out for extended periods. I have heard that the manufacturer is aware of this problem and will hopefully sort it out in the near future.

Another interesting feature of the PAP is the position of the reserve parachute. It is behind the head in a recess in the cage. It can come standard with the paramotor and is a Metamorfosi brand – an Italian brand of reserve that is smaller and lighter than anything else I've seen with the same sink rate. It achieves this by having a second surface that funnels the air that comes up through the central hole out and over the inner curve of the pulled down apex. Most paramotors don't even provide for a reserve as standard.

The Top 80 powered PAP has good fuel consumption and has a good sized fuel tank that can give over three hours flying time.

Overall this is a very well thought out machine that looks great and is bound to be more durable than most paramotors.

The PAP may not be the perfect paramotor as it does have some disadvantages, but it is definitely up there with the best of them. I don't believe there is any such thing as the perfect paramotor as everything involves trade-offs, and paramotor manufacturers can't afford to put the megabucks into R&D like motorbike manufacturers do for example. The PAP web site is at [www.marbella-parapente.com].



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Flight Review: Airborne Climax



AL GILES

The Climax is a joy to fly – it's renewed my interest in hang gliding, which was flagging, as it does intermittently. It is much easier to thermal than the Shark – you can sit that flex tip on a five-cent piece and I wasn't thrown out of a thermal at all (which happens, as you know, with those big square Shark tips on a bumpy day). It has a slight tendency to wind in on climbs – easily countered. The glide is excellent, about the same as the Litespeed, and with no tendency to wander, yaw or oscillate at all. The glide speed is such that I had to increase the volume setting on the Sjöström to hear it, and the GPS said my groundspeed exceeded 100km/h with minimal tailwind every time I reached the top of a thermal and pulled the bar in.

It launches and lands itself. Anna was watching my first launch in it, into a two-knot-cross/headwind, and said later, somewhat disapprovingly, *"That was very slow."* I protested, *"But it was flying after two steps,"* which it was. On the landing, I turned into five knots of wind in a big flat paddock, went to push out and before I could do so, found I was standing on the ground, loosely holding the uprights. A kite fitted with auto-land! The stall speed is definitely less than the Shark's and it is easier to launch and land – which is saying

something. The static balance is perfect. After two days of the State Titles at Manilla, I was the second-placed Airborne glider, with Ricky on top. After that, I started my usual inglorious slide down the ladder and the Climax (a loaner) was politely but firmly removed from my protesting grasp in favour of better-performing pilots. Being back in the Shark felt like flying a truck with the handbrake on.

I've flown quite a few different topless gliders – the CSX 4 and 5 (scary), Manfred's personal comp Laminar, a standard factory

Laminar, several Litespeeds, Oleg's personal comp Stealth, both inland and coastal, and the Climax is closest to what I want. Its handling is very similar to the Laminar but is somehow more confidence inspiring than the Italian job. The Litespeed has similar performance from what I've seen this week at the State Titles, but has standard Moyes handling – it reminded me instantly of my old GT, GTR and XS, etc. I think Aussie hang glider pilots are lucky – we have two excellent local topless gliders to choose from – but setting aside my parochial convenience, I still prefer light-handling gliders to the stolid Moyes handling, in smooth air, anyway! The Litespeed tracks better in rough air – the corollary of heavier handling generally. The Climax is also easier to set up and pack up – for example, the sprogs are self-locating and the dingle-dangle turns itself out on set up and in again on pack up. If you forget to rotate the Litespeed's dingle-dangle on pack up, you punch holes in the crossbars when you bring the wings in. Weight is the same, about a kilo more than the big Shark.

If there were a criticism of the Climax, it would be that the standard flex tips have been manufactured too lightly; we were breaking them on set up and pack up at Manilla. Joel designed some super light ones for comp use to minimise weight at the tips, but they are too fragile. Airborne are going to design some stronger ones for standard use.

You may wish to add to the Climax report that: while flying it, I climbed through Conrad in his Litespeed (which has never happened to me before in my life – he is a much superior pilot to me) and that in the space of thirty minutes, I caught Ebbs in his CSX from 10km behind, climbed through him and left him a further 10km behind. Ebbs is also a superior pilot to me. He has been flying Moyes gliders for twenty years, but is now looking very thoughtfully at the Climax. As a last testimonial to the kite's glide, Day Two at Manilla involved a 100km out and return with a 20kt southerly at base. I reached the turnpoint (Cobbadah) at base of 8,800ft and, punching back into the headwind, decided that I wasn't going to turn for lift unless it was 300 up or better. All the way back to Barraba (20km) I met only 100 or 200 up, and pushed out in that (you will recognise the sailplane technique of 'dolphin' flying). I arrived at Barraba at 5,500ft, 20 minutes after turnpoint and not having turned since then. I emphasise that I am just a mediocre club standard pilot – it's the glider that's the weapon.



Flight Review: Firebird Choice

Glider Type: Tandem

Rating: DHV1-2

Pilot: Jason Turner

Pilot History: Full time hang gliding/paragliding instructor/tandem pilot

Current Tandem: Edel Prime

I'd like to begin by saying I am not a test pilot. I fly wings of all different sizes and manufacturers and I choose to fly/buy a particular wing based on its merits, not whose logo is on it.

My views are based on five flights. Obviously it would take a few more flights than that to become totally familiar with a new model, but the following are my thoughts.



Emptying the contents of the large padded backpack reveals a brand new crispy Choice with the familiar bright colour coded lines of the Firebird range. The risers are high

quality, low drag and slightly shorter than standard length which makes inflations and ground handling easier for those of us who don't have two metre long arms. Split 'A' risers are standard issue and the 'B' risers have a grab handle for those 'special' occasions. Nice padded brake handles with a magnetic clip to finish off. The spreader bars are well constructed and have several attachment points to change the pilot/passenger heights.



The canopy has diagonal bracing within the cells which are well made and constructed from high

quality materials. The main feature of the wing is of course the 'zipper'. The canopy can be flown in two different configurations: zipped (110-180kg) or unzipped (140-220kg). Zipping up the wing closes the centre three cells, which allows the pilot to choose what size wing he would like to fly, depending on total wing loading, wind strength, thermal conditions, etc. The zip was easy to operate and only took two or three minutes to close and even less to open again. My only concern about the zip was if the launch area has a rough surface the unzipped teeth may catch on the ground and possibly damage the canopy. I was told that there was a zipless (140-220kg) on the way and that rear riser trimmers would be available in a DHV2 version.

The benefits of the zip are clear to commercial operators who could not only use it as a tandem in a wider range of conditions, July 2001

but also as a XL glider for large students.

My experiences in the Choice were all 'unzipped' in a variety of conditions from 25 km/h coastal to 1-2 m/sec thermal lift. I hook in at 85 kg and flew with inexperienced students weighing between 60-80 kg.

My first flight was coastal soaring in a 20-25 km/h breeze. I initiated a rear inflation with two anchors and the canopy came up quickly as expected. The A risers pulled free of my grasp at around 45° yet the canopy still came up nicely. As I was lifted and spun around in the strong conditions, I gave a big haul on the brakes to dampen the surge (as I would with my Edel Prime) and only succeeded in stalling the canopy so that it just fell limp behind me without pulling myself or the student off our feet.

On the next inflation I held the A's firmly, went easy on the brakes during the surge and the canopy was quickly stabilised above my head. The ground handling required no effort and I walked off the hill and climbed above the hill.



The first thing I noted was the much lighter brake pressure than the Prime and the quicker response to turn input. After two minutes in the air I handed the controls to the student to coach her through

some soaring passes. The passenger was able to control the glider easily and it responded well to our weight shift. I was able to land the Choice back on the limited launch area quite easily thanks to the (now quite apparent) nimble handling of the glider.

The second flight was a carbon copy of the first, landing back on top again.

The third flight was in fading conditions, 10-15 km/h on a very small site (30-40 m high). The launch was easy, a couple of passes then on to the beach. The glider rounded out nicely in the light conditions with a gentle flare at the end.

My next two flights were at a coastal/thermal site, 450 m agl.

Another rear inflation, but only 5-7 km/h wind strength this time. Unassisted the canopy came up smoothly at a medium pace and responded well to some rear riser steering during the inflation. The canopy sat nicely overhead in the light conditions and four or five steps were all that were needed to get our combined 175 kg of weight off the ground. We sailed out from the launch and the next thing I noticed was the high trim speed of the canopy (which I didn't have much of a chance

to notice during the coastal flights). Hands up and it felt to me (without an airspeed indicator) like 45 km/h. Just some light pressure on the brakes and I'm quickly back to a more suitable speed. It's autumn, but there are still a couple of little bubbles around and I stumble into some 1-2 m/sec lift. The canopy yawed from side to side entering the lift but there was no excessive pitching forwards or rearwards which I have found the Prime to do from time to time. I announced to the student that we'll try a 360, and with light to moderate pressure on the inside brake the Choice threw us both out sideways as the glider hooked around quickly tailwind. It then came back into the wind in a tight yet co-ordinated bank that actually made me laugh out loud in both amazement and astonishment – the glider felt like a little DHV2 wing. I completed a few more turns in the thermal before losing it and moving on. It's like a little sports car and the more I fly it, the more excited I get thinking about flying in some stronger thermals or hooking into some steep turns with a passenger who doesn't mind going ballistic.



After a quick reality check and wiping the drool off the back of the passenger harness, I glided out and set up a standard circuit approach while talking the student through the landing. I

approached a little high on my base leg so I put in an extra turn while flying hands up and the glider entered a slipping turn which allowed me to lose height easily and line up the final approach. Breeze in the landing zone was 0-5 km and after approaching with the brakes fully raised (love that speed!) the glider rounded out and flared easily without taking any wraps of the brake lines.

I had one more launch and glide in lighter conditions and landed with a wrap just to see what it was like. No problem.

Do I like it? No. I love it. The glider was really fun to fly. It is definitely not a heavy handling bus like some of the tandem gliders of the past. The Choice is a light handling, responsive glider, which is easy to control both on the ground and in the air. The sink rate and glide appears to be quite good in the several flights I completed, but I was the only one flying and had nothing to compare against. It definitely handled better than the Prime but the sink rate seemed pretty similar.

So far I'd rate it 8 or 9 out of 10. Nice one.





IGC Meeting, March 2001

TERRY CUBLEY is Australia's representative to the International Gliding Commission, the body responsible for the sporting aspects of gliding worldwide. Terry is a Vice President of IGC which means that he is a member of the Bureau or Executive. He was re-elected to this position at this year's meeting. The following is a summary of the main items discussed.

Doping

There was a positive doping offence identified at the European championships last European season. The pilot was found to have used a prohibited substance contained in common flu medication. The pilot admitted using the flu tablets; there was no inference that there was any benefit for the pilot from using this substance, but the doping restrictions are not open for interpretation or for discussion on the reason for taking the substance. The pilot has been given a strong warning and his results from the competition have been removed from the record.

FAI is a signatory to the doping policies of International sport. One can expect an increasing demand for drug testing in international sporting events. Pilots need to be aware of the prohibited substances that apply to our sport, and ensure they seek medical advice as to the medications they can use which do not violate the banned list.

Airspace

Happenings in Europe are usually a precursor to changes in Australian airspace. The changes over the past few years are all variations of what has taken place in Europe and the USA.

I read the articles by Richard Pincus in AG where he speaks so glowingly about the benefits of placing our trust in a benevolent CASA. CASA took the European model of airspace and tried to add some special Australian variations – variations which would have had the effect of limiting flying by sport aviators within reasonable proximity to major airports plus the corridors between – basically everywhere that we fly. Excellent representation from Bob Hall and ASAC stopped this attempt in its tracks.

The New Zealand gliding people were badly impacted by the compulsory use of transponders – it is expensive and restricting their operations. They are now approaching GFA to get assistance in removing this requirement as we had already managed to evade this problem.

I am afraid, Richard, that if we followed your idealistic approach that we would be operating in a very restrictive and expensive environment.

Well, the news from Europe on airspace matters is quite interesting. The expectation now is that they will move away from the current airspace model (A-G) and return to a 'managed' and 'un-managed' model. This is expected within the next year or two so we should be on the lookout in three to four years.

The most disturbing news is the expectation of a move to 'user-pays' airspace. The new type of GPS/transponder systems which can interrogate each other for positive identification, are expected to be used by airmanagement organisations to charge people for using the airspace. They will have a record of when you fly, in which airspace you were flying, and what other services you have used. You can then expect the invoice in the mail on a regular basis. This one will really be worth fighting.

Some people were suggesting that this is possible with Mode S transponders in certain circumstances.

GPS loggers

Rolf Buelter from Victoria is a member of the GFAC, the committee that investigates and approves new loggers. There are two new loggers shortly to be assessed – the Cambridge 300 series and the Zander 641.

Recent investigations on the accuracy of the GPS altitude record have shown some fairly consistent variation but have also shown a number of random spikes. These spikes are of concern for altitude records, but may also indicate that the location (track) record may be about to disappear. The theory at the moment is that people need to be more concerned with the location of the antenna for the GPS. If the antenna is at all restricted by electrical wiring, or Kevlar or carbon fibre, then the height figures will get a few spikes and then eventually the track will fail. Please check your system for a clear antenna coverage.

PW5 manufacturer

A new manufacturer has now come onto the market. Bielsko 1 is producing the PW5 with some cosmetic changes. Fully automatic controls, new canopy, TE tube included in the tail, ballast box in the tail for placing lead. Their price is US\$16,500, or 13% more expensive than the original manufacturer.

International competition

Junior World Championships are being held from the 2-18 August 2001. I know of one Australian pilot who intends to compete, maybe others will apply.

The Women's World Championships are in Lithuania in July – I don't know of any applications from Australia.

The second Club Class World Championships will be held in Musbach, Germany from the 10-24 August 2002. There will be a State Championships at the same venue this coming August.

The PW5 World Competitions will be held in New Zealand, at Matamata in the North Island, in February 2003. A practice comps will be held in conjunction with the New Zealand Nationals in 2002.

World Air Games 2001 will be held in Spain in July, with classes for PW5 and 18 Metres. No entries from Australia as yet.

FAI World Championships will be held in Mafeking, South Africa from the 10-31 December 2001. An Australian team of six pilots and a team manager have been selected. It will be fairly pricey for those attending; the entry fee is US\$2,600 (about A\$5,000) plus airfare, glider hire, launches, etc. The dates remain as advertised. There was a motion to move the dates, to get away from thunderstorms and Christmas day, but this was not successful.

Rieti 2003. A pre-worlds will be held from 30 July to 12 August 2002.

The Women's World Competition 2003 will be held at Jihlava in the Czech Republic. Entry fee is US\$380.

Junior World comps 2003 will be held in the Slovak Republic.

World Air Games 2005. Only one bid so far, from Slovenia (formerly the northern part of Yugoslavia.). I am on the working party that is reviewing the structure of the World Air Games. Anyone who has a view on how this should be run is invited to send me your comments via email <cubley@netconnect.com.au>.

Ranking list

A world pilot ranking list is to be introduced. This list will provide points for results in accredited championships. It is possible for National championships that permit international pilots to compete to be accredited. There are some major advantages of this ranking list, in terms

of seeking government support (we have four pilots in the top 100 on the world ranking!) and sponsorship. (I am ranked 22nd on the world ranking list!). Watch for details on this system shortly.

IGC web pages

The IGC web page is well worth looking at. Go to <www.fai.org> and then follow the prompts to airports – gliding. There is a broad range of items that are of interest. There are also a number of discussion lists that provide information and opportunities to comment on particular issues.

Hall of Fame

IGC has recently introduced a Hall of Fame. This is designed to recognise people from all countries who have made a significant contribution to the sport of gliding within that country. National champions are also to be included. Australia is invited to nominate people to the Hall of Fame. I will ask the

Executive to advise who should be included, so if you wish to nominate someone, please contact your regional vice-president.

Environmental code

Airports have agreed to a code of conduct for environmental issues. I was personally against the agreed code because I am afraid that it gives too much detail which may come back to haunt us at some stage in the future. However, given that it has been accepted, we should consider how we can comply with its intent. See the FAI web page for details.

Rules and Sporting Code changes

One of the major criticisms of the IGC over past years has been the continual discussion and changing of rules, sometimes reversing decisions made at the previous meeting. At last, a process has now been introduced by the Bureau (executive) which should stop this from happening. The IGC meeting will be asked to set the policy direction, and then a number of

sub-committees will perform relevant research and propose the solution to the Bureau and subsequent IGC meeting. This will ensure that due consideration of issues is given, options are researched, and that one solution doesn't create more problems than it solves.

Many of the proposals for consideration this year were withdrawn so that subcommittees can consider for re-presentation next year.

Diplomas

A French proposal to permit the pilot in charge of a two-seat glider to claim a 1,000 km diploma provided that the second pilot did not already have the award, was defeated. Given the increasing amount of flying in two-seater gliders I was little disappointed with this result.

A motion to increase the number of diplomas to include all increments of 250 km was accepted. This means that you can now claim an FAI diploma for a 1,000, 1,250, 1,500, 1,750 km diploma, etc (effective October 2001).



