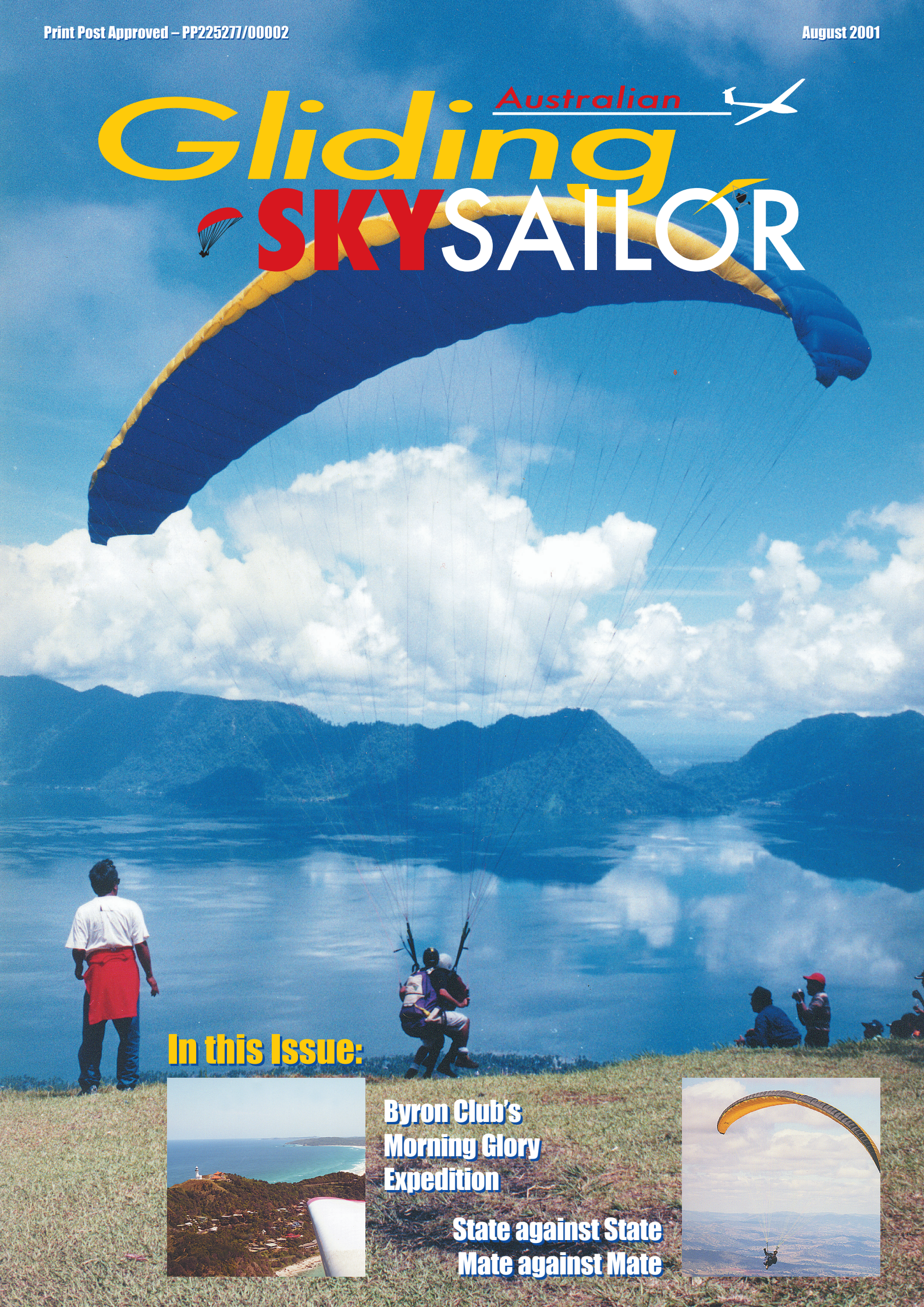


Gliding Australian SKY SAILOR



In this Issue:



**Byron Club's
Morning Glory
Expedition**

**State against State
Mate against Mate**



Official Entry Form



40th Australian National FAI Gliding Championships

Narromine Airport NSW – 13 to 25 January 2002

PLEASE USE BLOCK LETTERS

Pilot Name:

Address:

.....

.....

Phone:

Fax:

Email:

Total Hours:

1st or 2nd Nationals? Yes ☐ No ☐

Crew Chief Name:

Aircraft Type:

Rego No:

Class:

GNSS Logger: Make

Model No

Emergency Contact Person

Phone:

Fax:

Email:

When registering you must show a valid:

GFA Membership Card, Competitor's Licence, Maintenance Release for aircraft, GFA currency requirements for cross-country flying, evidence of Public Liability Insurance cover – a minimum of \$1,000,000 cover is recommended.

Aircraft must be fitted with 720 channel VHF radio.

Please complete the indemnity form and return the entry form with payment of \$280 to Team Narromine, PO Box 240, Narromine NSW 2821, Australia no later than 31 October 2001. Cheques to be made payable to 'Team Narromine'.

NB: Entries made after 1 November 2001, but before 30 November 2001 will be charged at normal entry fee plus 25%. Entries made after 1 December 2001 will be charged at the normal entry fee plus 50%. Credit card facilities are not available.

FAI competition rules are provided on the GFA web page [www.gfa.org.au] or available in hard copy at a production cost of \$10.

Indemnity Form (must be completed)

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

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

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

I enclose cheque/money order for \$280 (per aircraft) entry fee.

Pilot Signature: Date

Office Use Only

Date received Payment received \$ Rules posted

..... Signature

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

EDITORIAL CONTRIBUTIONS AND ADVERTISING

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AUSTRALIAN For all editorial contributions contact:

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VIC 3041, ph: 03 9379 7411, fax 03 9379 5519, email: <secretary@gfa.org.au>.

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The Gliding Federation of Australia, 130 Wirraway Road, Essendon Airport
VIC 3041, ph: 03 9379 7411, fax 03 9379 5519, email: <secretary@gfa.org.au>,
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Articles of unknown origin will not be published. All contributions should be accompanied by the contributor's name, address and membership number for verification purposes.

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

Drawings, maps, cartoons, diagrams, etc. should be in black ink on white or transparent paper.

Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

Advertisements may be submitted in high resolution (300dpi at 100% size) digital TIF or EPS formats.

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Lake Maninjau — Indonesia



There was always a crowd

NIGEL HACK

Recently I was invited to Indonesia by Freex and AntenWisata (an Indonesian travel agency and paragliding instructor). The plan was to represent Freex and promote our favourite sport. It sounded easy enough! The first problem was I only had about 10 days to organise my flight and time off work. The next was to get a new tandem wing delivered from Germany in time.

After a lot of email communication I had all of my travel arrangements finalised. The glider was posing a few dramas though, as it arrived at customs on the Friday morning and I was due to depart on Monday morning at 9am. So after another day on the phone I managed to get the wing delivered to a friend's house late Friday afternoon. He met me at the domestic terminal on Monday morning and delivered me to the international terminal with very little time to waste.

So I was on my way on an unknown adventure in a new country, not knowing really what to expect as far as flying conditions were concerned. Garuda Airlines exceeded all my expectations and with 60kg of baggage I had no problem till I got to Jakarta where they decided it was time I should pay a little excess. This was only about A\$15; "not so offensive" as the attendant told me. It seemed as though it was only a bit of pocket money for him. On the return journey my baggage was checked straight through from Padang to Sydney with no excess.

In Padang I met up with Anwar and Susi (from AntenWisata) and Jacob (a Swedish pilot who lives in Jakarta). Our mini-vans were waiting to take us to Lake Maninjau, a two to three-hour drive from the airport. We had a few stops along the way, firstly at the Airforce base as the free flying federation in Indonesia is ruled by the Airforce. Then back on the road for a while till we stopped for some lunch at a local style restaurant. The food was great, but very spicy. It seems everything comes drowned in fresh chillis. You should always drink from bottles in an effort to avoid the famous Bali Belly germs. You also get used to the fact that all the soft-drinks are served warm. Occasionally you will get a cold one, but don't drink their ice, as ice is made from unbottled water. The fish there is usually really nice and most of the time is carp. The beef is buffalo, but when it's curried it tastes pretty good too.

When we arrived at our hotel in Maninjau we found it was on top of the volcanic crater surrounding the lake. This is at around 1,200m asl so it is quite cool, especially in the afternoons when the seabreeze comes in. The Hotel Nuansa Maninjau is three star and very comfortable. There



PHOTOS: NIGEL HACK

◀ Checking the wind for take off

is a full range of accommodation available down by the lake, ranging from homestays to more budget hotels.

Of course we couldn't wait to see the take-off so off we went. About a 15 minute drive away to the start area and what an awesome place. Eight hundred metres below was the landing area, or should I say spot landing, as due to some unseasonal rainfall everything around the spot was flooded or knee deep mud with rice growing in it. It definitely paid to wait for conditions to pick up enough so that you could top land. There was a much larger area to top land on and it was dry and grassy.

During my stay the cloudbase remained quite low and only got about 300m above the hill at the height of the day. As the seabreeze pushed in you could watch it come over the lake, which took nearly one hour. The clouds rapidly dropped again and this was usually a good time to land as the take-off disappeared into the fog. On one occasion I got to fly a tandem in and around the cloud as it thickened, and just as the landing zone was disappearing I squeezed in a landing.

On one day Jacob managed to fly around to the other side of the lake, about 12km away. The biggest problem with leaving the main area where you can reach the bomb-out is that your landing options are nearly all flooded rice paddies, not to mention the powerlines draped everywhere. To go over

the back from Maninjau I'm sure would be possible on the right day, but to be retrieved could become an experience all of its own.

The main part of my trip was to visit the local schools with Anwar and Susi to do presentations on paragliding. We showed a video and answered questions and explained as much as possible about the sport and its potential in the area. This was a real novelty for me as well the kids who don't have too many foreigners visiting their schools. It was more like being a rock star than a pilot. We invited



▲ Fitting harness to passenger with polio. He couldn't walk without his crutches. With two assistants we launched and top landed smoothly

▼ Take-off in background



Paragliding



Stereo with Diana after launch

a few students from each school to come up to try a tandem with us, and of course they showed up.

We also visited many government officials, as the show was sponsored by the Indonesian Government. They were all invited to come on flights as well, but needed a little more convincing on a safety level, so one sent his wife with me before he would go! Once she landed safely, they all started to want a go. We had a very official opening ceremony up on the take-off and all of the local dignitaries showed up as well as thousands of local children and their parents. After this I had to do the first take off for the day tandem, with a wall of spectators. As usual the Stereo just cruised off effortlessly, much to the delight of all the spectators.

That night back at the hotel we were treated to a cultural evening with girls dancing on broken glass and some traditional fighting with



knives done by men. We were all presented with a plaque by the local Governor and treated to a spectacular feast. As the people of West Sumatra are Muslim there was no drinking alcohol so the parties don't get too wild, but us westerners we were allowed to drink a few beers.

On the last day they held a photography competition sponsored by Fuji in Padang. As we had such perfect flying

conditions on the day we hardly noticed they were there. On Monday when we left Maninjau and went back to Padang we got to judge the photos. With three of us doing the judging it proved quite difficult.

As a summary, anybody going to Bali who wants to experience a little more of Indonesia and its culture as well as flying more than the coastal ridges I recommend you visit Lake Maninjau in West Sumatra.

There is a trip planned to Lake Maninjau 14-21 October 2001. To contact Anwar or Susi you can email: <anwisata@cbn.net.id> or you can contact me at email: <freexoz@snowy.net.au>.



◀ Grand Opening Ceremony 'Indo style'

Round and Round and Up and Down

DAVID PHILLIPS (*hang glider and sailplane pilot*)

Over the past six months or so I've managed to attract a few souls to join me as a passenger in a sailplane. Roughly half of these have suffered from some form of air-sickness — not surprising you might say, as that's around the proportion of the general population who are likely to suffer from motion sickness. What I did find interesting is that a significant number of these were pilots, who you would expect to be more immune than the average couch-potato. Aha!, you will say, being a passive passenger is very different from actively flying. Until recently, I would have agreed with you, but my passenger on a recent flight was a seasoned trike pilot, with many hours as a back seat passenger as well. She too succumbed to a mild case of discomfort. Was there something different about flying in a sailplane? Not being blessed with a medical background, and curious to find out, I did a little research on the internet and came up with a few interesting facts.

As we all know, motion sickness comes about due to confusion between what you can see and what you feel. More specifically, it's an upset to your vestibular system — the system of

fluid filled canals that are part of your inner ear. Its function is to detect the orientation and acceleration of your head. This, in conjunction with information from other sources, such as vision, and the position and movement of your limbs is used to establish and maintain 'spatial orientation'. There were lots of big Latin words in the medical literature I read, but what it seems to boil down to is your frame of reference. When the information from your vestibular system conflicts with what you see (your 'frame of reference'), then you'd better have a sickbag handy.