Taxation

EMILIS PRELGAUSKAS

When the GST was introduced, sports people were assured that the impact of taxation on sport would be contained.

Your own set of golf clubs, it was said, was not subject to the tax changes. (Although obviously, the new set in the store window, would be). The man in the street was not to be dragged into big business accounting for his household possessions.

For some of the sports people, the indicative 'golf clubs' come as sailplanes in handle lengths of, and exceeding, 15 metres. And where these sports apparatus are held communally in the other kind of 'club', and the use is shared along with cost sharing, there big business accounting has indeed come to be applied.

Thus across the sport there has evolved a diversity of views as to how to 'account' for the sailplane.

- Where the traditional gliding club operates them, all the accounting paraphernalia mentioned in recent months in this magazine by other commentators applies. Including the vexed issues of depreciation and replacement.

However, in the decline of member numbers in some gliding clubs, attitudes in those clubs have changed from the traditional.

- Instead the view now is, 'we're basically a large syndicate now', the gear only has to last our gliding lives; we'll kick into the tin enough to meet our operating costs.

Then when we've finished and the gear is as well, there won't be a residual value to worry about.

And this neatly circumvents the longer-term issue where some outsiders accidentally benefit from the club members' efforts.

- At the personal level, the private sailplane owner again differs, these can take the literal 'household golf clubs' approach to costs. 'I've bought them, I keep them cleaned and greased, now I can just get on with using them.'

The incentives to move away from traditional accounting for both sectors above are strong. Beyond the sheer number crunching work involved.

The changing ethos in the sport sees the 'assets' previously generated by past generations

of volunteers likely to be converted into 'profit' by emergent professional sports' administrators.

This possibility is already visible in other layers of the sport. It has already come to pass in other sports in their transition from volunteer to professional.

In those transactions, not only do the volunteers unwittingly hand over their own efforts to professional administrators at no charge and with no return, but the volunteers themselves are then lumped with the professional charges which become the new standard in the sport.

Bit like taxation really.

It is not a surprise then that some see activities by the GFA itself as one of the contributors to continuing glider pilot number decline.

As administrative costs and complexity rise, gliding not only excludes people through cost, but also because the complexity is inconsistent with the concept of a recreation.

Beyond this, existing participants are encouraged to leave as the fraternal components diminish, and the punitive regulator aspects come more and more to the fore.

GFA increasingly resembles what it was originally intended to protect glider pilots from. Including the repeated persistence in trying to impose change in its structure to be less inclusive of the pilots, clubs and state bodies that give it life.

Rather than in concert with those people, assets find ways to make the sport more accessible.





An Outlanding Story



RICHARD FRIDAY

The day dawned full of expectation. The friendly Darling Downs Soaring Club people bestowed upon us the hospitality to which we have become accustomed. My goal this time was to extend my boundaries by attempting Diamond distance in the form of a 500km double out and return. As usual, the previous couple of days had been ideal with cumulus clouds stretching to the horizon, but this day was destined to be a blue day.

The LS7-XOW was duly prepared including ballast and we launched into a cloudless sky. Thermal activity was immediately apparent so I could afford a little optimism, nevertheless I took the tow all the way to 2,000 ft. With water on board I didn't want the drama of dumping ballast just for a relight.

An immediate climb to about 3,000 ft agl and the brown smudge around the horizon indicating an inversion became apparent. A reasonable climb suddenly became disorganised and difficult to centre, but it was very early and things were sure to improve. The wishful optimism of a glider pilot.

My plan was to tentatively set off on task whilst monitoring glide angle back to the field and sample a few thermals along the way. Not an overly conservative approach, yet leaving the

back door open so to speak. A few thermals gave some indication of strength, spacing and reliability.

And so it was with some trepidation that I finally committed to the task, for my first "real" outlanding was yet to occur. Progress was pretty good considering the blue day, unfortunately I ignored a very fundamental rule in these conditions, get high and stay high. Flushed with overconfidence I squandered the height that I had and pressed on through a number of useable, albeit weak thermals.

West of Chinchilla the outlanding options diminish considerably, and so at 2,000 ft I was compelled to start the field selection process. Turning back to the Chinchilla airfield was an option, but a newly-worked paddock was obvious below on track and it looked like a

good thermal source, but alas, it was not to be. With an acceptable landing we lobbed down into a textbook ploughed paddock after one hour and 40 minutes with no damage to man or machine. The biggest surprise was the rate of deceleration after touchdown. Mental note for next time.

Although the day's ambitions would never be realised, another milestone had been achieved. As with my first solo the details of my first outlanding will occupy a prominent part of my memory for a very long time, perhaps forever. I couldn't help feeling more than a little chuffed with myself. What other sport can make you feel this way even though the day's plans can only be judged to have been a complete failure?

At this point I was unaware of the adventure that was about to befall me. My next lesson for a successful outlanding was now apparent. Farmhouse spacing from the air takes on an entirely different perspective from eyeball height! The nearest iron roof shimmering in the mid-January heat haze drove the point home: the problem was that I couldn't remember if there was a closer option hidden by the gently undulating land. The highway was quite some distance to the north and the retrieve crew would have no chance of finding me given the meagre directions I was able to give, so I struck off for the building I could see.

Glider Hotel Charlie was somewhere above and he was able to relay my condition to base. I reported my approximate position and advised

◀ LS7, XOW slightly misaligned with the plough furrows, but otherwise an acceptable first outlanding
Photo: Richard Friday

that I would be away from the aircraft for at least an hour whilst I sought more concise directions. After securing the glider I grabbed a full water bottle, some dried fruit, slapped on some more sunscreen and struck off to seek habitation. I estimated an hour's return trip to the nearest dwelling.

So off I set, trotting through the dry grass, socks full of seeds and burrs, the sun beating down. Coming to a small rise I looked back at Oscar Whiskey sitting in the distance. How forlorn the pristine white glider looked stranded in the middle of the dark expanse of dry black soil. To add further insult, the birthing of a thermal was revealed by a dust devil twisting and turning in the far corner of the paddock. Picking the paddock as a thermal source was a good call, though the timing was crap.

Eager to resolve my situation I was setting a fair pace, half walking and half trotting towards the dwelling in the distance, but I could tell that there was something not quite right about this farmhouse from about half a kilometre away. Sure enough it was abandoned. Forty minutes to get this far, hot and bothered with nothing achieved.

I wandered around somewhat perplexed at my predicament. What if the next farmhouse was abandoned? What if no one was home? I needed accurate directions for the ground crew so I had to press on. Another gulp of water, a dried apricot and I set course for the next set of roofs some two kilometres away. I slowed to a more leisurely stride, still stepping it out, but aware that people can actually come to grief in these situations. The last thing I needed was a twisted ankle, and boy was it hot.

I must have gone over or through a dozen fences or more by this time, when I came across one that was reasonably low. The top strand was barbed wire, but it was easy enough to press down between the barbs and gently step over. Straddling the fence with a foot on either side, standing on tiptoes – if I just push the top wire down a bit more I won't get my pants caught on the barbs then 'whack!' Distant childhood memories of electric fences came flooding back. Knowing there was another belt only a second or so away there was no delicate way of removing myself from the fence. My dismount was therefore somewhat less than delicate.

Considering my situation for a moment, lying on my back in the dust, hat, water bottle, maps and sunnies all asunder, I pondered the wisdom of motorless flight. A little bruised but no broken bones, the only injury was a scratch from the wire across one knee that was leaking a little more than I would have preferred. That and the possibility of a slight groin strain which became apparent as I stood up. I think my July 2001

right foot just about went into orbit over my left shoulder such was the motivation not to be zapped in the nether region.

Somewhat subdued I set off for the farmhouse, which at this point was only a kilometre or so away. The rest of the trek was less eventful apart from an altercation with an unassuming yet extraordinarily prickly bush of some description. Nothing a few more expletives couldn't handle. An encounter with a snake would have just about topped this day off nicely. Fortunately that didn't happen.

Perhaps one of the oddest things to do is to arrive at a farmhouse unannounced, on foot and miles from anywhere. Singing out as I opened the back gate I was greeted by an elderly couple and their daughter who were most surprised at the tale I had to tell. My water bottle was empty and I probably looked a mite bedraggled, what with my tongue dragging on the ground and all. "Here, try some of this, it's wild lime cordial, homemade," they offered. Whoa! It certainly got the attention of my taste buds!

In a lighthearted conversational tone I informed the farmer that his electric fence was working. He responded with the dry sense of humour for which Australian farmers are renowned. With a wry smile he looked over his glasses at me and noted that he hadn't checked it for a while and that I'd saved him a job. Everyone had a chuckle at my expense.

Now things turned to the job at hand. A very old camera was dug out of a kitchen drawer and painstakingly loaded with "fillum". I patiently waited the 15 minutes or so that this took, amused at the badgering that the poor old fellow was copping from the womenfolk as he tried to figure the camera out. It didn't seem to worry him. Presently he said to me "C'mon, we'll take the 'four-be' up to the top and see whose paddock you're in." I figured he meant four-wheel drive, but no, he meant four-wheel quad bike!

So there we were, screaming along a narrow track at a terrifying pace, me perched on the carry rack clutching maps, water bottle, hat and a set of antique field glasses, holding on for grim death! Safe speed near the ground took on a whole new meaning! As it turned out my mad motor-cross rider wasn't the owner of the land, but as luck would have it we did come across the owner. He was down at the field pondering over what or who had arrived in his newly-ploughed paddock.

"Cripes, I didn't know what to make of it" he said. "All I could see was this white thing out there in the middle as I drove up." A nice gent he was. Some hours had passed by this time and I was conscious that my retrieve crew would be very close and I needed to intercept them on the highway. Nothing is hurried in the bush though and my two saviours had some

catching up to do. They talked about how dry things were. Lots of nodding and chin scratching. Then one of them said. "I see Mr Beattie has announced the election date." "Yair," said the other. "The buggar's gone and called it on the melon day festival too." Obviously melon day is a bit of a hoot out this way as they were both quite perturbed that the Queensland premier would overlook such an event and call a state election on the same day.

In time a plan evolved to ferry me into Chinchilla where I could flag down my crew. Fortune smiled as I only had to wait a few minutes before Kim and Peter appeared. I couldn't help but recount my adventure to them as we drove the 12km or so back to the glider. When we arrived the whole family had assembled to witness the "once in a lifetime" event. They had even phoned the Chinchilla news to report it but it mustn't have been that slow a news day, for no reporters showed up.

Derigging ensued and we bade farewell to some very charming country folk. I purchased the customary beers on the way back through town for my retrieve crew and we chortled off down the highway making good conversation all the way. In my mind I deemed the day to have been a success. Gliding isn't just about being up there looking down.



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



Club News

New Hang Gliding Club, QLD

Dalby Hang Gliding Club Inc. is up and running. We fly out of Dalby aerodrome, SE Qld, two-and-a-half hours west of Brisbane and use a Dragonfly (Rod and Kieran's) to get us in the air. The soaring potential at Dalby is year round and as good as the best flatland flying in Australia. At the moment we arrange flying weekends in advance and advise of such by an email list.

Already we have had 170km plus flights this autumn and the likelihood of PB's, big distance and nice triangles is extremely high. During the summer months you may find yourself pulling out at 10,000ft with base still 4,000ft above you. This site and area has been home to past National Gliding Championships and the Darling Downs Soaring Club is based just down the road, so the potential is well proven.

For more details, photos and a nice web site check out [www.geocities.com/sxtex] or contact me at <texdoc@bigpond.com>.

Hooroo, Tex, Secretary DHGC

Hill Flyers, WA

The general lack of wind and overcast skies throughout May made staying in the air more than a little difficult. The Autumn Fly-in, however, did see 26 pilots gather on Noondeening Hill to enjoy the relatively warm and pleasant conditions, allowing everyone to air there their gliders – even though most packed up again without flying – and to get a good dose of “Flying Ketchup” over thermos coffee and sandwiches etc before heading back to Perth in the early afternoon.

For the few who chose to stick around till the mid and late afternoon, they saw a nice 12kt north-east breeze arrive allowing them “velvet” flying under an overcast sky in the super smooth ridge lift for the best part of an hour. Unfortunately three of us, including myself, had chosen to have extended five minute glides in the buoyant afternoon air just prior to this breeze, and watched mournfully from the paddock below the few gliders soaring above us only 15 minutes later.

Not to be beaten, one of the hang glider pilots (Dave Eck) in the paddock with us, quickly packed up and raced back up for a second fly, and with the assistance of a few others who were packed up for the day, set up in record time – only to find the conditions die off just prior to take off – Murphy's Law!

Afterwards, down at the local Toodyay Pub, everyone enjoyed a drink and a fantastic Saturday night meal (restaurant quality which I totally recommend you don't miss when next you visit Toodyay). All agreed it was well worth the visit for the velvet flying and a generally enjoyable day out.

The All Clubs meeting held upstairs at Cascades Function Centre mid-May was well attended, and the State Strategic Plan delivered with input from all the WA clubs. Many thanks to all on the HGAWA committee and the various WA club pilots assisting with the HGAWA projects who volunteer their time to the benefit of all WA pilots. The next All Clubs meeting is set for mid-October, details next AG/Skysailor.

Thanks also to the Bureau of Meteorology's Chief aviation forecaster, Greg Hamilton, and James Cooper (glider pilot) for organising and delivering an all day lecture on Gliding Meteorology, held at Jandakot airport in mid-June.

Fly-ins are planned for each month through winter and spring this year (see the “Events Calendar” and check the HGAWA hotline, 9487 3258) so there will be no excuse for not getting in some flying time with your flying buddies prior to the summer flying season.

See you all at the next fly-in, Rick

Eastern Hang Gliding Club, VIC

The club has been actively promoting and invigorating pilot networking and involvement in club activities. We have most recently enjoyed success with the first skills based club day.

With all of the great sites available to the EHGC within reach of a day trip, the concept is to have people expect a fly at one of our novice sites the weekend after the club meeting where possible. We picked the weather, organised a meeting place, all looked good for a fly at Thistle Hill, our 1,500ft S-SW hill, just north of Yea and our very popular Three Sisters Site. It was so well modelled by Kev in his Winter Flying article in AG/Skysailor a couple of issues back.

Car pooling from the local bakery after an early lunch, 10 pilots went up the hill. Arriving at the top of the hill the local wedgies were soaring – it was “on”. Following the launch of a wind dummy (me), low airtime pilots were assisted off the hill and we got some photos of pilots launching. Ridge lift was consistent in the 15mph wind, yet thermals were coming through at 200ft/min with long lines of lift running headwind and occasional consistent 500 up to circle in. The 10km length of the mountain range was explored in a short out and return before lower airtime pilots were encouraged away from the launch hill and across the gap with lift being marked along the way. The gaggle had been a little hesitant about the gap crossing until Murray made it in his Fun. Then having made it with plenty of height, the rest crossed and explored the abundant lift.

The group made their way in a motley fashion down the ridge, burning abundant lift and racing down low or cruising along at 2,000ft, there were some in-flight discussions

on reading the approaching weather, terrain reading and the nature of the lift for the day.

The wedge-tailed eagles were great to fly with and flew confidently only meters in front of my glider. They were great lift markers along the way as well. They appear to be the well tamed pair from our Landscape site; they are very comfortable with pilots and make the effort to fly with us when we launch and make short ventures with us during our cross-country flying. Love flying with my eagles!

A pub stop for a meal and a debrief completed the day. All were happy with the good flying and knowledge imparted. Most importantly we had a good safe day and it was a good day out with your mates type day, including both old and newer club members. What more could you ask for? Well...

As expected the next day was “on” again at Thistle Hill. The turnout was better still with twelve flying members and one non-flyer, all pilots had great flights. At least three of them were low hour novices, just the pilots we are hoping to help. We now have some practical skills to sign off the rating forms at the next meeting.

Congratulations to those who made use of it and had great flying.

Thanks to those who assisted with organisation and gave guidance to their fellow pilots.

All are welcome to come and fly with the EHGC. Check out our web site at [www.vhpa.org.au/ehgc/].

See you on a hill, Scott Barrett

Victorian Hang Gliding and Paragliding Association

Event: AGM

Time: Tuesday, 21 August (third Tuesday), meeting commences at 8:30pm

Place: Cafe Hotel, 480 Victoria Street, North Melbourne

Door Prize: Garmin GPS

Conditions: Must be a currently paid up member. Must have membership card (no card, no vote, no prize). No quorum, no door prize

Meals available from 6pm

New Product News

New from Bräuniger: IQ Motor

The new IQ Motor is the world's first electronic flight instrument specially designed for flying powered paragliders, paramotors, powered hang gliders and ultralight trikes. The integrated display of engine RPM and temperature (cylinder head temperature), and the innovative Altitude Guidance Mode (AGM = optical altitude guidance) make powered flying even safer and a lot more fun!

Displayed engine data can be programmed with individually adjustable alarm thresholds.