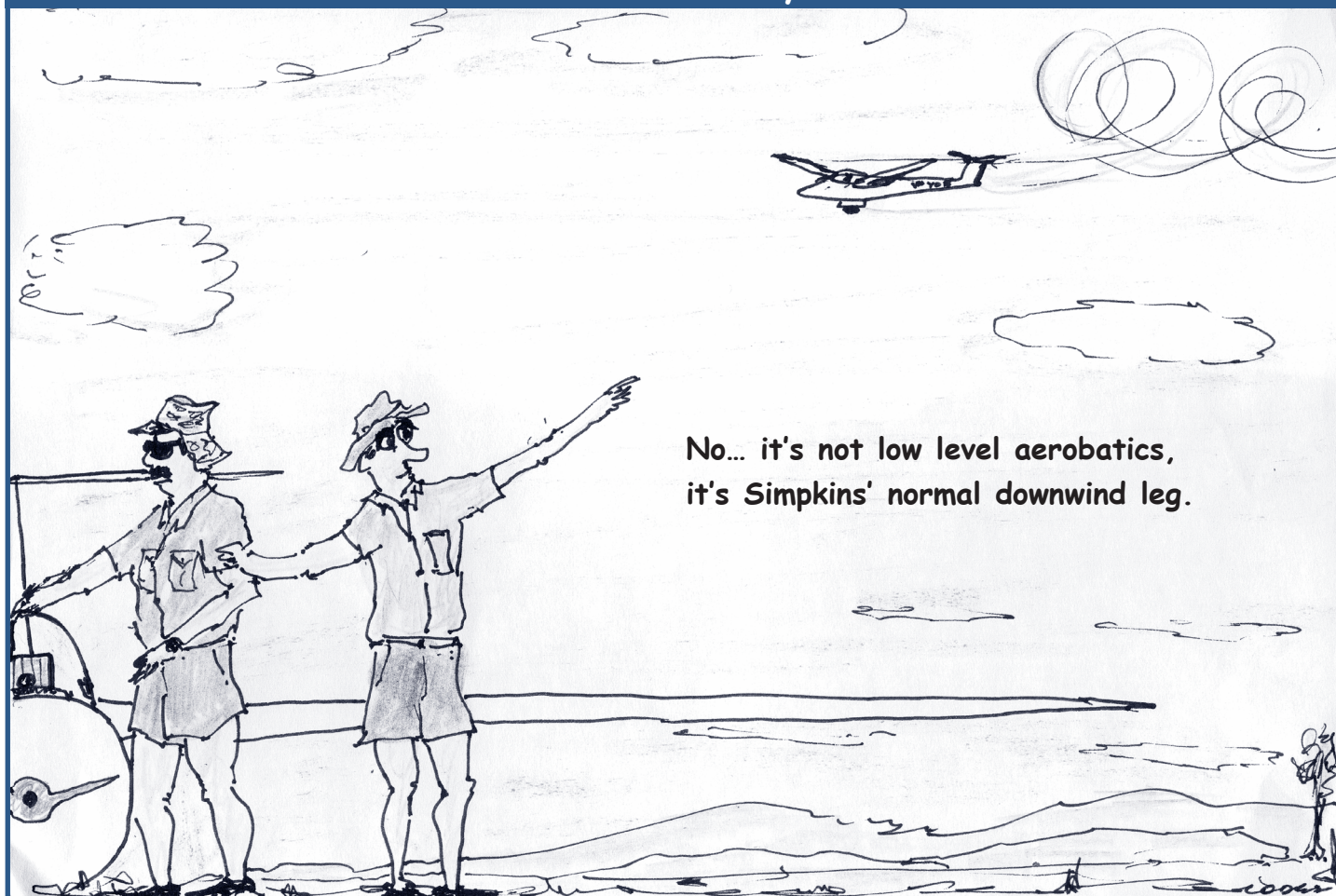
So why is a sailplane different from any other light aircraft? Well, it's not really; it's our fascination with flying in circles that's the main culprit. In a sailplane, there is a tendency to incorporate part of the cockpit into your frame of reference. It appears stationary to you, but your head is detecting acceleration. You could get the same effect by staring fixedly at some part of a hang glider or trike. If you are being a good passenger and looking around, things get even worse. Moving your head introduces other effects. Looking up or to the side while in a

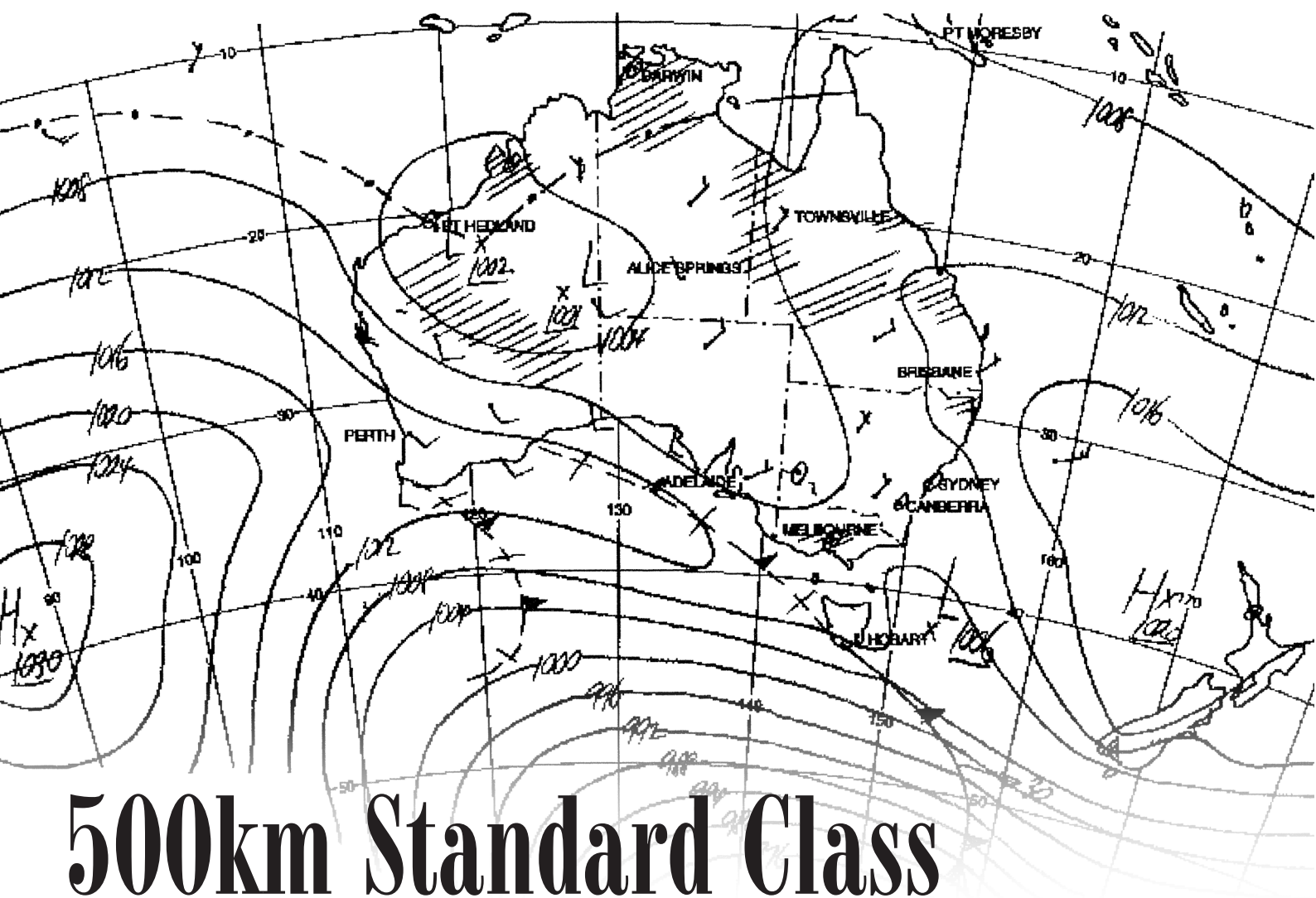
steady turn can induce a very strong sensation of pitching down or up. This effect has caused at least one bad accident, when a glider pilot erroneously thought that his glider had pitched down after looking up and to the right, pulled back sharply to compensate and precipitated a stall/spin.

What can you do as a passenger to minimise your use of a sickbag without resorting to medication? Surprisingly, quite a lot. First, eat something before flying. Bread or other simple starchy food is best. Drink lots to stay hydrated. Keep your concentration outside the cockpit and on the horizon. Don't look straight down at a point directly below the circling glider, even if it is a nudist colony. Don't move your head around quickly, especially when the glider is turning. Keep the use of a camera to a minimum, and not when turning. Never look through the eyepiece for extended periods.

For the pilot, well, we need to keep it as smooth and gentle as possible for our passengers — tight turns in ratty, broken lift are probably not a good idea. Don't circle for too long, leave the thermal every now and then and fly straight for a while. Don't stay up for too long, no more than an hour at most.

CARTOON by Codez





MILES GORE-BROWN

My Discus 2 had been there since October
for the odd bit of flying.

I arrived at Narromine in the evening of the 21st. It had been a hot day, 38°C, but reasonably stable. The high had ridged up the east coast

◀ Figure 1: Synoptic Chart courtesy of the National Meteorological Operations Centre
Bureau of Meteorology (Melbourne) MSL Analysis – Valid 1800 UTC 22 January 2001
04AM EST 23 January 2001

of NSW bringing warm north winds and the subsidence inversion associated with the coastal ridge. However the prognosis for the next two days was for the high to move to the east and the ridge to weaken with the development of a weak trough from the north. The hot weather from WA had already arrived in Victoria with temperatures reaching over the 40°C mark.

The following morning, 22 January was very hot. It appeared that it was going to be a very hot day but still under the influence of the high which was slowly moving through. The north of NSW was under the influence of a weak trough. I decided to fly to the north of Narromine with the hope of being able to reach the good conditions that are usually associated with these weak troughs.

I prepared my Discus 2 filling it to the maximum weight of 525kg, which gives me a wing loading of 52.5 kg/m². The Discus 2 takes 210 litres of water so it takes all morning to fill the tanks up. You have to get up early!

The day turned out to be quite a good one. Narromine was basically blue all day, and hot. I flew to the north and reached the first cumulus at Tooraweenah. I had decided to fly up to Baradine, which is 155km north of Narromine. Conditions were very good with cloudbase at 7,000ft and good consistent eight knot thermals. After reaching Baradine in good time I decided to fly to the north-west up to Walgett. There was a very good cloudstreet leading almost directly to Walgett. Cloudbase was starting to descend slowly as I progressing towards the areas that had been affected by flooding earlier in the season.

I turned at Walgett to head south for Coonamble. This was another terrific leg. The cloudbase was now slowly climbing and finally reached just over 10,000ft agl. I was averaging well over 120km/h at this stage and having a ball.

I could see on the horizon that there was a distinct line in the clouds and suspected that the cumulus stopped about abeam Gilgandra. As I approached Coonamble the line was very clear. South of Gilgandra it was blue with a slight southerly wind on the ground. As cloudbase was over 10,000ft I could final glide from 100km.

I took my last eight knots to cloudbase at 90km from Narromine, which gave me a very easy final glide. I had flown 540km in less than four hours averaging over 135km/h. The following day looked very promising.

The next morning, 23 January, was hot. At 9am it was 38°C! But as the air was very hot it was going to have to get very very hot for the inversion to break. After checking the satellite picture, ASA page and the Cobar temp trace very closely it seemed that if the temperature reached 42°C, the inversion would break and the thermals would go to the moon.

The area forecast showed that the whole of NSW was under the influence of a very weak trough with very light north-easterly winds. The synoptic chart showed the high had moved well out to the east and that trough had established with a very weak pressure gradient. There was a weak front approaching the western border of NSW but not expected to influence the weather for NSW.

After studying the TAFS I decided that south-west was the way to go. Hay was expecting 43°C, as were all places to the south-west. The Cobar temp trace showed that if it reached 43°C then clouds would form to over 10,000ft, but it was very temperature-critical. It could either be very hot and stable or very hot and terrific.

It was now 11:30am and the temperature had reached 40°C and rising slowly. I noticed way in the distance to the south-west some cumulus forming, which appeared to be very high. This reinforced my decision to fly a task to the south-west. The sky from Narromine to the distant cumulus was blue as blue could be, and looked very stable.

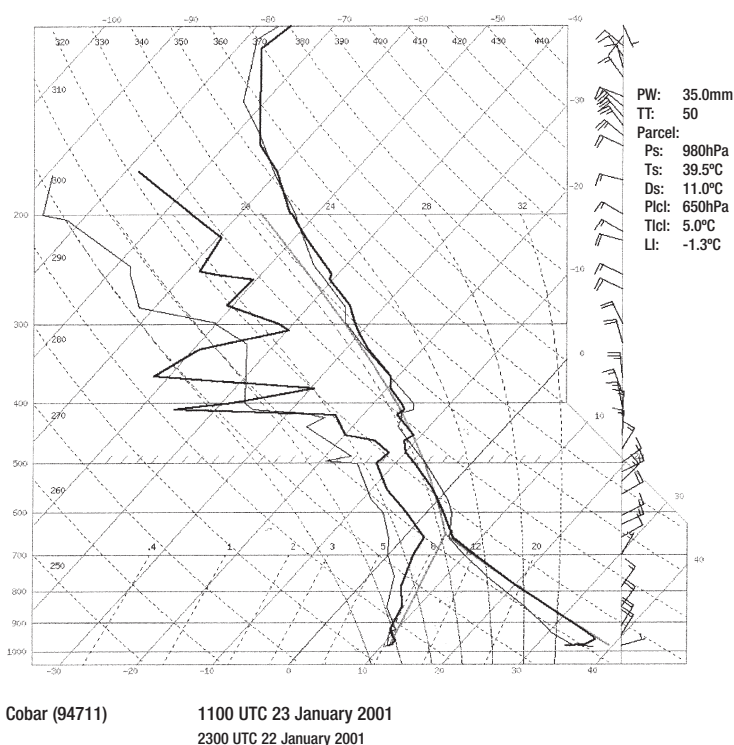


Figure 2: Temperature Trace (Aerological Diagram) courtesy of the Bureau of Meteorology

I had decided the day would not be long enough to fly either 1,000 or 750 km (I was wrong as you will see!). I decided to declare a FAI 500 km triangle: Narromine to Lake Cargelligo Airfield to Garema Silo (south of Forbes) return to Narromine – a total distance of 508 km. This task would take me towards the best-looking cumulus that I could see forming in the south-west then back to the east and finally to Narromine. The current speed record stood at 126km/h. To break this I had to fly the task at 129km/h with a total task time of less than three hours 55 minutes.

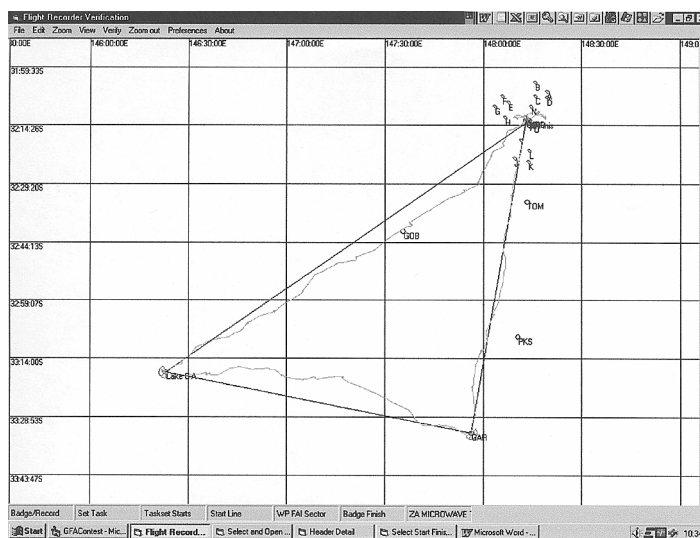


Figure 3: Miles Gore Brown – record 500km triangle flight track

It was midday with the temperature rising to a very hot 42°C. With only one degree to go before trigger temperature I decided it was time to go to the launch point and get ready, load the Zander and the Cambridge with the task, and wait for the time to launch. I did not want to launch until it had reached 43°C, as it was likely I would not be able to stay airborne with a very heavy glider.

At 13:12pm I launched with a cockpit temperature of 55°C. The bitumen on the runway was just like glue. I decided to launch off the grass otherwise I would have picked up half of the runway with my wheel. After nearly 30 minutes of struggling to stay airborne I finally managed



to get to 6,000ft so it was time to go. The cumulus to the south-west was at least 100km away but it was very, very high.

There was no distinct cumulus around Narromine – just blue and very hot.

As I approached the start line a cloud wisp began to form ahead and I could see where I would get my first climb – very important. The start line (approximately in line with runway 29/11) passed under the nose at 13:47:16 local time. I crossed at 135kt and 1,547m (agl) according to my Zander altimeter. This meant that I had to finish no lower than 547m or approximately 1,800ft to remain within the 1,000m requirement. I pulled up to 90kt and headed for the first wisp of cloud on track.

From this position the clouds to the south-west looked very impressive, I could feel my adrenaline rushing; I wanted to get to those textbook-shaped cumulus as soon as possible. The sky was a brilliant blue with exceptional visibility, which made the tops of the cumulus a brilliant white. They were over 100km away but still very visible.

It was essential that I spent as little time as possible in the weaker thermals. I had to arrive at the distant cumulus quickly so that the remainder of the task would be completed at a good average speed.

I reached the first wisp of cumulus only to find five knots; I had deviated off track in the hope that this cloud would have realised at least six to seven knots. I needed to stop and climb to increase my gliding range to reach the next developing wisp. The next two wisps were very similar with climb rates only a little more than five knots. I climbed in these thermals enough to provide sufficient gliding range so that I could keep moving on. The first well-developed cloud was now nearly in range. I had covered 60km in reasonable time but it was essential to make up as much time as possible in the good conditions ahead.

As I approached the first cloud at the beginning of an unstable air-mass associated with the weak trough I realised my expectations were correct – it was like hitting a brick wall. Instantly I went straight into seven knots all the way around the turn so no need to centre. While climbing I was looking ahead on track to line up the next three well-developed clouds. I noticed that from looking at the cloud shadows the clouds were all starting to line up in a south-westerly direction. The cloudstreets were to be expected, as the wind was a light north-easterly. I was now abeam Tullamore, just over 70km to the south-west of Narromine. The line of good cumulus was only 20km away now and well within reach. This first good climb took me to just under 7,500ft. The lift was starting to drop off. I was sure that the next climbs were going to be at least seven knots but, realistically, looking at the cloud's base I expected between eight to 10kt. The cloudbase was well above me so I knew that under the following two clouds I would reach cloudbase which was well over 10,000ft. I needed to get the oxygen all sorted out and it was time for a pee. With the essential cockpit duties over it was time to concentrate on tracking for the next well-developed cumulus cruising at 110kt, and now really starting to cover some ground. I was able to align my track with a well-developed cloudstreet, which enable me to remain at over 9,000ft for over 10 minutes without having to stop and climb, covering nearly 30km. I estimated the next two climbs would be very strong and go high. The cloudbase was progressively rising – I had not reached cloudbase at this stage.

Looking well ahead I could see the turnpoint, Lake Cargelligo right on the nose. The clouds were well lined up with only two clouds to go before the turnpoint. This was the time to look in the direction of the second leg to check how well the clouds were established. I could see that there was a big gap between the last cloud before the turnpoint and the next cloud after the turnpoint. As such, the decision was made to take the next thermal as high as possible, as long as the climb rate was at least eight knots.

The next two clouds produced exceptional climbs of over eight knots, with the last climb before the turnpoint taking me to over 13,000ft asl.

By this time I was all connected up to the oxygen at one end and my relief catheter at the other end! I had not flown on a day like this for a long time: it was just amazing. I turned Lake Cargelligo at just under 9,000ft, the cloudbase still going up. As I turned Lake Cargelligo I looked towards Hay and estimated the cloudbase was rising to at least 14 to 15,000ft asl!

I had averaged just under 120km/h for the first leg so I was reasonably happy with my progress, considering the slow start for the first 70km. The last 100km had been flown at over 140km/h.

As I turned towards Garema I could see that there were plenty of well-established energy lines aligned close to my track. These were not cloudstreets but areas where the cumulus had spread out to cover a large proportion of the sky. This produced a reasonable amount of shadow on the ground: it was important to remain high. I had to keep telling myself that if cloudbase is over 13,000ft and the average rates of climb is eight knots then thermals would take in excess of 15 minutes to reach cloudbase!

When I reached the first thermal after the first turn point, it was a steady 11kt. It was smooth and strong. This thermal took me back up to cloudbase and back in contact with the good energy lines. I knew that once I was able to get high again I would be able to fly along good energy lines under the clouds ahead. The leg to Garema was 148km. The next thermal was a steady seven knots – the last two thermals before Garema were over eight knots. I was well established near cloudbase and already at the second turn. The turnpoint at Garema was hard to see because of cloud shadow. I was monitoring the Zander approaching the turn point, making sure that I would pass through the FAI sector. However, as I arrived over the turnpoint I accidentally started the turn a little early so I had to complete the turn through 360°C and reposition. From the flight verification it was apparent that had I not done this, I would have missed the turn sector completely and the record would have been lost.

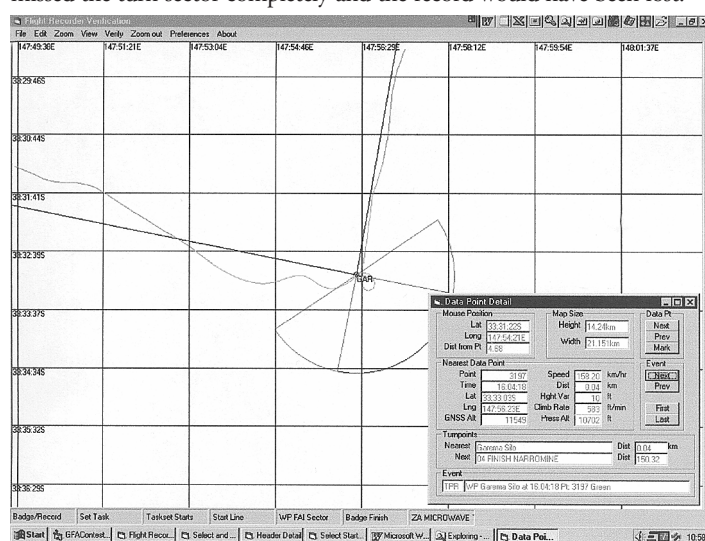


Figure 4: Garema

I had averaged over 140km/h for the entire leg and rounded the turnpoint at 12,000ft. I had gained over 2,000ft since Lake Cargelligo, which from an energy point of view equates to an average cross-country speed of approximately 160km/h.

The cloudbase had dropped by nearly 1,000ft on this leg, which is to be expected. The air was a little more moist from the effect of the maritime airmass. I had spent most of this leg over 10,000ft so I had been on oxygen for nearly two hours.

The leg back to Narromine was not going to be straightforward. I could see on the horizon a distinct end to the clouds, very similar to the day before except this time I was heading north and not south on my final glide.

I estimated the last good clouds ended abeam Parkes, approximately 10km from Narromine. There were wisps of cumulus beyond, however

I estimated that the climb rates would be a lot weaker the further north I progressed on this leg.

The strategy was to stay as high as possible: I estimated that climbs in the blue would be seven knots or less. As such, I would take all the climbs in the next 70km that were seven knots or better. I also had to plan the final glide so that I would arrive over the finish line no lower than 2,000ft. That would give me a 200 ft margin. An allowance needed to be made for the diurnal pressure change, which would be significant on a day with such extreme temperatures

I needed to take my last climb to 10,000 ft at least 80 km from Narromine so that I could cross the finish line at a comfortable 2,000 ft.

The next two climbs were both over seven knots with the last good climb taking me to 13,000 ft asl. I had wasted a bit of time trying to find this thermal as the clouds were well spread out. I could see that it was going to be my last good climb so the search was worth it. I was 120 km from Narromine so I was well placed for final glide

I commenced final glide, closely monitoring the arrival height on the final glide computer. Flying at 90 kt had me arriving at the required height.

I had taken only two thermals since leaving Garema with the rest of the flight in very good air.

The final glide progressed well but I could see that I was falling a little below glide slope at 90 kt. I re-adjusted the McCready so the arrival height was 2,000 ft. This commanded a final glide speed of 80 kt.

Then, just as if I had ordered it, out of "the blue" a beautiful cumulus began to develop: it was the only cloud in the sky between Parkes and Narromine. The rest of the sky was completely blue. The air had been smooth from 13,000 ft to about 9,000 ft so there was evidence that the air was becoming more stable towards Narromine. I had expected this from the experience on the first leg.

The cloud ahead was growing very well and I was convinced that I would arrive under the cloud as it was still developing. I also expected the climb rate to be at least eight to 10 kt. This thermal was ideally placed at 60 km from Narromine. It was far enough away to get a speed advantage by climbing at least 1,000 ft so that the remainder of the final glide could be flown at a eight knots McCready setting.

I arrived under the cloud to be greeted with eight, gusting 11 kt. I climbed just over 1,000 ft in this thermal, in a little under a minute, to easily reach my final glide height with a 10 kt setting. It was a shame to leave such a good thermal only halfway to cloudbase!

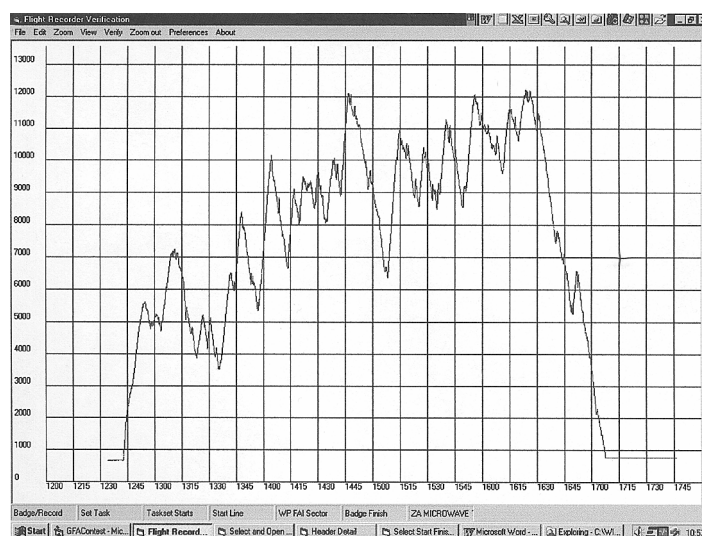


Figure 5: GPS height trace

I had been checking the statistics page on my Zander all day to see it gradually go past the required speed to break the record. The average cross-country speed had been sitting on 150 km/h for some time now, and I just could not believe it.

At 17:32:24 I crossed the finish line, 657m and 135 kt. I had flown the last 150 km at an average speed of 156 km/h, which was just amazing in a Standard Class glider.

It had taken me three hours, 45 minutes and eight seconds to complete the 508.69 km task. I had achieved an average speed of 135.57 km/h, breaking the Standard Class 500 km triangle record by over 10 km/h. I had completed the task using only 16 thermals.

Long after the glider was cleaned and packed in the hangar and while we were all having a palate-cleansing ale, we all noticed cumulus with bases over 10,000 ft still forming after 8 pm. So it was possible to be climbing for a 100 km final glide at that time of day!

With this in mind, and having seen the extent of the ever-increasing cloudbase to the south-west, I am quite sure that had I chosen to fly a 1,000 km triangle (in the direction of Hay) it would have been possible to complete it in under eight hours.

It is on days like this that really make me realise what a fantastic sport this is.

Another truly amazing day at Narromine!

The Soar Data flight verification templates were supplied by courtesy of Tim Shirley.

The DTs

EMILIS PRELGAUSKAS

Glider pilots are not all the same.

They don't all hatch from one

production line, not even those

with OFTTH printed across their

foreheads.

It isn't just a matter of personal natural style. Yes, there are those who want to hurry away from the home field at every possible, and sometimes impossible, opportunity.

There are also those who will be persuaded eventually, at mid afternoon on a day of mild winds and puffy white cu, to reluctantly take a launch in the glider sitting idle on the runway edge marker-line.

Most glider pilots are mannerly about the need to fly. They will go to the field if the day seems pleasant enough. They will amble amongst their peers while there is a likelihood of flying, and go home satisfied with what the day brings.

And if life in its many guises gets in the way, the ambling part can be put aside.

There are those glider pilots who are so-o-o intense about the whole thing.

You'd think the way they carry on that it actually all matters.

They will be seen out on the runway in the gale, waiting for the showers to abate, so that they can do a quick circuit. Because, they claim, without it the fix they need to carry on in the workday world during the coming week is absent.



Flatter than the Flatlands 2001



All photos: Courtesy [www.ains.net.au/~warwickduncan]

WARWICK DUNCAN

For me the Flatter than the Flatlands competition starts on

15 January when entries open. Very early on that day in fact.

At 12:05am in the morning there was a little rustle at the door

as the first entry was shoved underneath. By mid-afternoon the next

day the competition was full. And so another Birchip comp begins.

Day 1

Easter Friday started out the way the previous year ended. Sunny and stable with a low inversion at about 3,200ft. The task was called to Litchfield, a common flight for this competition and a distance of 55km.

Nine pilots made goal with the top place-getters no surprise. One surprise, however, was that icon of Victorian hang gliding, Gary Hickson, making goal for the first time after probably 20 years of flying in his trusty old EF. 1st Tim Osborne, 2nd Rohan Holtkamp, 3rd Brent Telford.

Day 2

Saturday morning and the Flatter than the Flatlands competition finally got the mainstream attention it has always deserved when I was interviewed live on The Puma Sports Show on a Melbourne western suburbs community radio station.