If a value is exceeded the IQ Motor display field starts to flash. The integrated flight recorder (barograph) not only records flight time and altitude but also engine temperature. Connect the IQ Motor to a PC and analyse your flights with the PC-Graph 2000 software (free download at [www.brauniger.com]). The IQ Motor is also perfect for flying without an engine. Just switch over to "Free Flight Mode" and the IQ Motor becomes a fully featured instrument for thermalling with two altimeters, averager vario, analogue and digital vario and barograph.

Motor Mode (Functions for powered flight): Integrated engine RPM display, 0-9,990 RPM, resolution 10 RPM, capacitance measurement, integrated engine temperature display (cylinder head temp), max 300°C (572°F), resolution 2°C, display in °C or °F, data transfer with special sensor cable (included), Altitude Guidance Mode (AGM), optical alarm when departing from preset altitude range, compatible with most engines, individually programmable RPM port.

Free Flight Mode (Functions for thermalling and non-powered flight):

Analogue vario, +/-10m/s (+/-2,000ft/min), digital vario, +/-15m/s (+/-3,000ft/min) (programmable as integrator vario, integration from 1-30 sec), analogue and digital vario are displayed simultaneously, two altimeters, A1 and A2, range 0-9,999m (0-19,999ft), resolution 1m, display in m or ft, automatic A2 zeroing.

General Functions:

High contrast STN-technology LC-display for even better readability, display of air pressure, real time clock, flight log for maximum values of 50 flights, flight log can be printed directly to printer, digital temperature display, resolution 1°C, flight time, barograph, stores altitude (resolution 1m), flight time, engine temperature (resolution 2°C), prints barograms directly to printer, battery capacity approx. 100 hours, 2 x 1.5 V AA, PC-interface for data transfer to PC-Graph 2000 software on PC, emergency battery power supply with backup battery 2 x 1.5V AAA.

Cost: \$1,395

Includes: Sensor cable for RPM and engine temperature (approx. 1.5m length), batteries, pouch, instruction manual.

Check out the Bräuniger web site [www.brauniger.com].

Available from: Peter Bowyer, Australian Paragliding Centre. Ph/fax: 02 6226 8400, email <info@australianparagliding.com>.

M2 now in Australia!

For those of you who haven't heard of M2 before they are a relatively new Austrian based harness manufacturer quickly becoming renowned for quality and style. They are already very popular throughout Europe with production being pushed to the limit for the new Cigar hang glider and Giga

Race paraglider harnesses.

For hang glider pilots:

Manfred Ruhmer (World Champion) uses M2 and gives valuable input to research and development. Their complete range of harnesses are incredibly functional, clean and aerodynamic, yet still fully featured.

For paraglider pilots:

If you are interested in a new harness be sure to test fly a new M2. I guarantee you will be impressed by the new geometry, weight-shift and comfort found in these harnesses and have found no better. All harnesses have a good level of back protection with plenty of integrated pockets and pack-up room. I've owned many quality harnesses over the years and the Giga Race is the best harness I have ever flown in. The Giga Race, as the name implies, is definitely not a race only harness and is suited to most pilots. You can still sit in a relatively upright position whilst thermalling and when the speed bar is pushed you will be automatically tilted in a more laid back aerodynamically clean position. This is ideal for XC and comp pilots to maximise their performance. Priced from only \$865 for Giga and Select to \$995 for the Giga Race.

Ali Gali (flying since 1974) test flew the Giga Race on numerous flights and said, "The best harness I have ever flown in! Can I keep this one?" Ali, since returning home, has been so impressed with the harness that he has now become the main M2 distributor for France.

To check out all the new harnesses and accessories that M2 have available go to our new web site [www.australianparagliding.com].

Peter Bowyer, Instructor/Manager
Australian Paragliding Centre

FAI News

World Pilot Rankings Update

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

The HG ranking sees the addition of Flytec Championships (USA) and the Lithuanian Open and the deletion of Canungra '99.

Top 10 Hang Gliding Rankings

- 1 Oleg Bondarchuk (UKR)
- 2 Manfred Ruhmer (AUT) (winner Flytec Champs)
- 3 Richard Walbec (FRA)
- 4 Gerolf Heinrichs (AUT)
- 5 Mario Alonzi (FRA)
- 6 Gordon Rigg (GB)
- 7 Andreas Ohlson (SWE)
- 8 Betinho Schmitz (BRA)
- 9 Andre Wolf (BRA, 9)
- 10 Jean-François Palmari (FRA)

Kari Castle (USA) and Kathleen Rigg (GB) both had good placings at the Flytec competition and Kari has extended her lead of the female rankings (28th place

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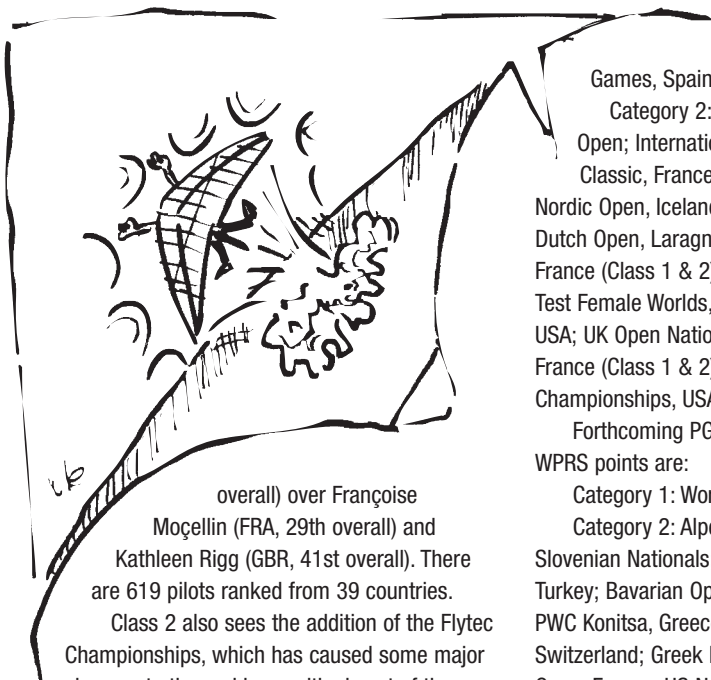


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overall) over Françoise Moçellin (FRA, 29th overall) and Kathleen Rigg (GBR, 41st overall). There are 619 pilots ranked from 39 countries.

Class 2 also sees the addition of the Flytec Championships, which has caused some major changes to the rankings, with six out of the Top 10 pilots having it as their highest WPRS points competition.

Top 10 Class 2 Rankings

1 Brian Porter	USA
2 Diego Bussinger	SUI
3 Davis Straub	USA, from 9th
4 Johann Posch	AUT, from 9th
5 Mario Campanelli	BRA, from 7th
6 David Sharp	USA, from 9th
6 Toni Raumauf	AUT, from 2nd
7 Marcus Hoffmann-Guben	GER, from 3rd
9 Bruce Barmakian	USA, from 6th
10 Bowen Campbell	USA, from 22nd

There are 44 pilots from nine countries ranked.

The PG rankings see the addition of South African Nationals, Tateyama Raitou Cup (Japan), Spanish Nationals and Polish Monte Grappa Cup and the deletion of the Coo PG Cup '99 (Japan). There have been no changes to the Top 10.

Top 10 Paragliding Rankings

1 Martin Brunn (AUT)	6 Christian Tamegger (AUT)
2 Masataka Kawachi (JPN)	7 Stephan Stieglair (AUT)
3 Tsuji Tsuyoshi (JPN)	8 Andrew Smith (RSA)
=4 Kaspar Henny (SUI)	9 Steve Cox (SUI)
=4 Andy Hediger (SUI)	10 Jimmy Pacher (ITA)

Louise Crandal (DEN) still has a clear lead in the female rankings in 39th place overall (185 points). Andrea Joubert (RSA, 81st overall) maintains 2nd place while Noriko Mizunuma (JPN) has dropped to 3rd (109st overall). There are currently 707 pilots ranked from 36 countries.

Results not yet received and included: Polish PG Nationals, Argentinian Open (PG). Comps not valid: Swedish Easter International (HG), National de St André (HG & C2). The Cornizzolo PG Cup postponed to 7-9 September.

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

Category 1: World Air

Games, Spain.

Category 2: Greek HG Open; Croatian Open; International Swiss Open; Millau Classic, France; Korean Championships; Nordic Open, Iceland; Test Europeans, Slovenia; Dutch Open, Laragne, France; International de France (Class 1 & 2); German Open (Class 1 & 2); Test Female Worlds, USA; Test Class 2 Worlds, USA; UK Open National Championships, St André, France (Class 1 & 2); Lone Star National Championships, USA (Class 1 & 2).

Forthcoming PG competitions that qualify for WPRS points are:

Category 1: World Air Games, Spain.

Category 2: Alpe Adria Open (Accuracy); Slovenian Nationals; Erzincan Open/Pre-PWC, Turkey; Bavarian Open; Melgar Open, Colombia; PWC Konitsa, Greece; PWC Simmenthal, Switzerland; Greek PG Championships; Belgian PG Open, France; US Nationals/Pre-PWC, USA; Swiss International Championships; Czech/Slovak Nationals; Nordic Open, Piedrahita; Test Europeans, Slovenia; British Open, Piedrahita; PWC La Clusaz, France; PWC Castejon, Spain; Canadian PG Championships; Pre PWC Germany; Pre PWC Greece; Norwegian League Final; PWC Kobariid, Slovenia; British International, St André, France; Cornizzolo, Italy; 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>, ph/fax: +44 1983 523003.

Country Rankings

In PG country rankings the battle for the top continues between Austria and France.

Top 10 Paragliding Country Rankings

1 France	6 South Africa
2 Austria	7 Denmark
3 Japan	8 Great Britain
4 Switzerland	9 Italy
5 Germany	10 Slovakia

Top 10 Hang Gliding Country Rankings

1 France	6 Brazil
2 Great Britain	7 Germany
3 Austria	8 Hungary
4 Australia	9 Spain
5 USA	10 Switzerland

Full details of the country rankings can be found on the World Pilot Ranking System web site [www.fai.org/hang_gliding/rankings/]. 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>.

Drug Tests during the WAG 2001

We have been informed that drug tests will be performed during the WAG 2001 in Spain.

The FAI rule concerning drugs can be found in General Section 3.11.2 which refers to the Olympic Movement Anti-doping Code that can be downloaded from: [www.olympic.org/ioc/e/org/medcom/medcom_antidopage_e.html].

The list of prohibited substances includes alcohol and cannabinoids that will be controlled as well as the other prohibited substances.

Alcohol

- There is no tolerance so our recommendation is to wait for the test urine sample before having your first beer.

Canabinoides

- Traces can be detected a long time after the intake and the tolerance mentioned in the anti doping code is quite severe.
- For those who occasionally take canabinoides, tests may be positive for up to three days after consumption.
- Regular canabinoides consumers are advised to stop using canabinoides at least three weeks before the event.
- It is important to note that these time scales may increase depending on the individual. Therefore, it is our recommendation to stop consumption of canabinoides as early as possible.

FAI World Record Claims

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

Sub-class O-2 (HG with a rigid primary structure/movable control surface(s)) – General Category

Claim number 6983:

Type of record: Speed over a 50km triangle

Course/location: Wallaby Ranch, FL (USA)

Performance: 40.19km/h

Pilot: Davis Straub (USA)

Hang glider: Atos

Date: 17/5/2001

Current record: 23.91km/h (7/7/96, Stewart Midwinter, Canada)

Claim number 6984:

Type of record: Speed over a 25km triangle

Course/location: Wallaby Ranch, FL (USA)

Performance: 50.62km/h

Pilot: Davis Straub (USA)

Hang glider: Atos

Date: 20/5/2001

Current record: 26.72km/h (1/7/96, Stewart Midwinter, Canada)

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





ROHAN GRANT, HGFA Board President

The association is always looking at how it can improve, is restructuring to be more efficient and effective, and reacting both to the views of its members and pressures in its environment. Volunteers come and go. So it is understandable that members struggle to keep track of who does what. And from time to time there appears in the pages of this magazine a letter of frustration, criticism or complaint.

I cannot but help think that for want of a little better understanding of The Hang Gliding Federation of Australia, what it constitutes, and how it works, that some of issues that so motivated these writers to air their grievances here may well have been resolved before things reached such a degree or, better yet, need never have arisen in the first place. So here is the first in an occasional series of articles on the association, the way its organised and structured and the way it gets things done. I hope you find these articles helpful.

Let me start right at the beginning, by describing the most fundamental structures and roles of the organisation and how they relate together. Down the track we'll look more closely at the key parts, explore some specific issues, both current and historical, and how they might be or were addressed.

Firstly, what is the HGFA? Well, it is certainly not a federation of State organisations, although that was where it came from. Some years ago the members chose to move from a federal structure to a single national association, in which each member has the same rights and responsibilities as any other.

Those rights and responsibilities are defined in the HGFA's Constitution, and it is that document that defines at the most fundamental level the purpose of the organisation, its powers and limitations, how the membership chooses to govern itself and to organise to get things done. Whilst it fixes these things in place it also describes the mechanism by which these things can be changed or altered or, if necessary some day, scrapped. It is necessarily a pretty dry document but members should acquaint themselves with it none the less (no need to be able to quote chapter and verse though!).

The Constitution requires that every two years the members elect from amongst themselves nine people to serve as a Board of Management (The Board). The Constitution then requires The Board to choose from amongst themselves a President, a Vice-President, a Secretary and a Treasurer.

The President's role is to oversee the conduct of The Board, to represent the membership to external parties and take ultimate responsibility for The Board's decisions. The Vice-President's role is to stand in for the President if for any reason the President is unavailable. The Secretary is charged with caring for the maintenance of the association's records and correspondence, and the Treasurer is responsible for the members' assets and financial affairs. This description is of course a gross over-simplification but it will serve as a starting point.

Let me conclude this introduction by stating quite clearly what the HGFA is not.

It is not the Board of Management:

- The Board is responsible for strategic vision, for defining policy and direction.

It is not the General Manager (GM):

- The GM is responsible for implementing certain of The Board's directions.

It is certainly not the Office:

- The Office is the administrative service arm of the HGFA, just one of the service arms of the HGFA. And the HGFA is not its affiliated Clubs, although this is getting closer to the matter.

So if the HGFA is not these things, what is it? The HGFA is the whole association, the collectivity of its members. How well or poorly it performs depends entirely upon the will of its members, their ability to communicate the views and needs to their elected representatives (both their Club Committee and the Board) and the effort and commitment they are prepared to make to see what they want come to fruition.

I'll close by leaving you with a challenge – "If the HGFA is not a federation but an association, why is it still called The Hang Gliding Federation of Australia?" The simple answer is that we have been unable to agree on a new name that has captured the imagination of the membership as a worthy replacement. Any suggestions for a new name to me or your nearest and dearest Board representative.

Fly safely,

Rohan Grant <president@hgfa.asn.au>

(For those wanting more information, each affiliated Club has at various times received a copy of the HGFA's Management Procedures Manual (MPM) and the rolling Strategic Plan as part of a large package of information to assist Clubs. Go to your Club Secretary and ask to borrow it, and while you are there take a look at the current Strategic Plan to see where this Board is headed. I welcome any feedback.



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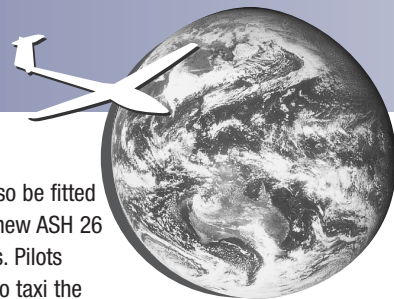
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Local News

Orana Soaring Club

A busy time ahead for those members of the Narromine-based Orana Soaring Club who have agreed to assist the team organising the Australian National Gliding Championships which will be held in Narromine from 12 to 25 January. In addition, it has been announced that the New South Wales State Gliding Championships will be held in Narromine from 1 to 8 November, the week following the Narromine Cup and Performance Week which has been set down for 25 to 30 November. A junior coaching week will also be held during that time. The club will also be hosting the Bathurst Gliding Club for its annual camp to commence in Narromine from 17 to 24 November.

Anne Elliott

Latrobe Valley Gliding Club

Since re-commencing operations in September last year, the club has held a highly successful ab-initio course involving intensive training lasting six days; has flown on demand an average of two weekends a month; and is now encouraging more private owners to rig their gliders and partake in some local and cross-country flying. In addition, RAAF East Sale has utilised the club's two-seater for operational requirements, so members have completed numerous cross-country ferry flights with the glider to the RAAF base, and flown from the base on several occasions.

Michelle Lappin

▼ Ab-initio course students, Ron and David Vandegeer being congratulated on their first solos
Photo: Michelle Lappin

Overseas News

From the Schleicher Factory

In a highly competitive environment standing still means going backwards. With this in mind Schleicher has announced some significant new developments and product refinements.