Out in the paddock a fresh north-westerly was blowing (which was interesting as a light southerly had been forecast) so this time it was off to Coonooer Bridge, 77km to the south-west. The inversion had risen to a very respectable 6,000ft and the day was very competitive with 13 pilots at goal and only a couple of minutes separating the top three, including a dead heat for second place. Hicko was there again on the biggest roll of his life and Kathy Kelly made goal for the first time. Wes Hill, our trusty scorer, landed a couple of hundred metres short. Beavo, after having not the greatest of years, was carted off to hospital with kidney stones! The morning briefings for the rest of the competition included a daily update of his medical exploits. 1st Rohan Holtkamp, 2nd Brent Telford, 2nd Tim Osborne.

Day 3

Similar conditions to the previous day but with a bit more west in it sent the field down towards Wychemella, 73km to the south-east near Charlton. It paid to be in the air early as the wind swung off during the afternoon and the day was shut down by a layer of upper level cloud.

Hugh Satchel was the only one to make goal and got the only 1,000 pointer for the competition. The rest of the field were spread widely back down the course. Jorj Adamson, after getting an 800ft/min boomer out of the tow paddock, landed 42km later at a rifle range during practice. Luckily it wasn't duck season! 1st Hugh Satchel, 2nd Tony Lowrey, 3rd Tim Osborne.

Day 4

Although the window to get out of the paddock was fairly short, it proved to be one of



Marlies Eicher launches

the best flying days in the nine year history of the competition. Amazing stories of people flying the entire 52km course to Teddywaddy with only two thermals were common. For a day that initially appeared quite stable, heights of 8,500ft were recorded with strong, smooth lift abundant. Not really typical conditions for Easter in Victoria.

Of course all this is hearsay as I was one of those left in the paddock cursing my luck as the wind swung off to the south-west. But the buzz in the goal paddock was electric with 24 happy pilots sharing the last of the goal beers for the year. Brendon Rolland won the day, flying the course in one hour 17 minutes. Even Adam Toogood and his passenger made it in flying the tandem!

◀ Rohan in flying uniform



Dust devils – a constant hazard

Summary

Consistency won the day as is usually the case in hang gliding competitions and Tim Osborne took out the Flatter than the Flatlands for 2001. As was expected, Rohan Holtkamp and Brent Telford were not far behind in a tightly fought competition. However, the good humour that has always characterised this competition was always apparent and everyone, it seems, had a good time.

Thanks to our sponsors: The ever generous Danny Scott, Dynamic Flight, Aeros, Moyes Gliders and Airborne.

Thanks also to: Beavo for his help in running this funny old comp; Ian McClelland and Russell Trollop for the paddock and strip preparation; Mick Hogan and the Birchip Hotel for the competition headquarters; the CFA for our presentation BBQ; Carolyn and Chris our trusty goalies; Wes for the scores; Jo, Adam and Vanessa, Nicky, Peter Lissenberg; all of Team Clown; the entire town of friendly Birchip (it wouldn't be the same without you!); and all those people who helped out as I ran around like a madman. Thanks also for the weather — four out of four yet again!

Overall Top Ten

- 1 Tim Osborne
- 2 Rohan Holtkamp
- 3 Brent Telford
- 4 Hugh Satchel
- 5 Tony Lowery
- 6 Wes Hill
- 7 Ian Rees
- 8 Jeff Rickard
- 9 Shane Holtkamp
- 10 Ben Kennedy

Team Winner

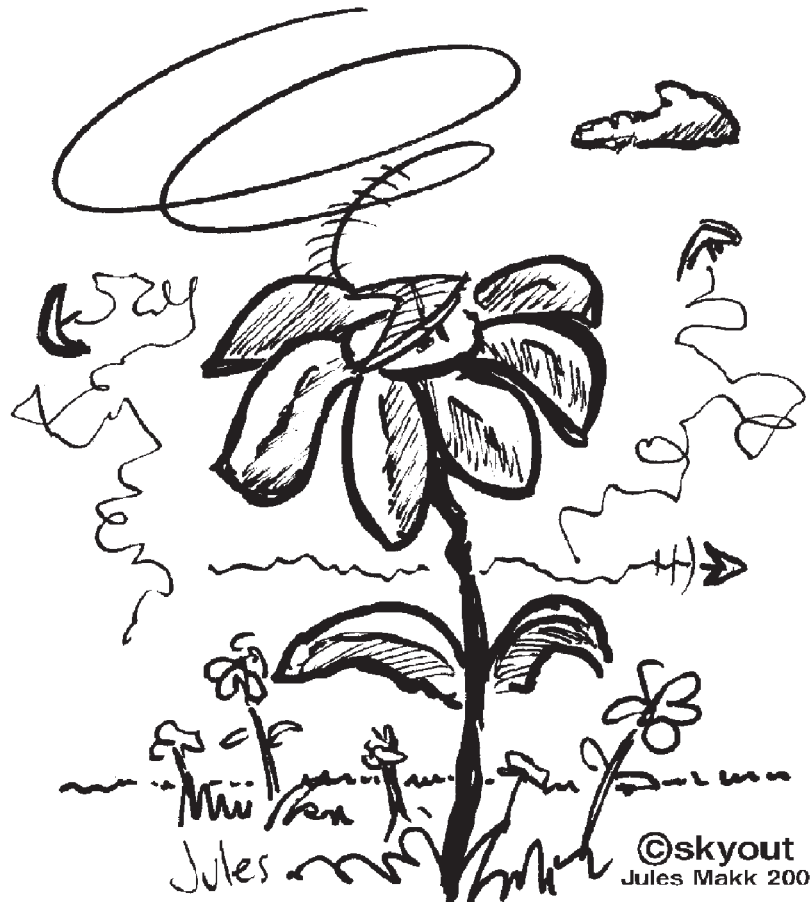
Cloudsucks

State Challenge

Victoria

Complete scores, competition history and updates can be found at the Flatter than the Flatlands official web site: [www.ains.net.au/~warwickduncan].

CARTOON by Jules Makk



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Easter at Benalla

JEANETTE WALKER

Good Friday dawned clear and calm. Didn't seem right for Easter.

We headed for Benalla and it was still fine! Amazingly that was

how it was every day of the Easter break.

We started setting up our trike and others soon arrived, some on trailer and some were either already in the hangar or flew in, including Bob Hinchliffe and Linda Taylor from Shepparton. Mid-afternoon and several trikes took off and just enjoyed a lazy fly-around, re-familiarising themselves with the Benalla area. Bob and Linda decided to stay overnight and join us the next day.

Saturday – eight trikes flew out of Benalla and headed for Porepunkah. Les and Jean Tyack; Karen and Wally Wiener; Harold Niblock and Dianne Pierpoint; Kel Glare; Peter Lucas; Bob Hinchliffe and Linda Taylor; Barry Wood; Stan and Jeanette Walker. We flew over the ranges and headed toward Myrtleford, and couldn't believe we were lucky enough to have still air. The scenery was great, although a bit hazy caused by smoke from many farms burning-off their paddocks. Over Myrtleford and up the valley beside Mt Buffalo toward Bright, some paddocks yellow with canola, others dried off, some standing out green from irrigation. In several areas the autumn leaves were vibrant. No wonder the trikers who fly in the Bright area regularly rave on about it.

Around into another valley and we landed at Porepunkah airfield where the trikes of Greg Withers and Steve and Lisa Ruffels were working non-stop taking passengers on flights. The airfield was looking good before we arrived but it looked even better with so many trikes flying in. On the ground were three more trikes to join our group – Ben and Marg De Jong who were holidaying in Bright; Ryan Romeike and his dad Carl from Wodonga and their friend Joe Clapett. The resident trike pilots were too busy for us to meet them (we'll be back for a cup of coffee, Rosemary, so next time) before we all took off (now eleven trikes) and headed through somewhat turbulent air for Brown Brothers Winery at Milawa, where, just our bad luck, they were holding their Easter Festival (and the strongest we were able to drink was coffee). Mind you, I saw plenty of that and iced chocolate being consumed along with kangaroo burgers, noodles, salads, etc.

The wind came up a little so we stayed longer and many took the opportunity for a nap in the shade under their trike wings before the group split up and flew back to Benalla in calm skies later in the day. Bob and Linda made a good decision and stayed another night. We always enjoy their company.

Next morning Bob and Linda headed back to Shepparton early, then Stewart Malone landed in from Shepparton before Les and Jean, Wally and Karen, Harold and Dianne, Stan and myself (the Fruit Bat Quartette) followed Bob and Linda to Shep to have a quick coffee before returning to Benalla. You can't imagine how great it was landing and taking off from Shep mid-morning without a wind problem.

Flight back was once again smooth and just after take-off we passed Stewart returning to Shep. Late in the afternoon the Fruit Bat Quartette took off and flew to Yabba North, not far out past Dookie, and landed at Ian and Juliette Henderson's strip. Must call in there again, their set-up is so interesting and they

made us most welcome. They have an aero club and a fly-in on the third Saturday each month, which attracts a lot of ultralights (but check I have the third Saturday right before going out for their fly-in!).

Quick trip back to Benalla where we had a very enjoyable meal at the glider club. We were warmly welcomed by the glider pilots and encourage any trike pilots to visit their club rooms. The Gliders challenged the Trikers to pool, and Stan did not let the Trikers down. Go Stan!

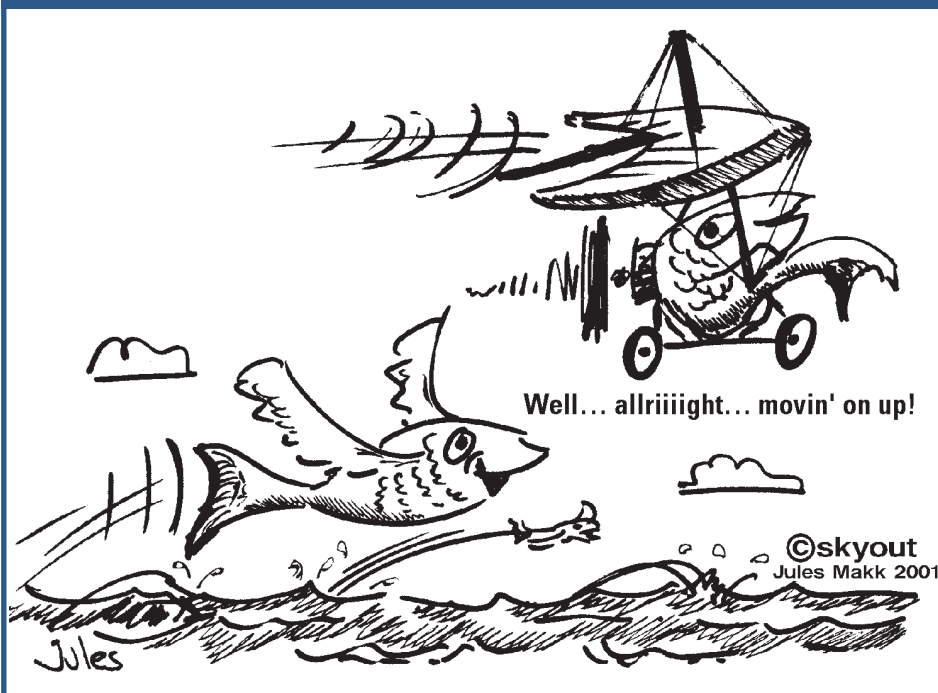
Next morning the Fruit Bat Quartette headed north to Barnawatha to visit Ryan, Carl and Joe. (On the way we passed another trike heading south and when we returned to Benalla we met up with the pilot and checked out his trike. It was Tim who flies from the Paul Haines Microlight School who was doing a round trip heading for Canowindra to join another microlight trip.) Ryan contacted us on the radio before we reached Barnawatha and said his strip had a strong crosswind. He was right! But all landed safely. Their strip is long and has the club rooms of an obsolete glider club on it (with toilet). Apparently the glider club shifted their operations to another strip close by. Lucky for the Barnawatha trikers.

The take off was 'interesting' but all headed safely south, escorted by the Barnawatha Boys, who took great delight in flying circles around our slower trikes.

Back to the hangar in time to wash the trike down thoroughly and allowing it to dry before pushing it away in readiness for the Trike Fly-in the following weekend.



CARTOON by Jules Makk



So, you want to be a Board Member?

MICHAEL ZUPANC

As you might be aware, only 14% of the membership voted in the last board election. Does that mean that the other 86% are happy with what is going on, hence see no need to do anything? Maybe they think the situation is just terrible and beyond redemption, so why bother doing anything? Whatever the reason, the 14% that did bother said that they thought the old Board was no good, and promptly got rid of six of the nine Board members. Or did they?

Why do people vote for, or against, different candidates? We used to have a situation where state bodies nominated people to sit on the National Board. Then we changed the system to have nine regions because the state based idea meant that some groups of pilots were a long way away from the people that represented them. For example, in Queensland the state based decisions were being made in Brisbane, with the people in Cairns feeling somewhat left out (Cairns is as far away from Brisbane as Melbourne!). So the states were split into a total of nine regions, and the federal executive was to be made up of nine people who could be voted in by anyone in the country, not just from their own state. The first HGFA board under this new system saw one person from each of the nine regions represented. That was the sort of outcome that was hoped for, diverse representation. Well, hasn't that changed!

The last National Board election saw most of the Board members come from just two small geographic regions, even though there were a large number of candidates spread widely around the country to chose from.

Actually, the large number of candidates probably had something to do with it. Some areas have lots of pilots that live close together, some areas have few pilots. If an area with only a small number of pilots wants to have "their person" elected onto the board, they need to get votes from other areas in order for their candidate to succeed. A couple of examples from the last election: West Australia nominated two candidates, but none were elected, while Victoria had four people elected to the Board. Of course Victoria might have had four incredibly talented, enthusiastic and dynamic people who wholeheartedly deserved to be elected, but

with my extremely paranoid hat on, I reckon they had four successful candidates because the Victorian people voted for their "own guys" **and** they then spread their vote across other areas to fill up the nine positions on the ballot form, which meant that some voted for one of the WA guys, while others voted for the other WA candidate. Result: lots of Victorians, no West Australians. This same scenario could just as easily be applied to South Queensland, because a similar thing probably happened there as well.

So what am I saying?

If a "small" region wants a candidate elected onto the National Board, have only one person from that area nominate for the Board. If a "large" region wants lots of people on the board, heck, they can do it!

Now, there is a small detail missing from all this... Do you **want** to be a Board member? What's involved?