Schleicher's brand new ASW 28 will soon be available with optional 18m wingtips. It allows the owner to fly in Standard Class or 18m Class. To obtain an optimum wing planform with perfect lift distribution the inner wing panel is only approximately five metres long. Outer wing panels with different length can be attached to obtain either 15 or 18m wingspan. (Please refer to drawing) Also a sustainer version is currently under development using a two-cylinder two-stroke engine delivering 28hp. The torque rating of the engine allows a direct drive of the propeller making the usual belt drive arrangement obsolete.

Also still under development is the ballistic recovery system. It allows glider and pilot to descend by parachute in case the aircraft has sustained any damage. Such a potentially life-saving recovery system was recently installed for the first time in a new ASW 22 Open Class glider on request of

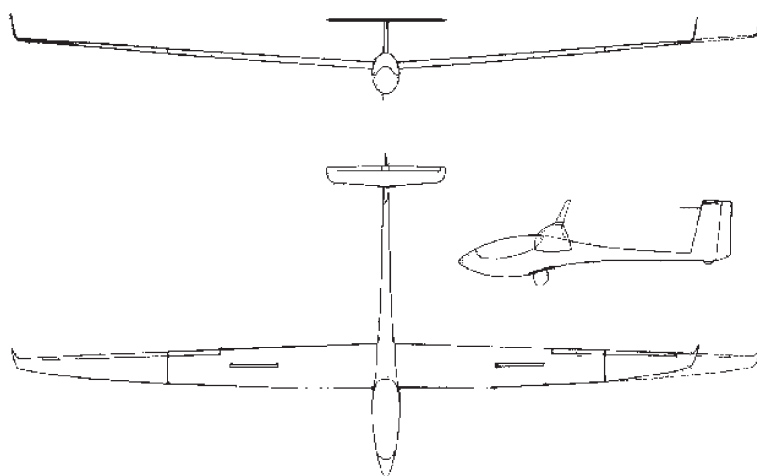
the owner.

As the fuselage is identical with the ASW 24 it is possible to upgrade ASW 24 gliders into ASW 28s just by fitting new wings.

The ASH 26 is now equipped with a new propeller designed to optimise take off and climb performance. It reduces the ground run on grass by 30% with a continues climb rate of seven knots with full water ballast and at maximum take off weight. Older ASH 26s can be modified on request. The latest technology winglets

will also be fitted to all new ASH 26 gliders. Pilots keen to taxi the aircraft will welcome the new option of fitting a steerable tail wheel including wingtip wheels.

All new motorised ASH 25 gliders will in future be equipped with a far more powerful fuel injected engine. This aircraft will be known as the ASH 29Mi. It also comes with a new propeller especially designed for this engine/



ASW 28 - 18

aircraft combination. As a result the take off performance of this very popular two-seater glider is much improved. New outer wing panels with winglets extend the wingspan to 26m.

Schleicher is also considering to give the ASK 21 self-launching capabilities. The quiet and very reliable drive unit currently used in other models can be installed within the very roomy fuselage. So far already 750 of these modern training aircraft have been built and the envisaged motorised version would allow totally independent operations. Pressure to put such a glider in production is mounting from customers in Europe and USA.

Although the ASW 27 has established itself as the most competitive racing class glider it received a minor upgrade and is now available as ASW 27B. Instead of conventional water ballast bags the aircraft is now equipped with permanent wing tanks. The water ballast capacity in the wings was increased to 155 litre but a further optional fuselage tank holding another 35 litre is available on request. This brings the total water ballast capacity to 190 litre. Just right for the strong summer conditions in Australia and most likely one of the reasons why the ASW 27 has won the Australian nationals four times in a row already. The ASW 27B also comes with new winglets, further improving handling and performance.



Teams Selection Changes

At the Sports Committee meeting held in Sydney on 20 May last the following resolution that affects the teams' selection process was passed:

"That teams for the World Championships be restricted to a funded maximum number of two for the Club Class and four for the FAI Worlds (ie, Standard, 15m, 18m and Open). Unfunded pilots will continue to be encouraged to attend to achieve a maximum size team and will be afforded support from the team manager and the ITC. Any pilot who has not placed in the top one-third of their class in their last two worlds shall not be eligible for funding."

Ratification by the 2001 Annual Council Meeting will be sought by the Sports Committee to this rule.

The reason for the change comes from a recognition that the earlier rules are not now financially sustainable. Those rules were that Australia should always send a maximum size team and all pilots would be funded equally. This rule was set in the late 80s when we were still in receipt of substantial federal funding and we enjoyed a much higher exchange rate.

This rule will not apply to the South African Worlds but will apply to the next Club Class

Worlds and beyond. The reality with South Africa is that pilots will receive, at a maximum, only the entry fee, which is US\$2,640. Tows, by the way, will be US\$50 each.

Paul Matthews, *Convener ITC* ✂

Applications Called for Financial Assistance

The Uncle Foundation is established in NSW to assist and encourage young glider pilots to realise their potential in the sport of soaring. Members of the New South Wales Gliding Association under the age of 25 years are invited to apply for financial assistance in an event which offers training or experience in cross-country soaring during the period 1 July 2001 to 30 June 2002.

Applications to be made to:

**Beryl Hartley, Secretary Uncles Foundation
106 Meryula Street,
Narromine NSW 2821**

Letter of support and details of flight experience to be attached.

For any further information contact:
Beryl Hartley, phone 02 6889 2733; fax 02 6889 2933; email <hartley@avionics.com.au>.



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Fax 02 68 892 933
email: <hartley@avionics.com.au>

Junior Coaching Week – Narromine

MILES GORE-BROWN

At the May Sports Committee meeting it was decided to implement a dedicated junior coaching program. This will require the implementation of a Junior Coaching "structure". This structure will be developed in the near future.

Maurie Bradney was very involved in coaching as the National Coach, attending competitions and gliding clubs to coach individuals and clubs in all aspects of gliding, including the finer details of cross-country flying.

It has been widely expressed that the future of our sport development is in the hands of our young pilots.

Previous programs such as teams challenge and 'lead and follow' camps have worked well to develop and encourage the younger and less experienced pilots. However, interests in such events seems to have waned over the last few years.

As a first step it is intended compile a list of current junior pilots. This will be initiated by approaching the CFI in each club to identify juniors. A line of communication will be developed between the junior coach and the

young pilots. Junior pilots applying for a position on the next course on offer (by George Lee) will be placed on this list.

In order to start the program a Junior Coaching week will be held at Narromine during the Narromine Cup week. The coaching week will run for five days from Monday, 26 to Friday, 30 November. The weekend of 24 November will be used for area briefing and check flights if required. The following weekend will be used for individual flying and consolidation of skills learnt from the previous week.

It is intended to run daily lectures prior to flying. The flying will be mainly lead and follow with a component of dual cross-country flying. It is intended that set task will be flown depending on the weather conditions and experience level of the pilots.

At this stage there is no funding available and each pilot will need to be self-sponsored, however it is quite possible that in the near future some funds may become available.

The Narromine cup week is an ideal event to hold a junior coaching week. The "Cup Week" is a very popular event for pilots from all experience levels. Many experienced competition pilots attend. Several of these pilots have attended international competitions inclusive of world championships. This provides a very wide range of experience levels, an ideal opportunity for all glider pilots interested in cross-country gliding to get together and discuss the finer points of cross-country gliding.

I would like to hear from those junior pilots, (under 25 years of age) who maybe interested in attending this junior coaching week at Narromine. At this stage the coaching week will be available to four pilots, however depending on the availability of volunteers a larger group may be accommodated.

If you are a junior and are interested in this program then please advise by post or an email to the following address:

Miles Gore-Brown
PO Box 3494, Robina Town Centre,
Robina QLD 4226
Email <mgbjp@gol.com> ✂



Our Magazine

► I can accept that at Gympie we are looked upon as a backwater, removed from the mainstream of our sport, but I am at a loss to understand what part of the process of consultation that I missed when I read of the plans for our magazine as reported by Bryan Blackburn in the May 2001 issue.

"It is recognised that its original purpose of providing information to members is getting increasingly less valid."

I have almost 40 years of back issues of Australian Gliding which still prove to be a constant source of valuable technical and other operational information, as most of the gliders in Australia are 20+ years old, especially since AG ceased to be a continuing source of such information.

It was reported by Tim Shirley in the Australian Gliding Year-Book 1979-1980 that following the GFA incorporation on 1 July 1980, one "spin-off" would be the necessity for the GFA to be able to contact all of its members by mail, or by some other means. Therefore it was decided that a subscription to AG should be compulsory for all members.

Now we are advised that its original purpose of providing information is less valid (it was published for almost 20 years before July 1980); that the existing format will continue for at least two years; and that we are heading for a "news stand" commercial publication with a "12 month editorial plan".

Well I certainly missed something as I thought that a QSQ meeting to be held in July 2001 included a review of the existing format.

We conducted a poll of members at our last AGM on the current format of our magazine – one in 33 liked it; three didn't mind it; one disliked it so intensely that he refused to even unwrap it and threw it in the bin and; the rest just disliked it and wished for a return to AG.

Well, as I said earlier, I may be out of touch with the "mainstream" and we at Gympie may be a small pocket of dissent, but, as the reason for making the subscription compulsory no longer appears to be valid then I believe that it should become optional as at the next membership renewal.

Ron Geake, Gympie Soaring Club

Magazine

► Firstly I would like to congratulate the editorial team and Board members for producing such a high quality publication in the Australian Gliding/Skysailor magazine, which makes it hard for what I am about to say. Lately I am finding that the magazine is becoming irrelevant to my interest, which is paragliding. In the past I used to read the magazine from cover to cover, especially in my hang gliding days, but now I find myself flicking through the 45 or so pages for the two or three

articles/sections on paragliding, then after reading the HGFA news/reports I put the magazine down... it seems a waste.

This brings me to mention the Australian Paragliding News magazine which is published by the Skyhigh club in Victoria. It is a simple magazine in its format, but packs over 35 pages on nothing else but paragliding. It's an excellent publication and it reminds me of the Skysailor of old. I suggest that all paraglider pilots subscribe to this magazine.

Getting back to the AG/Skysailor magazine, since the failed amalgamation between the GFA and HGFA it seemed logical that at that time the GFA and HGFA would decide to go back to separate magazines. It didn't and I suspect it won't because time will make it harder to do so. What is the Board's future vision of the current magazine?

If the Board feels strongly about the benefits of having a joint magazine because of costs, quality, etc, and perhaps one day even having it available on news stands, then why not merge it with a magazine like Pacific Flyer? AG/Skysailor already contains paragliders, paramotors, hang gliders, trikes and gliders, why not add ultralights and go the whole way, why pussyfoot around? Consider all the benefits of a magazine like this. This won't necessarily make the new magazine more or less relevant to say a paraglider pilot, but if you are going to merge, in this case a magazine, it should be done to achieve maximum potential.

Then for local news, clubs/state associations could have their own newsletters, magazines or other methods of communicating with their members. This would include any current HGFA news/events.

If AG/Skysailor stays as it is (hopefully at least with a simpler name), looking into the future my guess is that with increasing paraglider numbers Australian Paragliding News will become a national magazine specific for paraglider pilots, hang glider pilots will feel they are missing out and to help turn this around will evolve their own magazine, this magazine might be called... Skysailor... déjà vu.

Ron Van Bommel

Costs

► I was a bit puzzled at the article by Anthony Slaven in the May issue: Is he 17 now, or was he referring to himself some time ago, or was that a hypothetical scenario?

If he spent \$1,700 but could have saved \$5,000 he would have been \$3,300 ahead. Should the amount of \$5,000 read \$500, or was the \$1,700 actually some rather higher figure? He says glider hire now costs around \$30 per hour with tows to 2,000 ft at \$19. If Anthony averaged two-hour flights, his costs would have been about \$3,700.

I raise these queries not to be pedantic but to try to ascertain what his situation actually is. With 95 hours flown, he is averaging nearly two per week which I'm sure most recreational pilots – whether sailplane, hang glider or paraglider – would be happy to achieve. I do, however, sympathise with Anthony's general point about cost of flying, especially for students or people on lower income. Cost is, of course, relative; for say, a successful lawyer, the cost of being an active glider pilot would not be significant, whereas for students and low income earners, even the "cheap" airports of hang- and paragliding may be out of reach.

Without wishing to get into the "debate" as to whether hang- and paragliders are 'real' gliders, it does seem to me that one of the major advantages of these forms of soaring flight is that firstly, it's a lot cheaper to own your own equipment; and secondly, actual flying time costs virtually nothing – unless you go aerotowing. What I'm suggesting, especially for younger would-be glider pilots, is that it might be worth getting into hang- or paragliding initially, when money is tight, so as to build up your overall soaring skills and airmanship, and then move into sailplanes when increased earnings permit. This option would be even more appealing if hang gliding and gliding clubs did more to co-operate in terms of sharing facilities (and costs) at aerodromes used by the gliding fraternity, which would enable 'wannabe', sailplane pilots to be much more exposed to their ultimate dream.

By way of example, Anthony could acquire a reasonable (second hand) novice to intermediate standard hang glider for about \$2,000, with a harness, parachute, instruments and radio adding another say, \$1,500. Sure, \$3,500 is still a lot of money, but you could expect to get at least five years use out of this "first purchase" gear, which is only \$700 a year, or \$7 per hour if you average 100 hours a year. Further, if you're keen and have a reasonable amount of "free" time ^ such as students and unmarried (or at least childless) younger people have – you could expect to fly up to 200 hours a year. By the time you're into your later 20's, with career hopefully established, you could make the transition into/back to sailplanes with 1,000+ hours in your log book and a pretty good understanding of the principles of thermal and/or ridge soaring.

Martyn Yeomans

A decline within the movement

► I have been reading with interest the happenings within the gliding movement over the last few years and once again I see a decline within the movement.

I was involved with the Beverley Soaring Society for 23 years as president, committee,

FUNNY CAPTION COMPETITION



This month's photo comes to us courtesy of Geordie Haig, who has titled the photo 'Parawaiting Skeleton'.

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 25 July 2001.

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

The winning entry for the May comp is:

From gaggle to goggle – the demise of a top pilot.
– Peter Fagen

Other notable entries were:
Jon considers the day's task.
– Andrew Medew
A near-inversion on the hill delays Jon's launch. – James Green

After viewing the public, pilots Louise and Jon wonder whether the cost of the lookout might have been spent more wisely. – John Reynoldson



building maintenance, instructor, public relations and promotion officer: the last two rolls I held for about 10 years and I could see golden opportunities to promote gliding in Western Australia.

Some of the projects we introduced was to purchase a Polaroid camera and issue each passenger with an instant photo attached to a certificate, which they would take home and show family and friends, thus creating more passenger flights and introducing new members to the club.

Other opportunities were our ability to attract the media to include gliding at Beverley in the outdoor programs in our wonderful state. One of our greatest promotional projects were our displays at shopping centres, always using a (two-seat) glider allowing the public to climb on board and use the controls, which would then inspire them to take up the opportunity to try gliding.

Our biggest drawback was our annual display at the Perth Hobby Spectacular Show, which attracted thousands of people from all walks of life. We would have either our Twin Astir or Puchatek on display and run our videos, which were done professionally by one of our media members who was able to produce some fantastic footage by fitting a pencil camera to the wingtip. Thanks to Don – where else in Australia would you get to do aerobatics over a city block and land a glider alongside a city. This

was another of our success stories which created a huge amount of interest and more members for the gliding movement in Western Australia. All these activities are not hard to achieve – all you need is a bit of initiative by willing members.

We also took off awards for the best exhibitors display and runner-up on several occasions. We would get to the stage of embarrassment, having a backlog of flights booked out for weeks, and the follow-up would last all year. We also used a questionnaire process to ascertain where visitors obtained information about our club. A big thanks to Geoff, Jim, Les, Col, Brian, Peter, Don, Ross and Fran for this. We were privileged to have Geoff, who owns a printing business and, at his cost, all our colour brochures, and business cards for instructors and committee were issued to the public, enabling the club to be very professional-looking. For this I thank Geoff who accompanied me to Benalla for a seminar on promoting the gliding movement at which I received an award for services to the above.

Sadly, this type of enthusiasm does not appear to happen anymore in our world of not having the time – or is it just too hard nowadays – or was it that we just became the best gliding club in Western Australia by chance: I think not.

I guess we were fortunate that there was a great bunch of dedicated members then who visitors with a coffee and some simple information about gliding in general.

I believe there are several reasons for the decline within the movement. One being the story by Anthony Slaven, Australian Gliding/Skysailor (May) regarding cost, which is a big issue nowadays and, like my son, he had to pay his own way till he could no longer afford to fly. Also all the new rules and regulations may deter people as well, and there are now several new types of flying activities which seem to offer cheaper alternatives to gliding, as I have been investigating.

Keith Moffatt

The Redback and the Battle of Waterloo

► I refer to an article I wrote, titled 'The Redback and the Battle of Waterloo', which appeared in the April issue of AG/SS.

The article referred to an accident I had at Waterloo Bay on Wilson's Prom and it has been brought to my attention that I have neglected to note that it is not appropriate, and possibly not legal, to land in National Parks.

It would be appreciated by me and I'm sure all of the National Parks people, especially the head ranger at the Prom, Mr Jim Whelan, if it were made known to all that National Parks should be on the "no go" list of landing areas.

Thanking You, Steve Barnes

Electrikery

Part 4: Radio, Radio Antennas and Cables

NED McINTOSH

Radio waves are just another form of alternating current. Instead of getting them via the domestic outlet we use a radio transmitter to generate them and make use of them for communications. They oscillate at much higher frequencies than household current, but they are still AC.

The single most useful thing about radio waves is they propagate through free space, air or a vacuum at approximately the speed of light, about 300 million metres per second. To do this they need to be launched from the device which generated them, whether it is an FM radio station, a television station or the handheld air-band radio in your trike. This device is an antenna or aerial.

Ever tried communicating in the air with just the rubber-duckie antenna that clips onto the socket on top of your radio? The performance wasn't all that stellar compared to an antenna mounted on the kingpost, was it? Any idea why?

Well, it all has to do with wavelength, resonance, impedance and field strength. Another thing which is significant is the way we connect the antenna to the radio. Of course, we're all familiar with the skinny black coaxial cable (it's known as RG-58 cable) but what do we know about it and our little antenna?

Let's start with basics. A radio antenna works best if it is up in the clear away from nearby objects and if it is a half wavelength long. What is a wavelength? Let's calculate it for the Wollongong CTAF frequency of 126.7Mhz.

Wavelength = Speed of Light in Free Space/Frequency – so,

Wavelength = 300,000,000 m/sec/126,700,000 Hz = 2.3678 m

Half of this is 1.18m and an antenna cut to a length of half the free-space wavelength is called a Dipole. The problem is they are a little impractical for an aircraft due to their size and their requirement to be fed with RF in the middle. What is needed is something which can be attached to the aircraft at one end and sticks straight up because this is the easiest way mechanically to achieve a strong yet low-drag installation – ideal for an aeroplane. By the way, the rubber-duckie is a horrible antenna compared to a dipole – or just about any other antenna for that matter.

Enter the Quarter-Wave Antenna! For 126.7Mhz, a quarter-wave in free space is about 0.59m or 59cm. This is much more manageable. It can be fed with the active end of the coaxial cable at one end, provided that end is mounted in close proximity (but insulated from) a significant area of metal – the “ground-plane”. The braid of the coaxial cable is attached to this ground plane. Such an antenna is said to be “working against ground” although the ground-plane may not actually be connected to planet earth (the biggest ground of them all) in any way.

The ground-plane serves as a false or substitute ground, enabling the antenna to radiate efficiently and uniformly in all directions.

So far so good. But we are not out of the woods yet because in sending radio energy into an antenna we are transferring power. An engineering maxim called the Theorem of Maximum Power Transfer states “maximum power transfer occurs when the load impedance matches the impedance of the source and of the transmission line connecting them together”.

So what? Well, a short history lesson is required. Back in World War Two, British boffins had to make coaxial cables for high power radar. They used what came to hand, namely ordinary copper plumbing pipes, a smaller one set concentrically inside a larger one. By chance the combination of inner and outer conductors had a characteristic impedance of about 50 Ohm (Ω) which therefore became the standard for radio coaxial cables. Impedance? What the hell is impedance?

Impedance is the resistance of a transmission line or antenna to radio waves. In other words, if you send a certain radio frequency voltage into the transmission line or antenna, only a certain amount of current will flow (Ohm's Law all over again!). In radio work, coaxial cable and simple antennas are all engineered to be as close to 50 Ω as possible.

Coaxial cable is really convenient – it bends around curves nicely, weighs very little and it's affordable. What's more, with the short lengths we use, it's actually reasonably efficient; we lose little energy in the cable itself (but we do lose some).

Okay, back to “Maximum Power Transfer”. If our coax is 50 Ω and it has to match the impedance of both the source (transmitter) and the load (antenna), it follows that the impedance of the output stage of our trike radios has to be about 50 Ω and (in an ideal world) the impedance of the antenna is 50 Ω . Well, the radio manufacturer does his best to get a 50 Ω output impedance at the antenna socket and you can't change it anyway. The maker of the coaxial cable gets it close to 50 Ω as well, but the antenna itself can be a real bastard because very few antennas have a natural impedance of 50 Ω .

So we tinker around with them. We can adjust the antenna to something like 50 Ω . The commonest method is to trim the length until the impedances are more or less matched. This is the “SWRing in” beloved of CBers. It will make the impedance match all right, but the danger is we trim the antenna so it is no longer resonant. What this means is although the impedance looks fine, the antenna doesn't radiate at maximum field strength. (By the way, a 50 Ω resistor is a perfect match but a lousy antenna! It's called it a “dummy load” and it's used for testing transmitters without radiating.)

The distinction above is important. What we require is maximum field strength, in other words all the radio energy actually leaving the antenna rather than warming up the cable or the antenna itself. Rarely does the point of best impedance match and maximum field strength coincide. The antennas on our trikes are pre-adjusted for an acceptable impedance match with satisfactory field strength. It's a compromise that works.

To make the best of it, use good quality coaxial cable and make sure the connectors are in good condition. Check the centre-pin hasn't crept back inside the connector. If it has, the radio will still work but the effective range will be greatly reduced. Check the connectors for corrosion (salt particles in the air cause rapid corrosion when electrical current is applied.) Make sure the cables are not pinched, kinked or damaged in any way. Also check the connectors haven't started to pull away from the end of the cable. If you maintain the cable and antenna in good condition your radio will give years of satisfactory service.

“*Speak softly and carry a large stick – you will go far*” is an old African saying. “*Speak clearly and carry a resonant antenna out in the clear – you will get out well*” is the radio equivalent. Here is another saying that will serve you well with radios: “*Switches, fuses, plugs and relays often cause frustrating delays.*”



Next month, some more about antennas and coaxial cables. Don't miss it!

G-LOC in Spiral Dives

STEWART DENNIS

The human body was not built for tolerating high G-forces. We can spin up enough G-force to go beyond our limits, black out and lose control of our aircraft. Certainly in paragliding spiral dives there's a risk.

I'll get straight to the point. A program titled "G-Lock" (screened on ABC or SBS in the first four months of the year) gave the symptoms in order as:

- *tunnel vision (loss of peripheral vision)*
- *loss of colour vision*
- *loss of vision completely*
- *unconsciousness ("G-LOC", where LOC stands for "Loss Of Consciousness")*

The progression of symptoms can be quite rapid. It varies from person to person and situation to situation, but problems generally begin to occur between 3.5 and 5G.

At any rate, at around 3-4G moving the extremities becomes difficult, or even keeping your head upright (if it's not already upright).

Any illness (even a light cold or gastrointestinal infection), tiredness, alcohol, caffeine, etc can significantly affect your tolerance of G-forces. In extreme build-up of G-forces it's possible to skip the symptoms above and go straight to unconsciousness, but an increase of +6G per second would take some doing!

Dr Dougall Watson has written a great paper on the subject from the powered aircraft pilot's point of view. More brief but useful information can also be found in good encyclopedias – try "acceleration".

The guinea pigs in the TV program were jet fighter pilots. They were put in special training equipment with a video watching them, and spun up to good high G-forces. The pilots were told to tense all the muscles in their lower body – calves, legs, bum, etc to keep blood up in the top half of their bodies and they seemed to be doing some sort of controlled pressure breathing.

A couple of them, who hadn't yet made the pass mark, could be seen to succumb fairly dramatically. Their eyes suddenly wandered all over the place, followed quickly by the eyes closing and the head moving as they nodded

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off! On deceleration they recovered quickly but were confused for about thirty seconds. The pilot often retains no memory of the event.

Much higher G-forces can be tolerated when the direction is across the body instead of up and down, so perhaps a hang glider pilot, being in a prone position, might not be at such risk of blacking out, though "heavy" limbs might still be an issue for controlling flight.

So how much spiral can you safely do? Being no "acro demon" I'm not the best person to comment on this. In fact I didn't even do a half reasonable spiral until I'd already held my advanced rating for several years!

But I did a "crash and splash" (SIV) course in Europe and was told that for a spiral to be useful (eg, for avoiding clouds) it needed to be up to 10-12 m/sec (or 2,000-2,400 ft/min) and initiated within about one turn. Otherwise a B-line would do the job!

Well, I duly did my 10-12 m/sec spirals (with the reassurance of two radios and a speedboat on the lake under me) and felt okay. In the second one, consecutive 15-second average sink rates from my barogram were: 1.8, -9.4, -1.8 m/s. So the whole thing was initiated and ended in about 15 seconds, losing 141m (460 ft) in those 15 seconds.

I discovered that for years I had been using bad technique to finish a spiral, so the instructor suggested that when I eased up on the inner brake and the wing started to respond, that I pull it back down just a bit to control the exit from the spiral. There must be a few other pilots out there whose spirals aren't all they could be. There were other tips and I'm not qualified to give the lesson, so talk to your instructor!

So how much spiral can you do? Can't say. I've heard some pilots say they've done 15 m/sec and started losing their vision. I've heard one in Europe say he had done 20 m/sec, and one in Queensland speak of 22 m/sec – must be the bad influence of those theme parks nearby...

I reckon do an SIV course if you can. You don't have to go all the way to Europe to do this and other manoeuvres – there are good instructors here and relatively soft lakes.

For those who like to fiddle with numbers, using a well-balanced windspeed meter and someone watching with a stopwatch should enable you to calculate the G-force...

1. **Radial acceleration = (speed²)/radius**
2. **Speed = $2\pi \times \text{radius} / \text{time taken to do one turn}$**

(Speed is the horizontal component, not the full vector which combines your sink rate.

Your metre, if set up right, will measure mainly the horizontal component.)



From these, the G-force (if I've done my algebra correctly) is:

$G = 0.178 \times \text{speed} / \text{time taken for one turn}$
(again horizontal component, speed in km/h, time in seconds)

The constant 0.178 is $2\pi / (3.6 \times 9.8)$

Make sure you're not fiddling with your metres while doing your biggest spiral – the ground comes up fast!

I'll let my paragliding manual have the last word:

"...the very high G-forces make it difficult to sustain a spiral dive for long and it can place very high loads on the pilot and the glider. As soon as any, even slight, light headedness or impaired vision is noticed the spiral should be exited immediately."



Chair Ride from Hell!

JASON TURNER

A few of us have now tried mucking around in a Fun with a paragliding harness instead of a normal prone harness. It's great fun cruising around just laying back and taking in the sights whilst in complete comfort. It's a little weird at first, but everyone who has tried it lands with a big silly grin on their face, saying that was great!

So, after a few flights I started to wonder about what it would be like to thermal in? Imagine having the comfort of a paraglider and the stability of a hang glider. Great! During a flying tour with Lee Scott one year at Manilla I had the opportunity to try.

Setting up amongst the paragliders on the easterly launch at Borah no one really paid much attention as I stuffed in batons and got my gear ready. Only when they noticed that I was putting my glider bag in the back of a paraglider harness and rigging up the spreader bar did I start to see a few sideways glances and hear murmuring conversations in the background. The few hang glider pilots seemed to have a slightly betrayed look on their faces, while the paraglider pilots looked completely confused. Lee couldn't believe that I was actually going to go through with it and found it quite amusing as I climbed into the harness and moved up to the launch.

Cumulus had been forming for the past hour and pilots out front had started to get steady climbs, so I knew it was well and truly on when I launched. I had chosen to fly in my tandem paraglider pilot's harness as this holds you in a slightly more upright position which I believed would make it a little easier to reach the uprights whilst in flight. My first mistake was that I hadn't tried this out on the coast first. I only realised my error shortly after take off. The take off went well and a few seconds after launch I attempted to sit back in the harness. Unfortunately my pickup gear took up that much space that it was bulging forward and made it virtually impossible to sit back properly. I was left half in, half out of the harness, supported only by the leg loops that fortunately were well padded and not that uncomfortable. Meanwhile, there I was floundering around in front of the hill trying to get in the harness while falling in and out of punchy little thermals. Lee Scott was rolling around on the hill laughing hysterically with tears running down his face and pointing at me as I struggled to maintain control of the glider.

The second problem I was having was that hanging above the base bar gave me limited control over the pitch. This hadn't been a problem on the coast, but now, hitting 500 ft/min lift, it was a real problem. Every time I entered a thermal the glider would pitch upwards with me unable to pull in enough to stop the glider from entering a stall. So I would drop a wing, slip sideways out of the thermal and hurtle towards the ground butt first, twisting around in the harness as I attempted to get back

around into the lift. This was pretty unsettling and I seriously considered landing, but opted to try and save face and stuck with it. I soon found a good ride skywards and cored the thermal reasonably well. At a couple of thousand of feet above launch I waited for more of our group to launch so I could head over the back and guide the others XC. Other pilots in the air around me soon learnt to stay well clear as I would suddenly lose all control and slip out of the air. A couple of times during the flight I actually thought I was going to go negative and tumble. I was not enjoying this at all and had given up attempting to sit back in the harness, which left me with my legs hanging down looking like a novice on their first glide down a training slope (except I was now at about 3,500 ft agl and climbing). Meanwhile all five hang glider pilots in our group had successfully bombed out and were in the landing area packing up for a re-fly.

Two of the paraglider pilots in our group had climbed up above me and I was doing it tough trying to gain more height when Lee came over the radio telling me to head off with the paragliders and fly to Baan Baa. I lost the lift I was in, and with the punters well on their way I fell over the back of the hill at only 2,500 ft agl, thinking to myself that I'd be lucky to make it over the first small ridge before hitting the deck. After a couple of minutes I had cleared the first ridge but was real low and heading for a farm two kilometres off the main road, thankfully thinking that it would all be over soon and I could get off this chair ride from hell.

Not so.

I ran into some zeros and circled around while I drifted towards the main road. The lift quickly turned into 500 up and I was thrown upwards again, kicking and screaming all the way to 7,000 ft asl. I was rewarded with a big kick up the butt as I left the thermal, which left me clutching onto the controls cursing the fact that I hadn't flown a conventional hang glider or paraglider. It was turning into a cracking day.

I was gliding fast trying to catch the paragliders and not caring if I was losing heaps of height. Minutes later I was back down to 500 ft agl when I spotted a wedgie on a treeline and headed for him as a last option. I wondered what the wedgie must have thought as this strange hybrid with the long legs barged into his lift and turned around in pathetic and erratic circles struggling to get back up skywards. One of the punters joined me and we worked together for a while, but he easily out climbed me as I still fought to control the glider. I could see him shaking his head, wondering what the hell I was trying to prove. I tried to look comfortable and at ease, but I know he saw right through me. He headed off and left me to soldier on by myself. I lost the lift at around 5,000 ft asl and glided towards the gap and a big filthy burnt paddock. I then flew into the biggest, wildest ride of the day, which took me up at 1,000 ft/min plus (which was completely terrifying and left me with white knuckles, shaking, sweating and giggling hysterically at the whole situation). I hit base at 7,500 ft asl and was still climbing as I passed over the gap, leaving the paraglider behind after actually out climbing him for a change.

I nearly hit the deck just past the racecourse – I was coming in on final approach at tree height when I flew into another boomer and climbed up to 8,500 ft asl, averaging 5-700 up, while Charlie our retrieve driver watched from the road. That was my last big climb for the day and I eventually landed at Boggabri after waffling around over the town for 20 minutes, lured by the thought of cold beer and getting out of this godforsaken harness.

I'd still like to try it again, but with a more suitable harness and suspended below the base bar. See you up there!





Australia

Goondiwindi Fly-in

28-29 July 2001

All aircraft types welcome for a fun weekend. If HG, PG or gliding, must organise own tow & equipment. Goondiwindi is situated 350km south-west of Brisbane on the QLD/NSW border. For more details ph: Derek Milligan 07 4671 2495 (h), <dmilligan@northnet.com.au>.

WA Hill Flyers Winter Fly-in

14-15 July 2001

Free event, open to all HG & PG pilots. Hill launch from Bakewell, Noondeening or The Range, for either out & return or downwind tasks set on the day. More details on the hotline (08 9487 3258) & <wshgc@listbot.com> or <skysailing@yahoo.com> & during the week before the event, or contact Dave, Rick or Mike at <hillflyers@hotmail.com>.

Rex Comp

11-12 August 2001

QLD. Held at the Rex Lookout between Cairns and Port Douglas. Cost: \$20. Open for both PG & HG pilots. Counts towards the North Queensland Championship. For more contact Bernie Zwahlen on 07 4096 5593, <zwahlen@ledanet.com.au>.

WA Hill Flyers Geraldton Fly-in

1-9 September 2001

Free event. Great flying at the local Geraldton sites & along the beautiful Chapman Valley. Local accommodation available at caravan parks at the entrance to Chapman Valley. More details on the hotline (08 9487 3258) & <wshgc@listbot.com> or <skysailing@yahoo.com> & during the week before the event, or contact Dave, Rick or Mike at <hillflyers@hotmail.com>.