Firstly, you need to be able to handle criticism well! (My paranoia hat again.) Take the case of someone who is involved in club organisation. They have lots of casual, face-to-face contact with their constituents. They easily hear comments or feedback on their ideas, both positive and negative, and seeing that they are all mates in their own club environment, things roll along quite sociably (sort of). Now on the other hand, if you are a Board member, you will have very little face-to-face contact with the majority of pilots in Australia (board members represent **all** the pilots in the country), so the only time you ever hear from someone is when they take the trouble to contact you (or most commonly, the Board in general, via the general membership/Skysailor). Content people don't usually praise the source of their contentment; people with a complaint tend to advertise that fact quite well.

The feedback that comes in is largely negative (in fact I have trouble recalling any "nice" feedback, but then again, I am probably just hopeless as an amateur volunteer working for the HGFA). You make a policy to quieten a groundswell of discontent, but in the process you stir up another one.

Look at Skysailor. Not so many years ago, it was a plain black and white magazine that drew complaints because it was seen as being cheap-looking. Subsequent changes to doll it up were criticised as being an expensive waste of money. It went to a quality bi-monthly magazine, with major complaints about the lead-time for articles and people said they "lost touch" with things because the magazine was two months between issues instead of one month. The merger with the gliding magazine gave us the financial opportunity to produce a quality magazine that was financially viable, with howls of protest about the "contamination" of our sacred magazine (along with a whole host of other complaints of course). So out goes a survey. Now there is one camp that says the survey shows people are happy with the current Skysailor, while another camp says that the survey shows that people want major changes.

Hmmm...

Every issue that the Board deals with invariably draws complaint, it's just the level of complaint that changes (sounds like a familiar saying?).

So if you are thinking of being a Board member, be prepared to fail. Two of the new recruits on the Board didn't handle that too well, and subsequently quit. Be prepared to give up large amounts of time wading through vague and boring arguments, thrashing out details to balance budgets or build new ideas to do one thing or another, and then you will be expected to rehash those arguments (in 50 words or less) every time someone asks "*Why didja do that for?*" Of course, the decision in question will have been reached after literally hours of scrutiny and debate, but you will then have to put all the arguments into the proverbial nutshell, and you had better be convincing when you do! (After all, it's your job, god-dammit!)

Don't expect to get your way; remember that you are part of a democracy that is supposed to make policy for all Australian hang glider pilots regardless of what type of wing they fly under.

You never know, somewhere along the way you might just do something that someone agrees with (shock horror!). But don't expect them to tell you that!





Cross Dressing

PETER RUNDLE

I'm a sailplane pilot of many years, but I've also been fascinated by paragliders for nearly as long. I've watched them fly the coastal cliffs of Sydney, launch off the ski slopes in Europe, and I've even done a one day "teaser" course in New Zealand. Their simplicity compared to sailplanes is very appealing: "an aircraft in a rucksack". I promised myself, and everyone around me, that "one day I'm going to do that". When an email arrives in my in-box asking me if I want to go on a paragliding course, well my number is up. I have to say 'yes'. I quickly sign up, and head for Manilla, along with a couple of other sailplane pilots and an aviation newcomer.

Mount Borah, is an 880m high "hill" a few kilometres north of Manilla township. I've never really noticed it before but have undoubtedly flown over it on the way to Barraba when doing triangles out of Lake Keepit. "The Mountain" is owned by Godfrey Wenness, who is to be our instructor. He also holds the paraglider World Distance Record of 335km, set from the very site that we are to fly from.

With varying misconceptions based on our "real gliding" experience, we begin the course by learning how to launch a paraglider in the training paddock. The process is a bit like trying to launch an oversized kite. On our sailplane scale of weather there is no breeze in the training paddock whatsoever. However, we soon learn that paragliders are fickle things that will only co-operate if launched into whatever breeze there is. During the next couple of hours we have the gliders pointed in all directions, and at one point the four of us each have our gliders layed out facing four different points of the compass. With Godfrey's calls of "run, run, run!" ringing in our ears, we struggle to provide the airspeed that will allow the glider to fly over our heads. Once airborne we have to control the glider, steering it whilst we run like crazy to keep it aloft. After a couple of hours of this we finally succeed to his satisfaction and leave the paddock exhausted, and with a much deeper respect for the power of a Lycomming.

We now head off on a "short" drive to the training hill. This is actually a 4WD cross-country past dozens of, what look to us like, perfectly good hills to fly from. Finally we reach a hill which appears to be like all the others except for the barbed wire fence which, to our sailplane eyes, is cutting right across the landing area. Upon questioning the wisdom of taking off towards such an obstruction we are told that "you'll never make it to the fence, trust me". So we set up as low down the hill as we think we can without Godfrey noticing our worried look, and begin the process of "run, run, run" down the small slope. After the first couple of turns we quickly realise that the fence is in no danger of being hit, and



our understanding of how much effort is required to escape the planet grows deeper. We now begin creeping higher up the slope to try and be the first to get airborne. Helped by a slight breeze we finally succeed, and leave the earth's clutches even if only for a few seconds. Elated by our success we try harder and harder to launch and land perfectly so that we can move onto higher slopes. After a late lunch we move to the top of the hill. From this point we become well and truly airborne and fly down the slope, easily clearing the fence in the process. Back to the top of the hill we go for more flights, now with some tentative turns and more precise landings. This goes on until sundown. Tired but elated we head back to the "lodge" impressed with our first taste of the flying jelly fish.

We awake early and head to the top of Mt Borah in "The Basher", an endearing term for a battered Toyota Landcruiser. We are going to do some "sleddies" to the bomb-out paddock. Upon being introduced to the launch site, we start to seriously question the sanity of jumping off a cliff attached to a bit of string and rag. The adrenaline has our hearts pumping, but like mindless lemmings we obey our beloved instructor and make the leap of faith. Aerodynamics comes to our rescue and we fly slowly and smoothly down to the landing. We can't believe we've just jumped off a 1,500ft mountain!

We are picked up by "The Basher" and head back up the mountain, itching to have another turn and to try and correct all the little mistakes that we made on our first flight. After the second flight however, the wind quickly picks up beyond the range for paragliders and we begin to find out about that other sport called "para-waiting". In the meantime we watch some more experienced pilots try to launch and get a valuable lesson in micro-meteorology. Later that day the wind backs off to a light westerly. With a setting sun and rising moon we have a magical flight and "boat" around for 20 minutes in the smooth late afternoon air, before gliding down to the bomb-out. Wow! We are seriously hooked now.

The weather takes a turn for the worse as a low parks itself off the northern NSW coast for the next couple of days, bringing rain and strong winds to the mountain and drenching Sydney in the process. It's theory time.

Much of the aerodynamics is already familiar to us from flying sailplanes, however the scale at which it operates is vastly smaller, and we learn the risks of strong winds and other micro-climatic conditions that affect a paraglider but that a sailplane would hardly notice. We also watch some very scary videos of paragliders collapsing and recovering, which, for pilots used to the glider as being solid and immutable, are quite frightening. We feel even more apprehension when we learn that we will be practising some of the collapses we've just watched! With our exuberance and over-enthusiasm for paragliding now tactfully blunted we realise that this is serious stuff and that we need to temper what we are doing with due consideration for the consequences.

While we await an improvement in the weather, we learn reverse launching in the training paddock. This involves laying the glider out on the ground as before but this time facing it with the lines crossed over. Holding the A-risers in one hand and the D's in the other, we learn to launch and control the glider, getting it to fly over our heads like a giant kite. This is a lot trickier than it looks, especially in the somewhat stronger than ideal conditions. No more "run, run, run" is needed this time. With a solid breeze, just staying on your feet and not being dragged across the paddock is the challenge now. Our sailplane experience is of no help whatsoever, but a couple of us are old hands at windsurfing and find the going a little easier than the others.

Finally the low decides that New Zealand might be a fun place to visit, and thus the weather begins to improve but it is still too windy for us beginners. So we are taken for a ride in a tandem glider to see firsthand the effects of strong wind. Flying tandem we receive some thermalling instruction and also a gentle introduction to the paraglider equivalent of wing overs. Whilst flying tandem I reflect on my sailplane training and the apprehension leading up to solo. Yet with a paraglider I've "soloed" on the very first day.

Later in the day the wind abates and we get another magic late afternoon "boat" about the mountain. But before we get a chance to get too comfortable, we practise some safety manoeuvres. The first is "big ears". This involves pulling on the outer A-riser causing the tips of the glider to tuck under. To us this appears to be sheer madness, but turns out to be perfectly safe. Big ears has the effect of increasing the wing loading on the remaining canopy, and thus increasing the rate of descent, which is very important if a nasty grey cloud decides to try and suck you up. It's really the sailplane equivalent of pulling out the dive brakes.

The next manoeuvre is an asymmetric. Here we are expected to collapse one half of the wing by yanking down sharply on the A-risers on that side. And we thought big ears was scary, this is very scary indeed, the only sailplane equivalent that I can think of is being asked to chop off one wing. As pilots we are probably more aware of the consequences of the earth rushing up to smack us in the head and consequently are more concerned than our companion who doesn't seem worried at all. He just doesn't know enough to be frightened! Somehow we manage to swallow our fear and give those risers a good yank. The first thing that happens is all the risers on that side go soft. Our instincts cause us to cling to the remaining good riser which is exactly the right thing to do as this stops the rotation, pressurises that side of the glider up, and causes the wing to pop back out. Phew!

Then there are full frontal tucks, here the whole leading edge of the wing tucks under because the angle of attack has become too low to keep the glider inflated. This is usually due to turbulence, or as we saw in one spectacular video, wakes from helicopters. By this time we are over being frightened and just do whatever it takes to get it over with. The full



Mt Borah launch

Photo: Courtesy Godfrey Wenness

frontal turns out to be okay too. Like stalls and spins in a sailplane, it just takes a bit of getting used to.

With the safety manoeuvres now completed we are ready to learn the art of thermalling a paraglider. Here our sailplane experience starts to both help and hinder us. We know what we want the glider to do but all our instincts cause us to pull on the wrong brake at the wrong time. Our non-sailplane flying companion meanwhile floats off the hill, blindly bumps into a thermal and skies out, frustrating us "real glider" pilots. A lot of practice is required before we get it together and stop butchering the thermals. We are in awe of how strong the core of a thermal can be: four metres per second rate of climb in early winter, that's impressive! We are also starting to come to terms with the metric system. All paraglider pilots use metric units and we are told to "get with the program, the metric system has been in use in Australia for 30 years!"

More flights, more blown out middays and another two magic late afternoon "boats". This time we are deemed to be capable of flying back to the homestead instead of the shame of the bomb-out paddock and we begin to feel like "real (para)glider" pilots at last. It's on these "long" glides that we experience what an LD of 7:1 really means and yet again our scale of things is re-calibrated. Boy these things sure come down quick when you take them out of the lift zone. This leads to long evenings of beer and debates about the merits of both types of gliders and we joke and argue about how to get a sailplane into a backpack.

A few more days flying, more practice thermalling, a written exam, and we qualify as "novice" paraglider pilots.

So, what do I think of paragliding now? Well it's definitely all that I expected it to be, and more. I certainly had some misconceptions about it. Like "there are only two controls, a left brake and a right brake, how hard can it be?" Those two controls are really both elevators and ailerons combined, controlling both turns and pitch, with a bit of the function of flaps and dive brakes thrown in for good measure. An unbelievable number of manoeuvres can be achieved by varying the combination and rate at which the brakes are applied including the amazing SAT, where one side of the wing is flying forwards and the other almost backwards in a spinning dive (no we didn't do this on the course!).

So will I be doing any more cross-dressing? I certainly hope so and would recommend it to glider pilots of any age with just a moderate level of fitness. It certainly taught me a few things about the sky and it's just darn good fun. Anyway I have to keep at it as I bought a glider, so there go any remaining spare weekends not already consumed by "real" gliding! Just one small problem, how do I get the paraglider to fit into the baggage compartment of the SF27M...?





History of Beaufort Gliding Club

DOUG LYON

On 8 October 1942, 35 employees of the Beaufort Division of the Department of Aircraft Production (DAP) at its facility at Fishermen's Bend agreed to form a gliding club to be called the Beaufort Glider Club.

Within one month of hectic committee and general meetings membership had increased to 103 members, with all having paid a joining fee of three guineas – in current language, \$6.30.

The RAAF liaison officer at the DAP was an instigator for the formation of a gliding club and undertook the design of a two-seater glider for construction by the club. At the time he held the rank of Flight Sergeant; by the end of November 1942 he held the rank of Flight Lieutenant; and by January 1943 was Squadron Leader Henderson.

Because of the number of club members it was decided that four two-seater gliders should be constructed, however as construction commenced membership declined rapidly.

It may now seem unusual that during wartime, employees of what was considered to be an essential industry were permitted, and even encouraged, to build in their own time and in a government factory, aircraft for their own pleasure and benefit.

By April 1943 the optimistic forecast was that at least one aircraft would be ready for flight in the spring (no year mentioned). By May 1943 it was decided to concentrate on completing one glider, as by this time it was beginning to appear that this would be all the current membership could operate.

Work progressed through 1944 and by July the major components were in a fairly advanced stage, at which time Squadron Leader Henderson was posted to Sydney. This led to the discovery that there were no drawings or details of how to finish construction, and further, that Squadron Leader Henderson was not an engineer,

as had been generally assumed, but an industrial chemist: his aircraft design knowledge had been largely gleaned from a pre-war book entitled *"How to build and fly sailplanes"* by H. Latimer Needham.

The new RAAF Liaison Officer, Squadron Leader Frank Rowe, undertook to assist as much as possible with design, but admitted that his pre-war airforce experience was on the aircraft maintenance side.

In August 1944 a 16-year-old aeromodeller was invited to see a real glider being built. He had the temerity to ask if a weighing had been carried out as, in his opinion, it seemed the aircraft centre of gravity would be too far aft. This caused some consternation, such that at the next work session weighing apparatus was on hand and in due course the prediction was confirmed. However, the intervening week had not been wasted in idleness; it had been estimated that the wing centre section weight would be about three times the weight for area of the expected glider's wing loading. By eliminating the centre section, and adopting a saw-horse type support structure the four post birdcage structure originally proposed, in which the instructor would be imprisoned, could be eliminated. The wing could then be positioned six inches further aft (150 mm for those of a

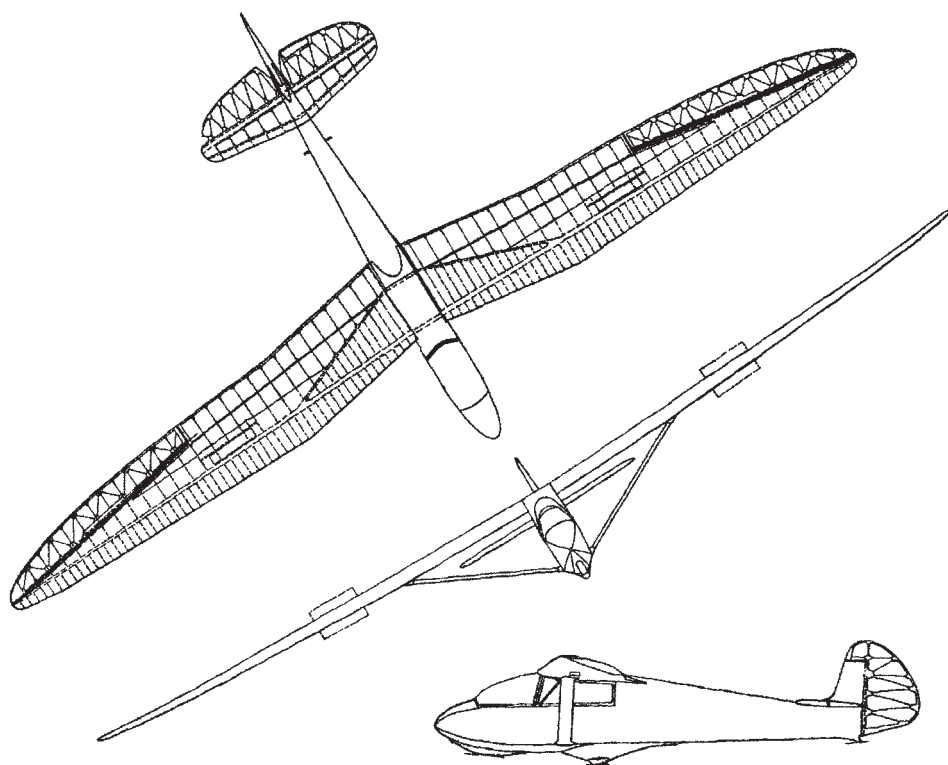
later generation) then, by placing both occupants forward of the wings, the centre of gravity could be located in the required position.

With the instructor no longer located under the wing it would be feasible to fit a wheeled undercarriage as it was considered it would otherwise require a team of super humans to move the glider on the ground on its planned skid, and for good measure increase the span of each aileron by four feet (1.2m).

Surprisingly all these suggestions, plus some further ones were accepted and adopted, and resulted in the final configuration, which was successfully test flown on 8 December 1946.

The initial test flight was carried out with Geoff Richardson as pilot and John Wallis as ballast. This flight consisted of a winch launch to about 150 ft altitude, taking hands off and allowing the glider to glide back to the ground at which it was declared "she's right." The second flight was with Bill Iggulden as pilot and John Wallis again as ballast; this was a winch launch to about 1,000 ft followed by a sedate circuit and landing.

The third flight was with Jack Iggulden as pilot and Doug Lyon as ballast and was winch launched to about 1,000 ft, and as Jack indicated *"We are over water"* (and there was a small pond below) *so we will try a stall turn,* which



Inc.

was carried out with flair and then followed by a gentle circuit and landing.

This proved to be the final flight for the day, as on the next launch attempt the winch cable broke as the knots in the cable had been abraded excessively on the Fisherman's Bend runway.

The next outing, a few weeks later, was at Dromana, operating off two adjoining pad-docks just south of Arthurs Seat. This was the site of the Victorian Motorless Flight Group's first club excursion at which the Beaufort Club was invited to join. The first flight of the Beaufort two-seater was the continuation of the aborted fourth flight at Fisherman's Bend with Jack Iggulden as pilot and Len Travers as front seat ballast.

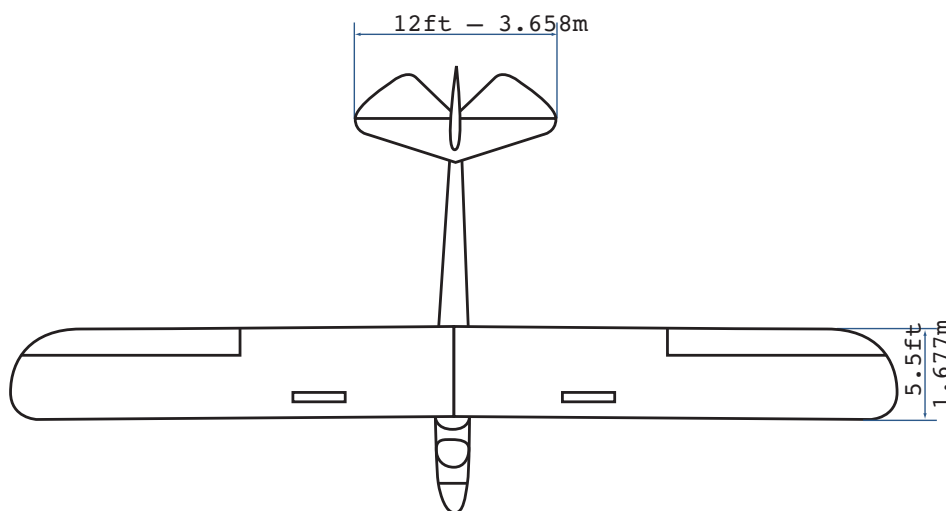
As Jack headed out over Port Philip Bay Len felt he had a lot to learn as he thought there was no way they would make it back to land; he was almost correct.

Skimming over the sandy beach the glider impacted with the bank of a small creek which ran into the bay, a fence post and a tea-tree with the result of bent struts, two wing leading edge panels damaged, top longeron of the fuselage fractured in the rear cockpit area, as well as slight damage to the tailplane leading edge.

Most members of the VMFG offered their sympathy as they were convinced Beaufort's first Christmas/New Year's gliding was over. However, Beaufort Bod's were made of sterner stuff; several members were sent off back to Melbourne to collect tools and materials while the rest rigged up tarpaulins to make an open air workshop and by working night and day under the light of a kerosene pressure lamps had their aircraft flying again in 48 hours.

After Dromana there was no flying for another 12 months as construction of a winch was undertaken and a search made for a site where gliding operations could be carried out. Eventually permission was gained to operate from Sir Richard Casey's private airfield at Berwick.

The winch was not completed until almost the end of the 1946/47 Christmas/New Year holiday period so little flying was done, but on the Australia Day weekend the first flight



Beaufort Gliding Club's Phoenix

encountered a thermal and, despite Bill Iggulden's scepticism, he was persuaded to give it a go. After a few turns, about 300 ft height gain had been achieved before losing the thermal, but on flying upwind a second thermal was encountered and cloudbase at just over 4,000 ft was reached which was claimed as an Australian two-gliding height record.

After all the remarks which had been made, such as the winch having greater chance of flying, and complete unreality that it could be soared, it was considered that the Beaufort two-seater had risen like a Phoenix from the ashes of all the scorn heaped on it and thereafter was called the "Phoenix".

On the same day as the above flight the Gliding Club of Victoria's (GCV) "Merlin" was soared to a lesser height, which was hoped to be claimed as a record but was pipped at the post.

The following Australia Day weekend the Phoenix was soared to 4,750 ft, and on the same day the GCV's Merlin soared to just over the 4,050 ft of the previously claimed record. On the following Easter the Phoenix reached 7,000 ft altitude in the only thermal encountered during the four days.

Initially, flying was only carried out over long weekends as the glider had to be trailered from and to Melbourne until the VMFG acquired an old wooden farm building which was transported to Berwick airfield and converted into a hangar in which accommodation for Phoenix was generously offered and accepted.

In the meantime the Beaufort Building Club embarked on the construction of a building incorporating a small bunkhouse, but as post-war shortages of all sorts of building materials and a similar shortage of finances among members sweat-of-brow had to serve as a substitute for cash.

By the time most members had soloed it was decided a single-seat glider of higher performance was required. There was nothing

much available to fill the bill in the required performance or in an attainable price range. Of designs for which plans were available, the Schneider Grunau Baby 2 was considered to lack ruggedness and the Olympia a bit too advanced and complex, so it was decided to design a glider to suit the requirements.

The basic design proposed by D. Lyon was accepted and some materials for the manufacture of two gliders purchased – one for the club and one for D Lyon. Unfortunately, before the design was complete or any construction commenced, the Phoenix was destroyed in an accident on 4 January 1951 which was fatal to the front seat pilot.

Whereas it would have been possible to rebuild the Phoenix, it was decided to adopt the aerodynamic design of the proposed single-seater and modify it for a two-seater.

This was the origin of Zephyrus, but circumstances such as the influence of the Phoenix crash on some members, a lessening of enthusiasm for building, and matrimony resulted in the project dwindling to a near stop before picking up momentum.

Zephyrus was eventually completed and test flown on 11 December 1966 and, as is said, the rest is history.

Since then building has been limited to trailer construction and, recently, to hangar construction. The single-seater glider project did not proceed, possibly due to the fact that materials purchased were all used on Zephyrus – no other explanation for the lack of enthusiasm for the project is forthcoming.

Despite the tribulations the club has survived for more than 59 years and with luck will reach its 60th anniversary on 8 October 2002, making it one of the longest-surviving gliding clubs in Australia behind the Gliding Club of Victoria and ahead of the Victorian Motorless Flight Group and Geelong Gliding Club.

Some might consider this a worthy achievement.

◀ Beaufort Phoenix:

Wing span	38ft
Length	27ft
Wing area	240ft ²
Aspect ratio	13.4
Maximum all-up weight	1,380lb
Maximum crew weight	400lb
Ultimate load factor	+7 – 3.78

Summer Millennium Cup



Above Flinders Monument

Round 1: Portsea, December 2000

Despite a less than perfect weather forecast the first round was held at Portsea as per the previous year. We were hoping that the seabreeze would kick in early enough to run a task.

A gorgeous Saturday morning, I arrived at Portsea to see more than a dozen pilots helping Tim Howes maintain the site by removing weeds. Tim was the man behind the Portsea project and he put in a lot of effort to improve the site. He is keen to keep it in top shape.

After the initial briefing and registration (22 pilots registered for the first round) the most important step of free flying was practised – parawaiting. We watched the wind blowing from the back for five long hours. When it started changing direction the good news arrived – people were flying at Flinders. It was amazing to see how quickly desperate pilots could get ready to move; the carpark was empty in no time, with the resultant car rally heading towards Flinders.

There were two paragliders in the sky when we arrived, but when a task was set and pilots were ready to take off, the wind swung further east and crushed our hopes. That was enough waiting for one day so the day was declared invalid.

The strength and direction of the wind did, however, create good flying conditions at a site called Monument, only a few kilometres away from the Flinders take-off. Monument is one of those sites where take offs are almost impossible without help due to the sharp edge and tall grass. But despite the launching difficulty the sky was full of paragliders in a short time. Monument residents had never seen so many paragliders in the sky at once. There were plenty of spectators, too. When I left the site after an hour's flying conditions were still

perfect and many pilots were still in the air. The day was happily ended with dinner at Flinders Hotel.

On Sunday morning the weather didn't look any better; northerly wind and light drizzle, certainly not ideal conditions for flying. But there seemed to be some hope, as it was clearing up. Instead of waiting at Portsea we decided to move to Sunnyside which would be flyable under the conditions. Sunnyside is a nice little flying site, but with quite a small beach to land on (definitely not a novice site, which has been proved many times in the past with water landings). To our surprise there was a wedding ceremony. We felt obliged to provide a nice backdrop for the photographer, flying low over the guests while approaching the beach for landing. Some time later the wind strength reduced, so it was time to visit the nearest pub to wait and see what the weather would do. Soon the news arrived: It was com-

HAKIM MENTES

After the huge success of last year's competition, the Skyhigh Paragliding Club committee decided to run another Millennium Cup this summer and I was given the task. This is the story of five weekends of novice competition.

ing straight up the face at Portsea. When we arrived there it was a little bit too strong for safe flying, but this didn't deter some keen pilots who decided to launch from the beach. While Jamie was showing us how to crash his new toy, a model plane, Steve was reversing the free flying rules: taking off from the beach and landing at the top the hill, unwantingly off course.

Despite the poor flying conditions the weekend was a successful one. Many pilots turned up and the ones who waited long enough were rewarded with excellent flying at the Monument.

Round 2: The Paps, January 2001

Unlike last round the weather forecast was excellent for the weekend and we were all very keen to do some decent XC flying. We booked accommodation at Mansfield Lakeside Caravan Park for the weekend and left Melbourne early



At the Paps

PHOTOS: HAKIM MENTES

Friday afternoon. We arrived at Maindample to find half a dozen happy pilots sipping cold beer at Maindample pub after a good day's flying. We joined them to listen to their stories.

Saturday morning the weather was very promising. We were at the south launch by 10:30am. Given the promising conditions a four turnpoint task was set, with each turnpoint five to six kilometres away, in each direction. The task was to do as many turnpoints as possible and land at the caravan park. This is what makes The Paps such a good site, pilots can go in any direction.

To make sure that pilots flew over the turnpoints, a coloured tab in a certain shape was placed at each turnpoint; pilots were required to identify the colour and shape of each tab. There was no set route so pilots were free to choose their own direction.

Despite the seemingly perfect conditions – hot day, blue sky and scorching sun – there were no thermals to be found. The wind also kept changing direction so pilots had to try different take-offs (The Paps has take-offs in almost all directions). At the end of the day Peter Rigby (who came from Sweden specially for the competition – that was what he told us) and Ross Lupton made one turnpoint each and bombed out on the way to a second one. Four pilots made the goal without any turnpoints. The rest just bombed out.

The remainder of the day was spent in the swimming pool at the caravan park.

Sunday was not as good as Saturday, with only the north launch flyable due to the strong northerly wind. The north launch is the worst one because of rocks everywhere and not everyone (especially pilots with new gliders) was keen to take off from this launch. The day was declared open for those who wished to take off. Half a dozen pilots took off and the others watched.

The round was successful and Brian/Maggie Webb, Rick Keating, John Archibald and Jamie Harrington made the goal without any turnpoints and got top score, but the winner of the day was Brian/Maggie as they got bonus points for registering both days and taking off early.