WA Hill Flyers Spring Fly-in

15-16 September 2001

Free event, open to all HG & PG pilots. Hill launch from Bakewell, Noondeening or The Range, for either out & return or downwind tasks set on the day. More details on the hotline (08 9487 3258) & <wshgc@listbot.com> or <skysailing@yahoo.com> during the week before the event, or contact Dave, Rick or Mike at <hillflyers@hotmail.com>.

Gillies Comp

29-30 September 2001

QLD. Held at the Gillies Lookout on the Gillies Range. Cost: \$20. Open for both PG & HG pilots. Counts towards the North Queensland Championship. For more contact Bernie Zwahlen on 07 4096 5593, <zwahlen@ledanet.com.au>.

2001 Master's Games

5-14 October 2001

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 02 4921 3804 (w), 02 4942 3131 (h), <William.Olive@hunter.health.nsw.gov.au>.

St Bernards Canungra HG Classic 2001

13-20 October 2001

Canungra, QLD. Registration 12th. 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].

Canungra Cup 2001

3-10 November 2001

Canungra, QLD. A short drive from Surfers Paradise & an hour from Brisbane, Canungra is the epicentre of foot-launched free-flying in Queensland. The proximity of the Gold Coast (with its almost unlimited tourist attractions), & the superb flying in & around Canungra has seen the region become a popular flying holiday destination for people from all over the world. The Canungra HG Club invites PG pilots to participate in the 2001 Cup. This event has AAA sanction by the HGFA, Category 2 status by CIVL & is the first sanctioned PG event of the Australian season. Entry fee incl. maps, competition T-shirt, presentation dinner, site fees for the duration of the event & the chance to win up to 450 national ladder points each day. All this for only \$150 if your registration & entry fee are received before 30 September 2001. A \$30 late fee applies to all entries received after 30 September. The \$5 HGFA competition committee levy is not included in the entry fee & will be collected from all pilots at the event. Following the success of the organised retrieve system in last year's event, a similar system will be operating this year if there is sufficient interest amongst participating pilots. The cost of this package is \$160 for the eight day event. To reserve a place in the organised retrieve system, notification must be made on the registration form & payment received before 30 September. For pilots new to comp flying we also be offering a series of workshops to enhance comp flying skills. These workshops will run throughout the week & incl. on-hill briefings, post-flight analyses & hopefully contributions from the leading pilots. They are free of charge to all pilots flying in their first comp. Expressions of interest have to be incl. on the

registration form. For more information about the comp or Canungra visit the web site [http://home.iprimus.com.au/plenderleithm/canungracup/], email <canungracup@hotmail.com> or ph: Keith Allen 0412 255 879.

Australian Open HG Championship

29 December 2001 - 5 January 2002

Deniliquin, VIC. For details contact Tove Heaney 0419 681212, <chggpc@goulburn.net.au>.

(See back page of this issue – Production Ed)

Australian National HG Championship

8-16 January 2002

Hay, NSW. For details contact James Freeman 0419 129234, <jfreeman@tassie.net.au>.

Corryong Cup

12-19 January 2002

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

Bogong Cup

20-27 January 2002

Mt Beauty, VIC. (Monday, 28 January is a public holiday.) For further details contact James Freeman: 0419 129234, <jfreeman@tassie.net.au>.

Overseas

UK National Hang Gliding Championships

2-11 August 2001

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 [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>.



Mountain Soaring Tips

Ridge Running

GAVIN WILLIS

The truth was that even before the canopy blew off, Jeff and I were not doing well. Struggling below the ridge crests we seemed unable to get “up on the step” to absorb the ridge’s energy and to keep moving on. It was teaching us patience and determination; common lessons for soaring pilots, racing gliders in the mountains.

One particular mountain pass crossing had set us up for a fast run south. But it was an advantage we squandered even before the Mayday calls went out.

We approached the unnamed pass from the leeside following a subsidiary ridge leading to the main range. Maintaining energy (80kt and full ballast) but below glide slope, we plugged into wind and descending air, until we met the main range and turned toward the pass which was 100ft above us and half a kilometre away. Then, beneath the rotor with rocks off our right wing and heavy sink to our left, we gently climbed the leeward slope. At the last minute and using our excess energy, we punched up through the rotor and rolled right and into a 20kt headwind. We had crossed the pass and climbed in powerful lift. It felt great!

Scraping over mountain passes against strong headwinds, is a speciality of the experienced mountain pilot. There are many tricks but only one rule. That rule is: **Don't Hit The Hill.**

Here are some of the tricks:

Know the wind. Be aware of the sun and try to approach the pass up a subsidiary ridge or leading spur. Imagine the wind swirling around and over the pass towards

you and along that leading ridge creating little areas of convergence. Notice where the sun heats the ridge or where its shape may shelter and encourage thermal activity. Use these scraps of lift to maintain energy, keep an escape route clear and have Plan B in case you don't make the pass. See Figure 1.

I am often asked how close one should fly to the hill to gain the best lift. “Close enough to see the tussocks blowing” is often my tongue-in-cheek reply. Because I love to fly in close, swooping around the rocks and basins and popping over ridges, I sometimes soar closer than one really needs to be! But if the winds are light and the grasses barely moving you have to be within a wingspan or two to read their motion and to take advantage of the weak lift. Further out there may well be nothing.

Flying in close is like driving a car onto a narrow bridge. One looks at the space ahead and never at the bridge sidings. Likewise in the air look ahead and plan your glider's route to swoop the delicious mountain's curves.

Distances off the hill are not judged by the size of the sheep's eyes rolling but by ones subconscious use of parallax principles and the relative movement of the scenery ahead.

Practice flying closer to the mountain on a calm day. Contour fly the slope slowly but with 10kt added for mother. Fit your glider into the spaces made by the mountains for your enjoyment and revel in the scenery flashing past. Be careful if the hill is bubbling because your outside wing flying into a thermal can initiate an alarming tilt toward the rocks. Mother will thank you then for the control brought on by her extra bit of speed!

The fastest route along a windy mountain ridge is at the ridge's crest. Here the wind velocity may be five times greater than the winds above or below the edge. If you are really in a hurry, use surges of lift to build speed rather than altitude. If a ridge is working from low down it is generally fastest to climb gently on track until the crest is reached and then accelerate to stay there.

How do we know if a ridge is working before we get to it?

Know the wind all ways! Understand how the terrain will interact with the wind at every level.

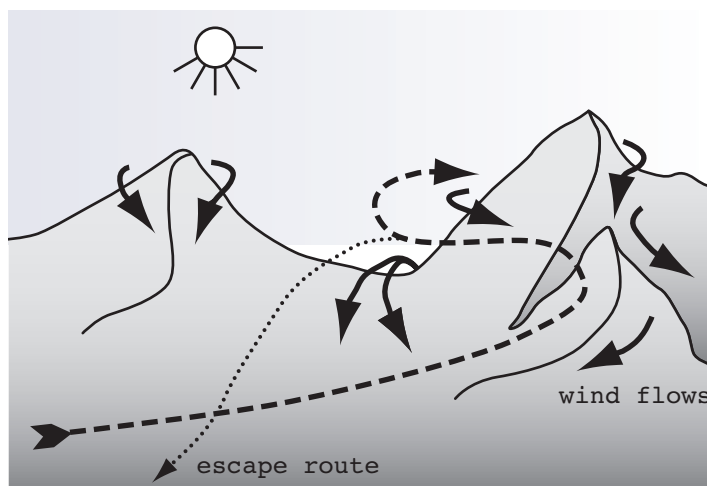


Figure 1

The glider follows the subsidiary ridge toward utilises local heating and convergences to mai

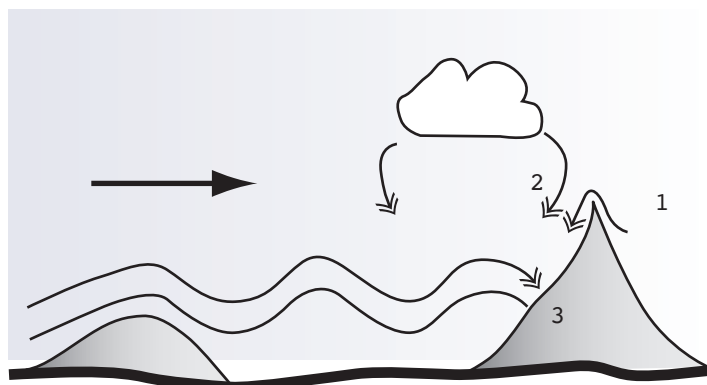


Figure 2

Three possible reasons why Billy Walker's Rule 1. There is a wind change on the hill (converg 2. A thermal is dumping on the hill (lift in t 3. There is a local wave triggered by an upwin (lift upwind)



Unless the wind is so strong as to be blowing dust, snow or small trees off the ridge tops cloud shadows may be the best indication of wind on a mountain ridge. Cloud shadows climbing a mountain face ahead always puts a tingle of anticipation up my spine. Remember however that cloud shadows are indicators of the wind at cloud base and may not always relate to the ridges below.

How low can one join a mountain ridge?

That depends on a lot of things, including how desperate one is! Some daring pilots have climbed away from a couple of hundred feet when others landed out or, worse still, crashed.

The direction and strength of the wind on the valley floor will indicate if the lower mountain slopes are working. The indicators will be seen on water, from smoke, dust, trees, mother's washing or from a friendly windsock. For the hill to be working very low down, the wind has to be blowing onto it and not around it. Upwind, there should be no obstructing terrain, nor nearby thermals dumping.

Which brings me on to Billy Walker's rule, which is "If you fly onto a hill slope expecting lift but encounter sink then immediately fly away at a right angle". It does sound reasonable but it is surprising how long one can scratch around on a slope that one thinks should be working when the only thing climbing is the valley floor. The reasons why Billy Walker's rule works so often are illustrated in Figure 2.

Things settled down for Jeff and I after the Maydays went out. We were able to retrieve the canopy and hold it half shut while we thermalled back up the mountain face and limped home to Omarama. Bottom placing on the first day was not an auspicious start to our National competition.

Later the Schemp Hirth factory voiced surprise that the Duo's canopy had not torn from its hinges like it's designed to do. We, on the other hand, voiced surprise that the catch could have worked open in flight, but the factory said they had never heard of that before. Now we use rubber bands to keep the latch shut and recommend other Duo Discus pilots do the same!

Happy ridge running!



Editor's note: Geologist, mountain and river guide, avalanche forecaster and bush pilot, Gavin has been flying gliders since he was 10 years old. He now operates a mountain soaring school at Omarama, New Zealand where he introduces visiting pilots to the mountains he loves and knows so well. Details [www.GlideOmarama.com].

FAI Report – to 25 May 2001

A Certificate

LEARMONTH Matthew	10532	Adelaide Uni
CAMPBELL Sean Colin	10534	NSW AIR TC
HODGSON Lee Christian	10536	NSW AIR TC
COLLIER Brett Andrew	10537	Adelaide Uni
CHRISTIE Mark L Kenrick	10542	Boonah
TOMLIN Kristian Keith	10543	NSW AIR TC
SLATER Christopher John	10546	NSW AIR TC

B Certificate

WILLEY Adrian	10487	NSW AIR TC
ARANIBAR Diego	10482	NSW AIR TC

A and B Certificate

OWEN Timothy L Harman	10545	NSW AIR TC
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C Certificate

MCGRATH Aaron James	10461	NSW AIR TC
EDGE Daniel Thomas	10377	NSW AIR TC
ROBJOHNS Anthony Peter	10399	Adelaide SC
MCGUIRE Jeffery Robert	8128	Lake Keepit
HUGHES David Michael	10519	Darling Downs

A, B and C Certificate

HOLDER Anthony Paul	10533	Bundaberg
MASON Kathleen Beryl	10535	Bathurst
FLOCKHART Douglas G	10538	Kingaroy
BARKER Andrew Craig	10539	Darling Downs
BOREHAM Peter Leonard	10540	Mangalore

A, B and C Certificate continued

TOM Gregory Douglas	10541	Kingaroy
PEAD Kyle Jared	10544	Central Qld
KENNEY Charlie Robert	10547	Central Coast

Silver C

EDGE Daniel Thomas	4361	NSW AIR TC
BADIOR Neville Robert	4362	Gympie

Diamond Goal

CABAN Frederick Athol		Lake Keepit
-----------------------	--	-------------

Diamond Distance

RUDDOCK Derek Allan		Southern Cross
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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

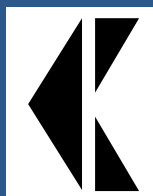
Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

Ph: 02 6231 4121

Email: poboxw48@dynamite.com.au



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NCC News

MILES GORE-BROWN, *Chairman*

This is the first report for this season on NCC issues. For those interested, the minutes of the pilots' meetings from the NSW State Championships and the Gulgong Nationals can be seen on the GFA web site. In addition, the analysis of the Nationals Pilot Survey conducted at the Gulgong Nationals can also be viewed on the GFA web site. This shows some very interesting results.

Throughout the past soaring season I have been working hard to implement those policies agreed upon by the Sports Committee and NCC. In addition, some of you will be aware I have been very active at competitions trying to determine what changes pilots would like to see at our future competitions. There are a lot of issues to cover this year, and I hope that we will see further progress in areas such as the scoring system, supporting the growth of 18M Class and promoting the Junior Coaching Program.

In this issue of NCC news I intend to cover those areas raised at the Gulgong National Pilots' Meeting which have been further carried forward to the NCC and Sports Committee meeting held in May. Also, Club Class topics raised at the NCC meeting will be covered. Decentralised Competition (DCC) and Baron Hilton Cup issues will be the subject of a separate article at a later date from the Convener of the DCC, Chris Stephens.

With reference to the "FAI" Nationals and Club Class Nationals it has been suggested that the names of the respective National competitions be changed. This has been raised as Club Class has been incorporated as a FAI Class. In the past, the inference to FAI Nationals has covered Standard, 15m, 18m and Open. It is proposed that Club Class will now also fit into the "FAI" Nationals. As such, until it is determined as to how we name each of the individual Nationals, I will use the term FAI to cover all classes, unless otherwise mentioned.

The pilot survey which was conducted at the Gulgong Nationals proved to be a very valuable compilation of views and suggestions: many of the suggestions will be considered for future Nationals. One of the main issues that came out of the survey was that pilots requested the Nationals be held at, or as near as possible to, the prime period of the soaring season. January was mentioned by the majority of pilots to be the best time from the point of view of weather and the availability of holidays.

As such it has been planned to hold the next nationals at Narromine from the 13-25 January, 12 January being the unofficial practice day. As with all competitions, getting plenty of volunteer workers is always a problem. In the survey I asked pilots whether they would be available to assist in the running of competitions – the majority of pilots said they would assist. It will be necessary to request the assistance of pilots at the next Nationals.

Many of the issues raised at the Gulgong pilots' meetings were as a result of issues collected from the pilot survey. Several of these issues were further raised at the NCC and Sports Committee meeting held in May. The main issues are detailed below:

FAI Nationals Scoring System (except Club Class):

It was decided last year that an analysis of the current scoring system was necessary. A scoring committee was formed, Tim Shirley agreed to be the chairman of that committee.

The aim of the committee was to decide what the philosophy of the scoring system should be and decide on an alternative: either a revised system based on the current scoring formulae or a completely new system. The main suggestion from the pilots was that the scoring system should be simpler and more appropriate to today's competition flying.

As a result of the efforts of Tim, and members of the committee, it has been decided that a proposed simpler scoring system will be run in parallel at the next Narromine Nationals. Tim Shirley will address the proposed scoring system at a later date. It has also been decided that a meeting will be held at the Narromine Nationals to discuss the proposed scoring system in detail. This meeting will be held about half way through the competition after sufficient competition days have been flown and scored with the proposed system. The meeting will be held separate from the normal pilots' meeting and chaired by Tim Shirley.

In addition, the devaluation time interval will remain at the current two-and-a-half hours. Devaluation will be on the agenda for the scoring system meeting. It has been determined by analysis that devaluation could be removed entirely – Club Class have been operating without devaluation very successfully.

Assigned Area Task

It has been decided that AAT (in addition to the Fixed Task) will be used at the next Narromine Nationals without exception. This method of tasking has been widely accepted and proved to be very successful. It also allows classes to be tasked and flown together with ease.

Garmin Tracklog

The issue of using Garmin Tracklog as primary verification for the FAI Nationals (except Club

Class) has been raised again. This issue has been raised as many pilots felt that the expense of acquiring an IGC-approved logger was prohibitive. However it has been shown, in detail, that it is relatively easy to "cheat" using the Garmin tracklog.

The current rules will apply, as the Garmin device is not secure enough to be used as a primary means of verification, however the Garmin will continue to be acceptable as a backup means of verification.

18 Metre Class

The Gulgong Nationals saw for the first time an 18m Class being incorporated as a separate class. However the numbers in the class were very small. To improve the numbers it was decided to combine the 15m and the 18m Class together. The two classes were tasked and scored together, as well as separately.

It has been decided for the next Narromine nationals that some gliders with wingspan greater than 18m such as the Nimbus 2, Janus, Kestrel's and the new generation two-seaters such as the Duo Discus will be able to compete in the 18m Class. A list of those gliders acceptable to compete in the 18m Class will be published in the near future. The philosophy behind this decision is that the 18m Class needs to be established as a class. At this stage the number of 18m gliders in Australia is insufficient to sustain a class of its own. However there are several gliders which can compete in the 18m Class that would otherwise be out-performed if flown against the current competitive Open Class gliders. Allowing these other types of gliders to compete is also an attempt to attract some of these older generation gliders to fly in the FAI National Competitions and still be relatively competitive. In addition, it is hoped that some club two-seaters such as Duo Discus and Janus will participate, increasing the entrants and general interest in the FAI Nationals.

As a result of allowing gliders with wingspans greater than 18m there have been some suggestions that we may need to give the class another name. Until the 18m Class has sufficient numbers to maintain a class on of its own then these gliders will be allowed to combine to fly in the 18m Class. This is an issue that can be raised at the next Nationals, depending on general feeling amongst pilots.

Start Points

There has been concern that restricting the location of start points to ground features has limited the location and numbers of acceptable start points. This mainly becomes an issue when there is insufficient ground features evenly distributed within the 20km radius of the airfield. In an attempt to reduce this problem it has been decided to use GPS reference points where acceptable ground features cannot be estab-

lished. The GPS reference points will be placed as close as possible to an identifiable ground feature but will also be placed in a location that provides an acceptable distribution of start points.

GPS reference start point will not be used at Narromine, as there is a well established set of start points.

Free Entry for Young Pilots

Pilots at the Gulgong Nationals voted unanimously to implement the "free" entry fee for under-25 pilots entering their first FAI Nationals (except Club Class). The NCC and the Sports Committee ratified this.

Free entry has been available up until this time but it has not been very well known. In the past, companies such as Chamberlain Insurance have sponsored young pilots in their first Nationals. At this stage there are no sponsors to provide the free entry fee for the under 25 pilots. Until such sponsors are found the free entry fee will have to be collected from the other competing pilots. However, it is hoped that some sponsors will eventuate before the Narromine nationals. For those pilots in New South Wales the "Uncles" fund is available.

If you are a young pilot from NSW then apply to the Uncles fund for sponsorship of your entry fee. If anybody knows of a sponsor who may be interested in promoting young pilots at our Nationals then please let me know.

Club Class

At the Gulgong pilots' meeting it was suggested that representation be made to the Club Class pilots requesting their attitude to the possibility of a combined Nationals event, ie inclusive of all FAI (now including Club Class) classes.

The general feeling amongst the FAI pilots is that a combined event is possible and maybe an advantage to both groups. However, the only reservation is that if the numbers at a combined event become too large then it may not be feasible to hold such a combined event.

This issue will be raised at the next Club Class Nationals for further discussion.

It has also been suggested that set tasks should be introduced at the Club Class Nationals. The rules allow such tasks to be set, however POST has been the preferred method of tasking for many years. This issue will be raised at the next Club Class National pilots' meeting before a decision is made to change the current task setting policy.

Handicaps

The issue of handicaps is applicable to all classes. Currently there is a different handicap system used for the Club Class Nationals, Decentralised Competition, and the League 2 event at the FAI Nationals.

It has been decided that the handicaps for all three events need to be updated to reflect

the type of gliders being flown in competitions. In addition, a revised handicap list will be used to determine which gliders with wing-span over 18m will be allowed to fly within that class.

The British Gliding Association has just published (in S&G) a new handicap list, which will be used for BGA competitions. It is highly likely that much of the work done by the BGA to establish the list will be of value in determining an updated list for our competitions.

Maurie Bradney has volunteered, with the help of other pilots, to investigate and revise where necessary the current handicap list for the three different competitions.

A new list of handicaps will be published before the beginning of the 2001/2002 soaring season.

NCC Web Site

At this stage the NCC web site has not been active this year. I have found the site to be user-unfriendly. I am in the process of trying to establish a new web site so that NCC issues can be on the open forum again. I will advise when this site is up and running. This will be in place as soon as possible. I recognise that the existence of the web site is fundamental to keeping good communication amongst those interested in NCC issues.

Junior Coaching

This is not really related to NCC business except to say that juniors out there are going to be the future competition pilots and national champions. As such, I would like to encourage all junior pilots to become interested in the programs that will be put in place. These programs will be aimed to help the further development and skills of our junior pilots and eventually the development of our sport.

Applications have been requested for the dedicated courses on offer by George Lee, and the Narromine Junior Coaching week. I hope both of these events will be well subscribed. Applications close for positions on George Lee's course at the end of July.

Nationals Ranking List

A ranking list will be published in AG before the next soaring season. There has been discussion within the NCC and the Sports Committee that it may be prudent to have a combined list as well as a separate list for Club Class. A list will be published based on a continued two year rolling period. I will update on this issue in the coming months.

NCC Chairman

I have been elected as the NCC Chairman again for the coming year. If you have any ideas or issues you wish to raise then please do not hesitate to make contact with me via email <mgbjp@gol.com>.

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GFA Airworthiness Directive

GFA AD 136 – Issue 3

Type affected: Standard cirrus all variants, all serial numbers.

Subject: Fatigue life limits on the l'Hotellier coupling balls in the air brake circuit.

GFA Airworthiness Advice Notices

GFA AN 107 – Issue 3

Type affected: PW-5 Smyk.

Subject: Miscellaneous airworthiness information.

GFA AN 155 - Issue 1

Type affected: ASH-26E

Subject: Optional installation of new propeller.

GFA AN 156 - Issue 1

Type affected: Discus 2A and 2B.

Subject: Optional installation of new wingtips with winglets.

GFA AN 157 - Issue 1

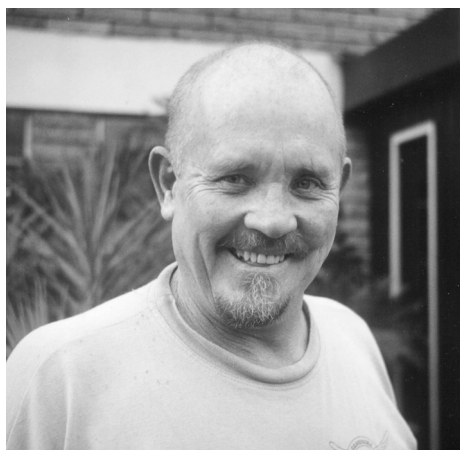
Type affected: Ventus bT, all serial numbers

Subject: Optional installation of:

- (a) Fuel shut-off valve control;
- (b) Fuel tank locking device.



HGFA General Manager's Report



I have great pleasure in welcoming Damien Gates (more commonly known as Tex) as the HGFA National Site Development Officer. Tex is a Brisbane based hang glider pilot and prime mover in the Dalby Hang Gliding Club. He has taken on the Active Australia Site Development project, which includes the mammoth task of developing site access agreements with the various government bodies (such as National Parks, Councils, etc.) and developing a landowner package for private site owners. I ask that clubs support Tex wherever possible. He is currently developing a NSW site database and will soon be expanding it Australia wide. Where clubs are concerned that visiting pilots may impact on site tenure, site information will be kept confidential.

Wake-Up Call

The "Wake-up Call" letter from Jeremy Torr in the May AG/Skysailor raises some interesting points. Jeremy and I have agreed to disagree on various issues in the past; though Jeremy has always chosen not to enter into a battle of wits with me (he recognises an unarmed man when he sees one). I agree with his closing comments that to break up the HGFA would be a backward step, given that member numbers are down to a critical level now and can barely support the services members expect. On reading the "Wake-up Call" it occurred to me that the role of the HGFA was largely misunderstood. It is a shame that Jeremy didn't stay on the Board a little longer to gain a better understanding of our National body's purpose.

I applaud the Sky High Club Committee for fulfilling the needs of the club members. The HGFA relies on clubs to encourage new pilots, run events and attend to site maintenance. I am the first to admit that the national body hasn't given clubs a great deal of guidance in doing this in the past, mainly due to limited resources. Hopefully the Active Australia club development project will begin to remedy this situation.

I believe that the HGFA Board are committed to fostering our sports' development in what are hard times for all sports, particularly adventure and aviation sports. The prevailing litigious climate certainly doesn't help; neither does the increasing trend for "convenience recreation". We pilots know that the considerable time and money that our sports require provide great rewards, though many people nowadays just can't spare the time or the money.

As I see it, the average pilot just wants to go flying with his or her mates and have some fun. In doing so he/she wants the club to provide a focus for flying, offer assistance where necessary, and secure sites. The national body has to ensure that members can enjoy flying with the least amount of hassle from regulators,

provide insurance to be able to access sites, and do so for a reasonable cost.

The HGFA must have a strategic plan to ensure that all essential project areas are addressed and to ensure that the money is available to implement these projects. To demonstrate this, I provide some comment on each of the key result areas of the HGFA plan.

Sites

Though Clubs and regional organisations carry out the bulk of site establishment and maintenance, the HGFA has funding available to be lent to clubs to secure sites. The current Board are seeking to increase the amount of this lending. We rely on the interest income generated by reserve funds and therefore must ask clubs to pay interest on site loans, though the rate is well below what is available through a lending institution. Our Active Australia Site Development project is working to secure ongoing access to more sites.

Safety

The HGFA is contracted to CASA to set standards in training and operation of our aircraft, and to foster compliance with rules and regulations. A large degree of my time over the past eight years has been spent negotiating with CASA to increase, or at least maintain, our operational freedom. The HGFA leads the way in training systems and procedures, within Australian and international air sport. Over the last ten-year period the number of student injury accidents has reduced from around twenty per annum to two or three. It is indicative of our litigious society that though the number of injury accidents has reduced by such a degree; the number of claims against our insurance has not.

Organisation and Management

HGFA members reap the benefit of dedicated and conscientious employees. Despite some glitches with the restructuring of our administration, now that Margaret Crane is back full

time we are again providing cost effective and efficient service to members. Given the broad range of administrative and regulatory functions we must provide, the HGFA administration provides excellent value for dollar.

Communication

The current HGFA Board have implemented major changes to the HGFA web site. As always, HGFA Board minutes are available (either on the website or from the Tumut office). I find the criticism of past Board's lack of communication with members to be somewhat misplaced. From my experience most members are just not interested; though nevertheless meeting minutes have been distributed to clubs and members on request. The magazine remains the most contentious of our communication tools, as it has been since I first became an HGFA member. The current Board have formed yet another sub-committee to address magazine concerns. They will be taking member feedback into account and aim to provide a cost-effective magazine that will satisfy the majority of members (though I am not convinced that the current magazine doesn't do this already). Hopefully we will not lose Board members over the magazine this time.

Membership

For many years HGFA Board members have grappled with ways to increase (or at least sustain) member numbers. The current Board have identified that "entry-level" competitions should be a focus rather than "elite" competition. I believe that we must foster competition at all levels; we spend a very small percentage of our budget on competition. The Grand Prix Series video was a long-term investment that may yet reap benefits through public exposure to hang gliding. The current Board are adamant that any future series will be fully sponsored, with no cost to the HGFA. Nevertheless it is apparent that the video production remains a sore point with some members.

Medical Requirements for Passenger Carrying Endorsements

Again I remind members that there is no need to send details of the medical examination for passenger endorsement to CASA. A Medical Certificate from CASA is not required – all that is necessary is for the Medical Examiner to sign and stamp the HGFA application form. The form can then be sent in to the HGFA National Office to enable the endorsement to be issued or renewed.

Towing Fatality in New Zealand

A 45-year-old New Zealand hang glider pilot was killed recently when towing behind a car. Apparently the release did not function correctly and the pilot lost control of his glider. No other details are available at this time. This highlights the need to have a reliable release, and the need to carefully check it before every flight. Additionally, a readily accessible hook knife is mandatory for all towing operations.

Accident Database

I seek an interested member to assist in the entry of accident reports on to the HGFA accident database and to work with the Safety & Ops Committee members and me to determine trends for the purpose of increasing safety. Please give me a call or send an email after 13 July if you can assist.

Accident Reports

There are few accident reports coming in that warrant passing on. However, the following two reports demonstrate the need for low airtime pilots to be conservative in their flying by maintaining safe margins, both in ground clearance and airspeed. Please keep the reports coming in, once I get someone to give me a hand we will be able to provide some stats from the database and get a better picture of how we are going with our eternal aim to improve safety in our sports.

No 1

Pilot: Restricted HG pilot
Experience: 8.5 hours
Hours previous 90 days: 2.5
Hours on craft: 4
Aircraft: Floater type hang glider
Damage: Broken leading edge and minor sail damage
Weather: 6-10kt, light turbulence
Location: Inland mountain site
Pilot Injury: Sprained wrist and dislocated finger

Description:

The pilot launched in smooth air and made a slow flat turn to follow the ridge line. Near to the end of the turn a wing rose sharply and turned the glider into the trees. Without time to turn away, the pilot flared into the low trees and the glider fell nose first to the ground.

Comment from the pilot:

"Just before launch I noticed a tree at the bottom of the slope begin to move violently, indicating a moderate thermal. A short time later I learnt the hard way what thermals like to do to novices close to ridges."

No 2

Pilot: Restricted HG pilot
Experience: 2.5 hours
Hours previous 90 days: not known
Hours on craft: not known
Aircraft: Floater type hang glider
Damage: Broken leading edge and minor sail damage
Weather: 2-5kt, nil turbulence
Location: Inland mountain site
Pilot Injury: Scratches and bruising to legs

Description:

Flying an inland site with a long glide out to the landing, the pilot stayed too long in the launch vicinity and on heading out to land was unable to reach the landing area, landed in a tree and fell to the ground.

Comment:

The nature of this site is that if no lift is found soon after launch it is necessary to head out to land early, particularly in a low performance hang glider or a paraglider.

Fly safely,
Craig Worth

Position Vacant

Club Development Officer NSW

The HGFA is seeking pilots interested in a short term, part-time contract to support the Active Australia initiative working under the guidance of the General Manager and National Development Officer.

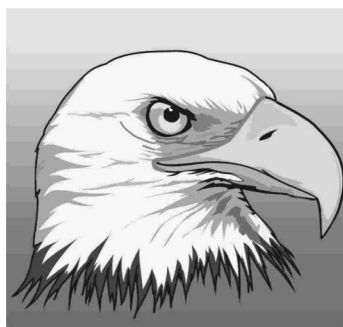
The successful applicant needs to demonstrate skills in:

- Sports administration and development
- Club management and development
- Sound written and oral communications
- General awareness of the sports aviation environment

Applicants must be motivated, goal oriented and be able to work well under distance arrangements, providing support to the clubs in your area.

Applications complete with an up to date resume and references should be forwarded to the HGFA General Manager, PO Box 71 Hallidays Point NSW 2430 to be received no later than 5pm Friday, 28 July 2001.

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Victoria



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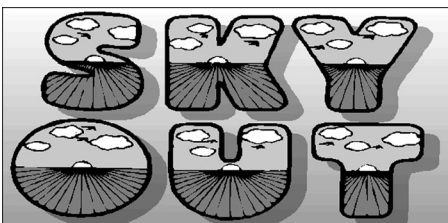
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GFA Soaring Calendar

The GFA Notices

Closing Date Second Round Papers:
24 August 2001

GFA Executive Meetings

11-12 August 2001

GFA AGM/ACM

22-23 September 2001
In Sydney, venue to be advised.

Queensland State Comps 2001

29 September - 6 October 2001
Held at Kingaroy S.C. Practice day: Saturday, 29 September. Comp days: 30 September to 6 October. Final dinner: Saturday, 6 Oct. Contact: Lisa or Frank Turner 07 3378 3302 (h) or email <LisaHDK@hotmail.com>.

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 - 25 January 2002

To be held at Narromine.



You have Mail

EMILIS PRELGAUSKAS

One of the things the majority of we human beings do poorly, is the ways in which we communicate – irrespective of the technologies available to us. This comes about because words mean different things to various people, and what is said is often not ‘heard’ in favour of what is already in the receiver’s mind.

And with the diversification of ways and means, from phone to fax to snail mail and email, the sheer flood of words itself then becomes one more contributing barrier.

Within this foreground and background babble, opportunities can either be grasped or foregone. Not surprisingly, more often the latter occurs.

Some years ago through the efforts of Jim Barton I became custodian of the original film stock from which ‘Zulu Romeo – Good Start’ – the record of the 1974 World Gliding Championship – was made.

The Waikerie Gliding Club was keen to have a copy for its own records, others were similarly minded, some others again thought there to be good vision within the footage suitable for use in gliding promotion. Efforts were put in hand to get the lot copied.

Commercial copying was found to be prohibitively expensive for amateur sport, as the reels of film stock involves some 20 hours of film. Sport connections with hopefully the technical means were tried, but with the widely dispersed people needed to be involved, never were all the component pieces got together to transfer the film to current copying and projection means. The film today still sits in cool store awaiting a future opportunity to be put to use.

One of the barriers is the film format, not loadable to the usual home projection equipment. To the band of project activating people in gliding, this remained a running sore.

Other film of historic value (50 years old) is in home projection format and has been

transferred to video as one of a running series of projects of things of interest and value which need doing, and yet are not part of the core business of the sport.