Round 3: Moggs Creek (Spion Kop), February 2001

The forecast was not bad for the weekend and the decision was to go ahead with the planned coastal flying weekend. On Saturday morning all competitors were on top of the hill waiting for a task. Given that the wind was not strong enough and a bit crossed, we opted for waiting

a while. After lunch saw no change and pilots started getting impatient. Some took off and bombed out. Only Jiri managed to stay up for a while.

Late afternoon came and still no change. Although south side at Bells Beach would possibly have been alright for flying, the limited landing options in the area made it unsuitable for a novice comp so we stuck it out at Spion. I decided to set a simple task: a longest glide competition. Pilots took off, turned right and glided over the beach with the tailwind.

The task was valid and complete so it was time to move to a site where we could actually fly. Not many pilots had been to Red Rocks before, so we decided to visit the site. On the way it was noticed that some paragliders were flying at Bells Beach. That was the place to be so we changed our destination immediately. Conditions couldn't have been any better and soon there was nobody on the ground. It was Owen's day to show off: he was blown back twice while trying to take off and ended up in the bushes. His top landing was also interesting. Quite a big paddock with a small lonely tree in the middle. Guess where Owen landed? Straight on top of the little tree!



Coming into goal

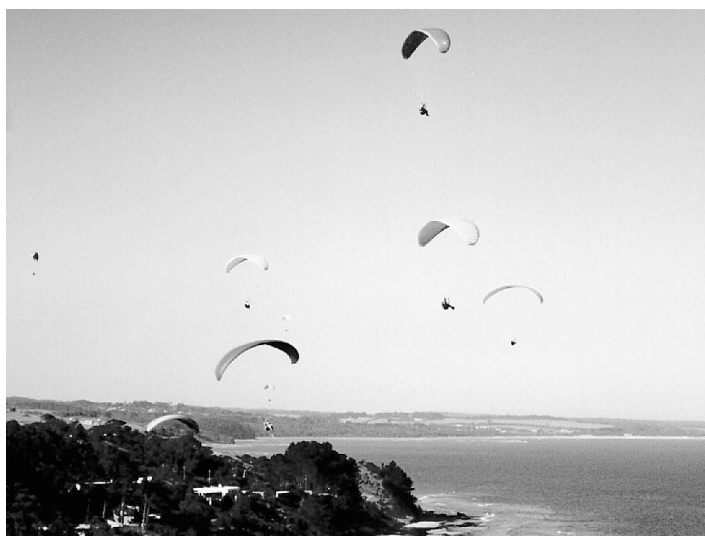
After the flying we started thinking about accommodation. We soon found out that there was no accommodation available in the area – everywhere was booked out! We were recommended to try Torquay, but the situation there was no different. Most didn't bother with any more searching and headed back home after dinner at the Torquay Hotel. I rang Bohdan, the local pilot, and asked him about camping in his backyard. He was happy with the idea and six of us camped at his property in Airey's Inlet.

Sunday morning the wind was northerly as forecasted and expected to stay like that all



Parawaiting at Portsea

Summer Millennium Cup



Flinders Monument

day. Not much point staying at Airey's Inlet so we travelled to Three Sisters/Flowerdale hoping that the conditions would be better. After three hours driving we were at Three Sisters to discover it was deserted due to strong wind. We'd had enough driving for one day so that was the end of the round.

Round 4: Apollo Bay, March 2001

This weekend we had to make accommodation bookings at least a week beforehand due to the popularity of the Apollo Bay Music Festival. We chose Apollo Bay for the weekend because the Music Festival would be a good alternative if conditions were not suitable for flying.

After great difficulty a house with sufficient beds to accommodate ten people was booked adjacent to the Wingsports Flight Academy. Hans and Fiona from the flight academy were happy to help us with weather forecast and initial briefing. The weather conditions deteriorated rapidly as the date approached but we were committed to go. Eight keen pilots turned up in town Saturday morning. It kept drizzling and the wind was blowing 'from the back' all day. Nothing flying related was going to happen, except for a visit to another local site, Joanna. It was blown out and still raining there, so we sat in cars and watched the spectacular sunset.

After dinner Barb and Rick went into town to see a show and the rest of us stayed at home and watched television while chatting with Fiona. Sunday nothing changed, still wet and blown out. So, no flying for the weekend, but it was a good opportunity to get away from Melbourne.

Round 5: Mt Cole, May 2001

Saturday morning we met at Andy's Cafe in Beaufort for our first briefing (to figure out what to do). Locals suggested that Big Hill would be the place to go, but unfortunately nobody in our group (17 of us) knew where it was. The only option was to wait for the locals to get ready and follow them. Paul

from Dynamic Hang Gliding School was a very friendly chap who happily showed us the way.

A 10 car long convoy stopped in front of a nicely rounded grassy ridge. The site was a sensitive one and the land owners did not want too many vehicles driving up and down the hill so we had to car pool. Rick's ute became extremely handy to carry all the gear and some

pilots who didn't fit into my van. At the top of the hill Paul briefly described the site. It was a dream site for novices: a nicely rounded hill with no trees and a big landing paddock at the bottom. The ridge was possibly a couple of kilometres long. Given that the weather was not that great (overcast and drizzling occasionally) a simple task was set: one turnpoint at each end of the ridge and landing at the car park. At that stage the wind was a bit strong for us so we performed a few hours of parawaiting while watching hang gliders taking off and top landing. Then the wind dropped and a few of us rushed and took off and flew for a while until the wind and drizzle started picking up again... followed by more parawaiting.

Sometime later the sky cleared, clouds disappeared and the wind dropped. This was what we had been waiting all day for and everybody took off. The sky filled with more than a dozen paragliders and a few hang gliders. The flying was so nice that most pilots forgot the task and just free flew!

That night most of us preferred to stay at the Beaufort Lakeside Caravan park as a result of last year's sweat memories. The classical one was the response of the caravan park operator when we asked about camping cost: *"It is \$5 per head but we can make a deal"*. Some pre-

Name	Surname	Class	Week 1	Week 2	Week 3	Week 5	Final
Jamie	Harrington	N	250	800	795	790	2385
Owen	Jourdain	O	250	630	810	745	2185
Rick	Keating	O	250	825	250	710	1785
Ross	Lupton	N	250	665	650	0	1565
Carolyn	Dennis	N	250	250	500	725	1475
Barbara	Scott	O	250	375	250	725	1350
Brian/Maggie	Webb	O	0	845	250	0	1095
John	Archibald	N	250	825	0	0	1075
Phil	Giddings	N	250	250	550	0	1050
Martin	Kidd	N	250	0	700	0	950
Peter	Rigby	O	0	800	0	0	800
Zoltan	Toth	O	250	375	0	0	625
Ioan	Codreanu	N	0	0	625	0	625
Peter	Welsh	N	250	350	0	0	600
Greg	Payet	O	250	350	0	0	600
Stuart	Banks	N	250	350	0	0	600
Steve	DeGruchy	N	250	350	0	0	600
Mick	Renshaw	N	0	380	0	0	380
Chris	Deed	N	0	350	0	0	350
Nic	Hauf	O	250	0	0	0	250
Steve	Meagher	O	250	0	0	0	250
Collin	Skidmore	N	0	250	0	0	250
Charles	Ray	N	250	0	0	0	250
Jeremy	Torr	O	250	0	0	0	250
Kevin	Gingel-Kent	O	250	0	0	0	250
Geoff	Guest	O	250	0	0	0	250
David	Frecheville	O	250	0	0	0	250
Tim	Howes	N	250	0	0	0	250
Sharon	Gingel-Kent	O	250	0	0	0	250
Rick	Vanderburgh	O	0	0	250	0	250

ferred to stay in motels in the town. Dinner at the pub was eventless and the level of excitement was no where near to last year's dinner at the same venue.

Sunday morning saw another meeting at Andy's Cafe to decide where to go. Locals suggested Ben Moor, which suited us as we wanted to see the site which VHPA was planning to purchase. First we visited the landing paddock, then made the long and difficult trip up the terrible road to launch. It would be a much better site if access up the front of the hill were obtained. Anyway, the conditions were not that great at the top; the site faces south to south-west and the wind was coming from a south-easterly direction. Despite that I wanted to test fly the site and so took off. I couldn't manage to stay up so decided to fly to the lower ridge which was facing the wind. Not much room to move there, so I decided to head down to the landing paddock as everybody left launch. Most pilots preferred to walk down the hill rather than driving, and it proved to be that walking was actually quicker than driving!

There were still a few more hours left in the day and a south-easterly facing site, Mt Gordon, was a site halfway towards Melbourne – an obvious choice. At Mt Gordon conditions were perfect and the hill itself was another heaven for novices: a huge grass hill with no trees and a big landing paddock at the bottom. A particular novice who convinced himself that it was not going to be flyable did not bother taking his glider with him to the top and learned the lesson the hard way: *"If you go to a launch always take your glider with you."* It was too late to set a task and the day was declared as a free flying day. Soon there were more than a dozen pilots in the sky.

At the end of the day everybody had a big grin on their face. A brief summary of the weekend could be: beautiful sites, beautiful scenery, excellent flying, a wonderful weekend and more than a dozen happy pilots.

Finale

That was the story of season 2000/01 Skyhigh Millennium Cup. Thirty pilots registered for the competition and Jamie Harrington, a novice pilot, was the overall winner. He attended four out of five weekends, registered for both days each weekend he attended, and was always one of the first pilots to take off to collect valuable early take off points. Congratulations, Jamie. Owen Jourdain came second and he was also the winner of the Open Class. The first three place holders for each class (Novice and Open) won great prizes which were presented at the July meeting of the Skyhigh Paragliding Club.



FUNNY CAPTION COMPETITION

This month's photo comes to us courtesy of Godfrey Wenness
If you have a witty mind from this year's Manilla Open.



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 June comp is:



My father's showing me some ground handling techniques. With a lot of practice, I hope to be as good as him someday.
– Ian Forsyth

Other notable entries were:

While money may not grow on trees, paragliders certainly do. The only problem is: if you pick them too early they're a bit small, leave them too long and they become really hard to pick! – David Patak

"HEY SON! Watch where ya' pointing those things, will ya'? You've already shot one down..."
– Baylee Roberts



“Membership Numbers” – a Reply

► In response to Bob Donaldson's letter “membership numbers”, March 2001 AG/SS “Letters to the Editor” (page 30), and the questions he raises in it, perhaps the following might make for interesting reading.

A report of worldwide gliding membership numbers, by John Roake, Chairman of the IGC Membership Committee, is available on the web at [www.glidingmagazine.com/ListFeatureArticleDtl.asp?id=96].

In it, the data collected from 28 countries is presented for the period 1990 to 2000. The trend in almost all countries is downward (Poland being an exception with a 25% increase) – the Germans are down 8.7%, French down 17.9%, British down 16.9% and Americans down 5%. Australia dropped 26.6% from 3,796 to 2,785 in this same period.

On the reasonable assumption that Mr Roake based the Australian data on GFA figures submitted to the IGC, then that should satisfy Bob's question about GFA numbers, and changes the anecdotal evidence of a “decrease”, into cold hard facts. In terms of individual clubs weathering the storm, I can only report on data from my club, Southern Cross Gliding Club, in Camden NSW. As Club Membership Secretary, I have gone back through the data from 1994-2001 (with heartfelt thanks to my predecessors for such diligent record keeping!), and graphed it using Microsoft Excel.

Our club membership year starts 1 May, so there are always a few months before everyone has renewed again, hence the “dip” in the graphs. Other than explaining that, you can see that our club is doing its best to buck the trend – certainly the decline (measured between consecutive year-ends) has been less than 12% from a high of 179 in 1997/98 to the low of 159 in 1999-2000. In 2000-2001, we have started to see an improvement again, back to 170 members, and our renewals have been returned faster than in previous years which is also encouraging.

At our recent presentation night, the CFI had the pleasure of presenting around a dozen first solo certificates, so the Club is doing all it can to obtain and retain new members. Having an internet web site certainly helps attract both potential new members and also TIF (now AEF) passengers. We have flown people from as far away as the UK and USA, and get several enquiries per week from the web site. It definitely pays for itself many times over each year.

For those who might be interested some of the other membership trends for my club are online at the following URL [www.ozemail.com.au/~gliding/graphs/]

Questions and comments can be directed to the Club Membership Secretary and Webmaster, Southern Cross Gliding Club, Camden NSW,

Australia, email: <JArmistead@mail.com>, web page: [www.ozemail.com.au/~gliding/].

Jason Armistead



The Real Cost of Gliding

► In the May edition of AG/SS, Anthony Slaven wrote a short article on the cost of gliding and its increase over the years. In this article I will attempt to answer some of his questions, outline some of my concepts on what gliding could be (shades of Emilis Prelgauskas in this article I am afraid) and hopefully offer a variety of possible solutions. I will use my own club, the Adelaide University Gliding Club as an example, but I will not suggest that it is the ideal model for all clubs.

Firstly, everyone has to accept the fact that aviation is inherently expensive in almost all of its forms. Even in one of its cheapest aspects, gliding, the required safety standards ensure that there is a sizeable cost to be met. However, you can reduce the amount you pay out of your wallet for your flying by investing time and effort into supporting the flying. What you save in dollars, you pay for with hours.

So let us now look at who needs this lower dollar cost gliding: typically high school/university students and retirees. Typically these two groups don't mix that well (note that Adelaide University does have a retiree as an active member and it works fine) as they have little in common except the wish to go flying. However, they all have an amount of spare time that they are willing to invest in gliding, as well as a limited financial budget.

Students are often seen as a poor investment by many clubs. In my experience the majority will actively participate in a club for around three to five years before getting married and having kids (there goes all the spare time and all the spare money too!). Adelaide University Gliding Club has a very high turnover of members because of this reason. It has still managed to retain enough experienced people (despite assorted marriages and children arriving) to survive though. Younger club members that disappear due to ‘family commitments’ tend to reappear in the gliding scene later in their lives. The current incarnation of the Adelaide University Gliding Club is having its 25th anniversary this year. I know of a number of people from the early days of the club who left 20 years ago are now coming back to gliding (albeit at other clubs that better suit their needs) because their ‘family commitments’ have moved out of home and they now have a bit more time and money available to them. Another problem with students is that the older members/instructors of the club can have difficulty relating to them (as well as students relating to the older members). Bridging the generation gap can be a major obstacle.