The potential to go to more permanent digital storage is also being explored. This involves communication between a large range of involved parties – those who burrow for, and capture, things important in the wider scope of the sport, those with the historical knowledge to put a context on the find, and those technology whizzes with the hardware, software and the will to make things happen. Everyone needs to be on board before the thing can come together.

It isn’t a surprise that getting such projects together has more misses than hits.

To show how communication can work in gliding’s interest, the anecdote follows from Beverly Matthews.

She was chatting to a Probus club meeting about the difficulties of getting 16mm projection equipment. One codger, not involved in the discussion, but listening in, next day in a radio ham chat mentioned the dilemma to a wider audience. The other end of the conversation happened to be clearing out his shed, with yes, a spare 16mm projector.

So by diverse highways and byways we may shortly yet get the original film stock into a more modern format for conversion, history preservation, and future promotional uses.

There is more mundane evidence of the positive outcomes of accidental good communication.

One gliding club decided to forego its annual camp for the current year, predicated by inadequate crew to man the camp, particularly to move the launch equipment from home to the remote base. About the same time another club was likely to also forego its annual camp for lack of launch equipment at the location, although it had plenty of eager people wanting to go to fly.

By a mutual exchange of calls, two gliding clubs may yet combine their efforts, one supplying the launch equipment, the other the people to move it and add enough use for it to justify the trip. Beyond not losing this year’s camp, the collaboration also keeps in place positive activity which, if put into recess, might never become reactivated.

Or we could just decide to stay at home and not talk to one another. Then we could in comfort bemoan that nothing ever gets done in the sport.





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CLASSIFIEDS ARE NOW FREE OF CHARGE to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted. Classifieds are to be delivered directly to the sub-editor, by email or post, not by phone. The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings. When submitting a classified remember to include your contact details (for perspective buyers), your HGFA membership number (for membership verification) and the State under which you would like the classified placed. (Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

Hang Gliders & Equipment

New South Wales

Airborne Fun 160 nov, GC, low hrs, spare DTs, \$2,800. Possible delivery. Ph: Kath 02 64562785 (w); 02 64561590 (h); 0427 220764 (m); <gonegliden@ozemail.com.au>.

Airborne Fun 190 nov, 40 hrs, VGC. Some marks on sail but no scuffs or patches. New Jan '01. \$3,400. Ph: Jason 0419 997196 (Newcastle); <5djason@usa.net>.

Airborne Sting 154 int, great colours, one owner, excellent first glider, \$1,200 ono. Ph: Rod 02 49347917 Newcastle.

Airborne Shark 156 adv, less than 20 hrs, 1 yr old. As new cond. (of course!). Telly tubby purple/air-sea rescue orange US, white MS. Suit new buyer. Handles sweetly (overcame feeble pilot input to gain 3rd place in B-grade in the State Titles). Must sell due to building commitments (ransomed to the interest rate). Price: make an offer. Ph: 'headwind' Harry Docking 02 66854181.

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Airwave V2 tandem glider, blue LE, white sail, GC, flies great. Tandem or solo for heavier pilots. Saving for a house, reluctant sale \$2,800. Ph: Monty 0403 495802.

Explorer Powered Harness approx. 30 hrs airtime, red/black, timber prop, suit pilot 5'6"-6'2", EC, \$4,200 ono. Ph: Mark 02 66511167 Coffs Harbour.

Mosquito Motor Harness flown only twice, less than 1 hr airtime, as new cond., \$4,500 ono. Ph: Peter 0414 424767 (Sydney).

Moyes Sonic 165 int, blue/black US, VGC, speed bar, 2 spare DTs, \$2,500. Possible delivery. Ph: Kath or Lee 02 64561590 (h); 0427 220764 (m); <gonegliden@ozemail.com.au>.

Moyes Sonic 165 int, black/grey, speedbar, less than 5 hrs old in immac. cond. Lazer helmet, large, carbon/blue, speaker & mic, brand new cond. Danny Scott 'Racing' harness, suit under 6' approx. Will deliver Newcastle to Nowra region. All for \$3,500. Ph: Josh 0438 448037.

Victoria

Moyes CSX5 adv, as new cond., low airtime, white Power-Rib TS, red/white US. Flies extremely well, suit pilot wanting topless performance. \$3,850 or best offer. Ph: 03 97621364.

Queensland

Airborne Shark 156 adv, VGC, 15 hrs use, orange/yellow US, folding basebar, spare DT, \$3,600. Ph: 07 55298793.

Moyes CSX 5 adv, perfect cond., less than 100 hrs, 2 spare DTs & XC bag, \$4,250 ono. Ph: 07 49721111 (w); 07 49792392 (h).

Moyes XR 149 adv, 50 hrs, EC, \$3,000 ono. Also, Ford Falcon XR6 sports manual ute, navy blue, 50,000km, immac cond, \$23,000. Ph: 07 33516505; 07 32258380; <jeremy.richards@treasury.qld.gov.au>.

Moyes Xtralite 164 adv, fluoro orange/yellow US, EC, <100 hrs airtime, one owner, manual, spares & spare DT. Suitable for 80-120kg weight range, reluctant sale, \$1,800. Ph: 0419 643900; <jdnathaniel@bigpond.com.au>.

South Australia

Solarwings Typhoon S4 int, great for coastal flying, two spare DTs, for big boys, a little aged, \$250 (that's right!). Ph: Chris 08 83422176; 0411 793692.

Bräuniger AV Competition vario, with barograph. FAI approved with heaps of features, incl. PC cable. Bought new, in pristine cond. Want to upgrade to newer model to integrate GPS. make an offer! Ph: Mark 08 83774570 or 0411 414816.

Paragliders & Equipment

New South Wales

Sigma 4 S, has 100 hrs, most of that in the air with very little groundhandling. In EC, \$2,300 ono. Ph: Janet or Ross 0428 311428.

GOORAMADDA AIR:

For all your paramotor needs. Importer and agent for Delta Sky Paramotors. Dealer enquiries welcome. Contact Jos Weemaes <jweemaes@albury.net.au>, 02 60265658 (h) or visit [www.albury.net.au/~jweemaes].

Edel Energy L DHV2-3, GC, fun coastal glider or cheap XC wing, \$800. Also, Edel Response M DHV2-3, only 12 mths old, 70 hrs, excellent XC wing in EC, \$3,800 ono. Also, Devil-Fly Paramotor by Flyman company, 60-90kg pilot, VGC, only 40 hrs since total rebuild, \$4,500 ono. Ph: Dennis 0413 318879; 02 45742478 (h); <smiddy004@hotmail.com>.

Tandem Paraglider Edel Prime comes standard with split 'A' risers, diagonal cells and rear riser trimmers. Spreader bar incl. with carabiners. This canopy has only 30 hrs & is immac. New \$5,000, buy this one for \$3,850. Ph: Jason 0419 997196 (Newcastle); <5djason@usa.net>.

ACT

FOR SALE:

NOVA X Large Tandem, 4 hours, only \$4,000, new over \$5,000.

NOVA X Ray 22, 75-95kg, 50 hours, \$3,400.

NOVA ARGON 26C, 95-125kg, DHV2-3, purple, as new only 10 hours, \$3,500.

PRO-DESIGN Target Demos 40 (65-90kg) and 42 (85-110kg), special price of \$4,000.

A range of excellent condition secondhand SUP-AIR harnesses from \$600.

SUP AIR cocoon harness, bargain at \$650.

EDEL Hero harness, as new only \$350.

Contact: Peter Bowyer, Australian Paragliding Centre 02 6226 8400; mobile 0412 486 114; email <info@australianparagliding.com>.

Queensland

FreeX Frantic Twin tandem PG, excel. cond, few hrs airtime, \$2,400. Uniden UH056 radio \$320, Bräuniger IQ Basis II \$330. Ph: Martin 07 54457466 or 0417 911407.

Trikes & Equipment

Wanted

Swap boat for trike. Haines V19R, 200 HP Marina & extras. All VGC. Value \$14,000. Ph: 07 40553343.

Stolen

All new FreeX equipment: Large red/black backpack, medium size blue PG with yellow trailing edge, B&W harness with large reserve – all new gear, stolen in Pomona, QLD. Reward offered. Ph: Martin 07 54457466, 0417 911407.

Other

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

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 & Karina Thatcher
PO Box 558, Tumut NSW 2720,
ph: 02 69472888, fax: 02 69474328,
<office@hgfa.asn.au>

Board Members:

Rohan Grant (President, VP & ASAC Delegate) 188 Bathurst St, Hobart TAS 7000, 03 62334405 (h), fax: 03 62243598, <President@hgfa.asn.au>.

Michael Zupanc (Vice-President & CIVL Delegate) 6 Sibyl St, Southport QLD 4215, 07 55325895 (h), 0408 662328; <Vice_president@hgfa.asn.au>.

John Reynoldson (Treasurer)

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

Rohan Holtkamp

RMB 236B Western Highway, Trawalla VIC 3373, ph/fax: 03 53492845, 0409 678734, <Rohan_Holtkamp@hgfa.asn.au>.

Keith Lush

5 Fortune St, South Perth WA 6151, 08 9367 3479, 0418 534434, <keith.lush@hds.com>.

Bill Moyes

173 Bronte St, Waverley NSW 2024, 02 93875114, fax: 02 93693342, <Bill_Moyes@hgfa.asn.au>.

Philip Pritchard

PO Box 734, Beenleigh QLD 4207, 0418 761193, <Phil_Pritchard@hgfa.asn.au>.

Brian Webb

PO Box 238, Bright VIC 3741, 0417 530972, <alpcmp@netc.net.au>.

Rob Woodward

38 Addison Rd, Black Forest SA 5035, 08 8232 5405, 0408 808436, fax: 08 82237345, <rob_woodward@ultimatepositioning.com.au>.

General Manager & Operations Manager: Craig Worth

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

Microlight Public Relations:

Paul Haines ph/fax: 02 42941031.

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

States & Regions

ACT HG and PG Association

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

Hang Gliding Association of WA

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

NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladswood Gardens, Double Bay NSW 2028, ph/fax: 02 93274025, <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

1 Sturt St, Adelaide SA 5000, ph: 08 84101391, fax: 08 82117115; Pres: Stuart McClure 08 82973452, <stuart.mcclure@adl.clw.csiro.au>; Sec: Mark Tyminski 08 83774570 (h), 08 84076621 (w), <marknjan@senet.com.au>; Trs: Rob Woodward 08 82977532, <benchpos@dove.net.au>.

Tasmanian Hang Gliding Association

PO Box 27, Rosny Park TAS 7018; Pres: Craig Semple 0418 520991; 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: Geoff Tozer 03 9586 3208 (w); Sec: Sara Moser 03 98130449; SSO: Rob Van Der Klooster 03 52223019.

Clubs

NEW SOUTH WALES

Blue Mountains Hang Gliding Club Inc

Pres: Peter Burditt 0418 435204, <artisan@sia.net.au>; Sec: Alan Bond 02 98995351, 9 Finchley Pl, Glenhaven NSW 2353; SSO: David Middleton 02 47362605; Newsletter: Michael Reese-Evans; Site Development Officers: Richard Lockhart 0418 130354 & Derek Toulalan 02 47877305. Meetings: Last Wed/month, 7:30 pm, Blue Cattle Dog Tavern, St Clair.

Byron Bay Hang Gliding Club Inc

Pres: Andrew Polidano 0414 843510, <andrew@byron-bay.com>; V-Pres: Brett Cook 02 66876907; Sec: Michelle Batterham 0414 876907, <bips@linknet.com.au>; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Mark Woods 0418 676469; SSO (PG): Lindsay Wooten 02 66854551, 0427 210993. Meetings: 1st Wed/month 7pm, Byron Golf Club. Comp day: 1st Sat/month, ph: Adrian Connor 02 66285997.

Hunter Skysailors

Pres: John Clifford 0438 302033; Sec: Neil Bright 0412 689067.

Illawarra Hang Gliding Club Inc

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

Kosciusko Alpine Paragliding Club

Pres: Roger Lilford 02 62815404 (h); Sec: Lisa Rylie 02 62359120, 02 62359060; SSO: Heinz Gloor 02 64576019 (w), 02 64567171 (h).

Manilla SkySailors Club Inc

[www.mss.org.au]. Pres: Brian Shepherd 02 67852182; Sec/Trs: Felix Burkhard 02 67751050, <felixb@xyon.com.au>; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Godfrey Wenness 02 67856545, Trikes: Willi Ewig 02 67697771.

Mid North Coast Hang Gliding Association

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

Newcastle Hang Gliding Club

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

Northern Beaches Hang Gliding Club Inc

Pres: Sandy Thomson 02 99812019, 0419 250220, <planky@bigpond.com.au>;

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

Stanwell Park HG and PG Club

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

QUEENSLAND

Cairns Hang Gliding Club

Pres: Bernie Zwalen 07 4096 5593; V-Pres: Ken Wright 07 4093 7028; Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586 (h), 07 40512438 (w). Cairns Club have changed as follows:

Canungra Hang Gliding Club Inc

Pres: P. Beard 07 33487150; V-Pres: Shauna Purser 07 6679 3404, <shaunapurser@yahoo.com>; Sec: David Pearson 07 5543 7252; Trs: Fran Ning 07 55773260, <ning@ausinfo.com.au>; SSO: Andrew Horchner 07 38707709, 0412 807516, <afactor@gil.com.au>.

Central Queensland Skyriders Inc

PO Box 1428 Yeppoon QLD 4703; Pres: Bob Pizzey 07 49387607; Sec: 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 Inc

16 Lunga St, Carina QLD 4152; [www.geo.cities.com/sxtex]. Pres: Bob Keen 0409 639770, <smokey@australis.aunz.com>; Sec: Damien Gates (SSO) 07 3901740, 0417 766356, <texdoc@bigpond.com>; Trs: Jason Reid 0418 771400, <jasonr@helpenterprises.com.au>.

South East Queensland Hang Gliding Club

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

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; Pres: Gary Allan 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 5222 8625; 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 97525528; Sec: Scott Barrett

03 59415656, <scottb@cfcl.com.au>, 67 Murphy Rd, Pakenham VIC 3810; Trs: Steve Donehue 03 98733473; SSO: Peter Batchelor 03 97353095; Newsletter & web site: Andrew Medew 03 98904894, 0413 433537, <eastern@vhpa.org.au>; Events: Neil Hooke 03 98424659 & Adam White 03 94583780; Library: Mal Lightbody 03 9850 5837. Meetings: 3rd Wed/month, "Rhubarb Room" The Palace Hotel, 893 Burke Rd, Camberwell (opposite train station).

North East Victoria Hang Gliding Club Inc

[www.home.aone.net.au/gilbert/nevhc.htm] Pres: Bill Graham 03 57501828; Sec: Sarah Nicholas ph/fax 03 57551040; Trs: Gavin Hanlon; SSO: Karl Texler. Meetings: 1st Thu/month, Alpine Hotel, Bright.

Sky High Paragliding Club

<skyhigh@vhpa.org.au>; Pres: Hakim Mentès 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

[http://fly.to/southernx]; Pres: Gary Clarkson 0419 319948, 34 Rose St, McKinnon VIC 3204. Meetings: Last Wed/month.

Southern Microlight Club

Pres: Mark Howard 03 97511480, 0418 533731, fax 03 97511584; V-Pres: Kel Glare; Sec: Ben De Jong; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, various venues.

Western Victorian Hang Gliding Club

Pres: Stephen Norman 03 98536554, <ursula@starnet.com.au>; V-Pres: Glen Bachelor 0419 324730; Sec: Nathan Grieve 03 53673106, 0408 673102; <nathan_grieve@yahoo.com>; Trs: Phillip Campbell 03 53313812, 0419 302850, <campbell@giant.net.au>; SSO: Rohan Holtkamp 03 5349 2845. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

WESTERN AUSTRALIA

Albany Hang Gliding Club

Pres & SSO: Simon Shuttleworth 0407 950536; Sec: John Middleweek 0417 412710, 08 9841 2096, fax: 08 98412096.

Cloudbase Paragliding Club Inc

Club message bank 08 94875253; [www.cygnus.uwa.edu.au/~madmike/paraglid.html]; <cloudbase@paragliding.org>; Pres: Dave Humphrey 08 95745440, 0418 954176, <paradive@avon.net.au>; Sec: Michael Duffy 08 93823036, 0417 923741 <madmike@cygnus.uwa.edu.au>.

Meetings: Last Wed/month 8pm, Sportsmans Association, Woodsome, Mt Lawley.

Hill Flyers Club WA

Pres/SSO: Rick Williams 08 92943962, 0427 057961, <hillflyers@hotmail.com>; Sec/Trs: Dave Longman 08 93859469; 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 9223 2323, <geoff.smith@jhg.com.au>; Trs: Graeme Sharp 08 9445 7044, <GSharp@stothoare.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 9348 4246, <Krista.Gaunt@woodsides.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend, Subiaco.

Deniliquin NSW
Australia

2002

29 Dec –
5 Jan



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