Retirees are often perceived as a better investment as they tend to ‘last longer’ before they leave the gliding scene, albeit permanently. They are often the backbone of a club as they have a wealth of experience and plenty of spare time to invest in the sport. There is also less of a generation gap to bridge.

Next we need to look at how a club meets the needs of its members. The club executive committee needs to have a firm idea about what part of the gliding market they want to cater for. The market can be defined at one extreme as being a “low financial cost but high personal involvement” and at the other extreme as being a “low involvement but high financial cost”.

At a “low financial cost but high personal involvement” catering club, like the Adelaide University Gliding Club, the club members do everything. The gliders, trailers and other club equipment get maintained and repaired mid-week in a shed in Adelaide by members. The gliders may not be the latest and greatest ships, but they are cost-effective to operate. On a flying day, people car-pool to the airfield (one-and-a-half hours drive) early in the morning, DI the gliders, take turns in driving the winch, launching and flying the gliders, pack it all up at the end of the day, have a barbecue and then car-pool home. In all, each person would have spent 12 hours on that day as well as an additional three hours in the shed (or helping administer the club or whatever) during the week and received one hour of flying on average. The cost: 15 hours of each pilot's time for one hour of flying, \$3 for the winch launch and \$15 for the aircraft time. People are willing to do the hours because they can't afford the dollars and they perceive ‘their time’ to be cheap. (Note that the Adelaide University Sports Association does help subsidise the cost of the flying, but this grant money is largely in lieu of the club charging a realistic membership fee to join the club in the first place.)

Alternatively, at the other extreme is the “low involvement but high financial cost” club. This club would have professional (ie paid) instructors, tow pilots, administration and maintenance staff and offer their services seven days a week. The pilots drive to the airfield, get into recent model aircraft equipped with the latest instruments (the aircraft have already been DI'd by the maintenance staff), get an aerotow to the best part of the sky, fly for a couple of hours, land, get back into their cars and drive home. Assuming that the drive to the airfield is around one hour, their personal time spent is four hours – two hours of which were actually spent flying. They may have paid \$180 for those two hours of flying, but to them it is worth it because they value ‘their time’ to be worth a whole lot more.

Or a club could aim at being somewhere in between, where the levels of financial cost and personal involvement are more balanced between the extremes.

What Anthony Slaven's article appears to indicate is that there is a part of the gliding market in Western Australia which is not being catered for particularly well. I recall reading a paper written by Emilis some time ago, which suggested that one possible way to approach gliding at a State level was for State gliding organisations to identify which clubs cater for which part of the market to ensure that all parts of the market are covered.

In this paper, Emilis also recognises the fact that people's needs change over time and that the club they start out in may not meet their needs 10 years in the future. As an example, I started flying when I was 16. I stacked shelves in a hardware store and worked at a local hamburger joint for a few dollars per hour just so that I could spend a couple of days each month learning to fly. I also had enough time to invest in helping maintain the gliders in the evenings too when I wasn't studying, so that it helped make it affordable for me to go gliding. Now I am 31, I am employed as an aeronautical engineer (I really hated making hamburgers); scraping together the money to fly is no longer a real problem, but finding the spare time to help the club is a problem, as my life is a whole lot busier now. Ideally, the Adelaide University Gliding Club no longer suits my needs. I would be far better off at another local club which doesn't require so much investment of my own time for each hour of gliding. And I can now afford the more expensive flying rates at that other club. However, I have invested so much of my time in the Adelaide University Gliding Club over the years (and enjoyed every minute of it) that I don't want to go elsewhere based on emotional reasons. When I turn 60 and retire, then I will probably be better off at a third club because of my changing needs.

The illustration above suggests that a single gliding club cannot hope to cover the entire gliding market's needs. Personally, I don't think clubs should try to either. My experience has been that many clubs try to find the middle ground. Whilst this 'suit the most people, most of the time' approach works in a limited fashion, it means that several clubs in a region (ie all the ones clustered around capital cities) are often competing for the same customers. Perhaps these clubs should get together and collaborate and agree to help each other. One club reduces its prices but ups its involvement levels, another club ups its prices and decreases its involvement levels with the mutual understanding that they will exchange members' (and actively encourage it) as their member's needs change over time, as well as support each

other (I will accept this as possibly being incredibly difficult to achieve. Whilst most clubs co-operate well together, the decision to collaborate and change clubs at such a fundamental level may prove almost impossible). To assist in supporting the exchange of members, the clubs would have social events and regattas and so forth together. Effectively you link two clubs to form a synergistic organisation so that they are not competing with each other for a limited market.

A different alternative is to have a club which rewards the effort invested by individual members by offering those individuals cheaper flying. The more time and effort invested, the cheaper the flying becomes. I have been toying with this idea for a while but have not come up with how to implement it successfully. It relies on people being honest about the time and effort they 'invest'. Given that there is financial gain to be had, it only takes one person to falsely claim hours and the system starts to break down and become unsustainable. If the system could be made to work, it would enable low involvement members to fly at the same club as high involvement members, whilst suiting both parties in terms of time invested and financial cost.

I guess the only realistic alternative that has a reasonable chance of working is for Anthony Slaven to start his own club at his university. It would take a lot of time and effort, but it would result in a club that caters for a part of the market that Anthony Slaven feels may be being neglected in Western Australia. I am sure that AUGC would offer him all the support and advice that the club can in his endeavours to create another uni-based club, similar to the support that was given to Uni-gliders in Queensland.

Someone is bound to suggest that perhaps the GFA, at a national level, should approach all the universities across Australia with the aim to set up more uni-based gliding clubs that cater for the younger generation. I am not sure that this is the GFA's responsibility. Perhaps some of the existing clubs near universities could take the initiative and approach these universities with the aim of setting up a uni-student branch of their club.

But this may not be as realistic as it sounds. Unfortunately, it takes around five years of single-minded and dedicated effort to get a new club up and running and reasonably able to operate independently of other gliding clubs (ie has at least one club aircraft and a winch of its own, as well as an airfield to use). And as I have stated above, the majority of uni students only actively participate in a club for around three to five years. The departure of one of the core-founding members from the club is often enough to trigger the club's collapse before it really gets going.

GFA Decentralised Competition Results – 2000/2001 Summer Season

Australian Gliding Trophy (overall winner)

Michael O'Brien 2,056 points

Sportavia Shield (overall runner-up)

Matt Anglim 2,023 points

League I (Bathurst Gliding Club trophy)

Chris Stephens 947 points

League II (Bathurst Gliding Club shield)

Michael O'Brien 2,056 points

League III (National Two-seater trophy)

SDASC 444 points

League IV (Corfu Accommodation trophy)

Morgan Sandercock 321 points

Heath L'Estrange was runner-up in League IV (less than 200 hours of flying time) with 243 points.

Fortunately there is a very big reward available to Australian gliding if it wants it. With two other university-based gliding clubs (you need at least three), there could be a gliding competition as part of the annual inter-varsity games. These annual inter-varsity games are financially subsidised by the universities to make them more affordable and accessible to students. These games would present a low financial cost, national gliding competition which would be readily accessible to the younger generation of pilots of the university clubs. Australian gliding as a whole would definitely benefit.

Anthony Smith

Oz Rules!

► An analysis of flex wings gliders used at the World Championships in Spain (being staged at the time of writing this letter) confirms Australia's place at the top of world hang gliding manufacture. Of course, the relative weakness of the Aussie dollar may help overseas sales generally, but my guess is that most top competition pilots want the best, regardless of cost.

Moyes (42 Litespeeds, 2 CSX's)	44	(32%)
Airborne Climax	4	(3%)
[Total Aussie gliders]	48	(35%)
Icaro (two models)	35	(25%)
Aeros (three models)	18	(13%)
La Mouette	15	(11%)
Wills Wing (two models)	14	(10%)
Seedwings	3	(2%)
Quasar	3	(2%)
Other	3	(2%)
Total	139	

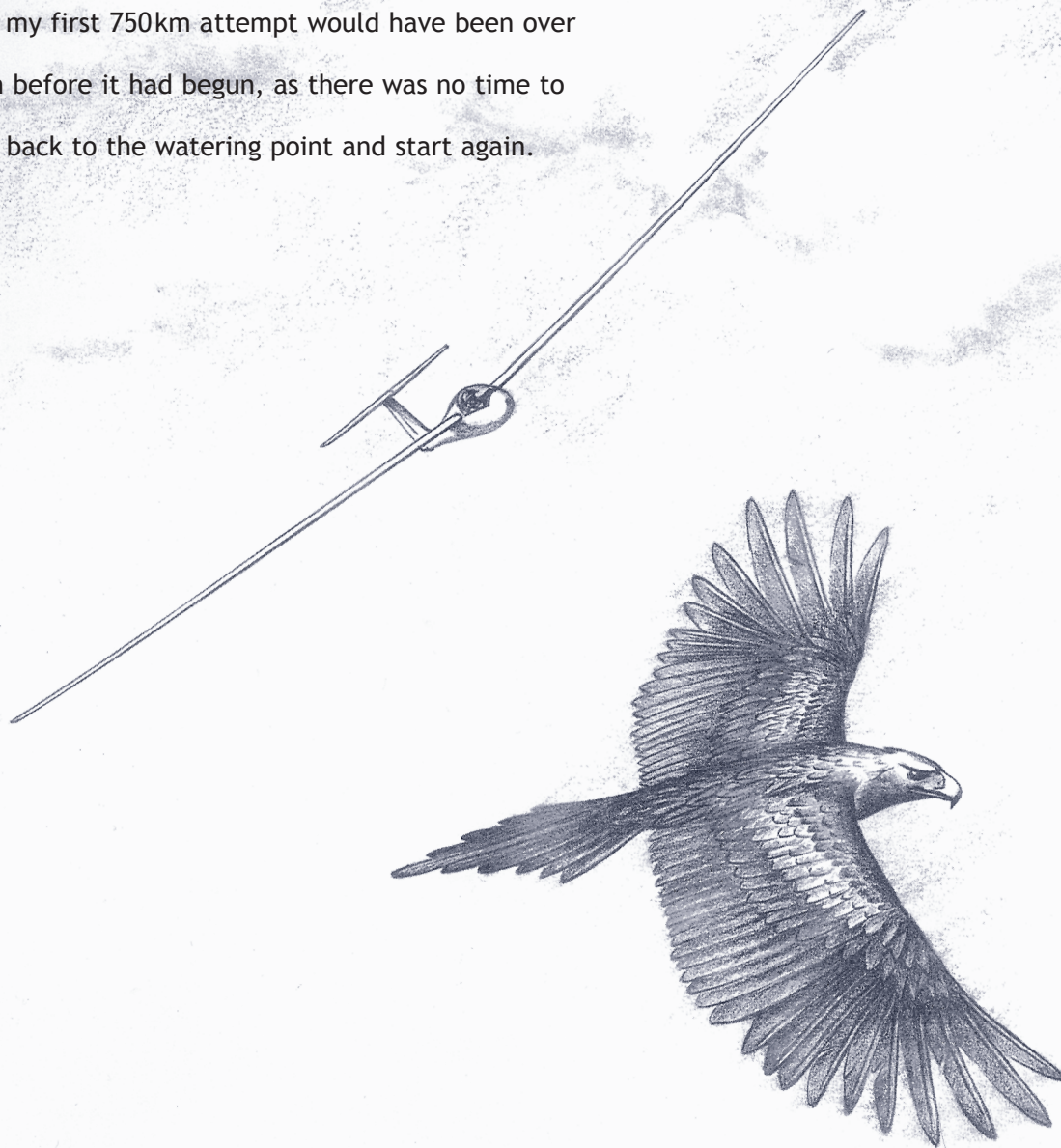
Martyn Yeomans



One to Remember

RALPH KELLER

Pulling the glider round in a tight turn, I breathed a sigh of relief as I watched the vario needle swing upwards into the “good” sector and actually remain there. For the last 30 minutes I had been hunting for lift, finding very little, and had just about reached the point of frustration where I was ready to dump 100 litres of water into the air behind me before joining the landing circuit. With that my first 750km attempt would have been over even before it had begun, as there was no time to rush back to the watering point and start again.



Encounter with a wedge-tailed eagle near Temora

However, at last I was climbing, first through 2,000 ft and then through 3,000 ft – saved in the nick of time! I was reclining in the narrow but comfortable cockpit of my favourite Sportavia glider – an LS6 with wings stretched to 17.5m – and had made a declaration to fly from Tocumwal to Cootamundra, then on to Hillston and back again to Toc – some 770 km.

The day had started full of promise but, being the second half of February, thermal development was slow. It was 1pm before I found the first decent climb which allowed me to escape out of the usual blue hole over Tocumwal airfield and fly towards a sky full of white billowing clouds beckoning in the north-east. However, once I had reached the first of these and climbed rapidly under its base in a strong thermal which seemed to suck the glider upwards, I realised that a great soaring day was just beginning. This gave me the necessary confidence to tackle the long task. I shifted the flaps into negative and eased the stick forward – Lima Papa responded willingly and we shot out from under the cloud towards the first corner of the triangle.

“There is simply nothing that compares with gliding” kept going through my mind as once again I savoured the wonderful feeling which always comes over me when I find myself alone in an empty sky, high above the vast Australian countryside, flying one of these beautiful silent aircraft.

Before too long the large sprawl of Wagga Wagga appeared on the ground before me. Remembering the dire consequences promised for violating the town’s airspace, I gave the place a wide berth. Over Junee I got back on course and then saw Cootamundra nestled in amongst the low hills that surround the town. The airfield was the turnpoint to be photographed and, after another good climb, I pointed the glider’s nose towards Temora and distant Hillston.

So far so good! The first leg had been achieved at an average speed better than 100 km/h, so things were going well. When would I run into difficulties, I wondered? Unfortunately, I did not have to wait long!

Flying towards Temora, the sky looked filled with the same nice clouds as before but suddenly nothing seemed to work anymore. I sank lower and lower, flying hopefully, but with increasing tension and finally desperation, from one cloud to another. My neck began to ache

from peering up at the dark bases, now so far above me. Near the town I had reached the low point of less than 2,000 ft – how terribly close to the ground this always feels when you have got used to 8,000 ft. I found weak lift here and there, enough to keep me flying, but nothing to give me a decent altitude and allow me to proceed. I became very conscious of the afternoon slipping by, whilst the glider remained tied to Temora as if by an invisible tether.

As I scratched around in yet another weak thermal, a wedge-tailed eagle slid into position

wing and for a split second I had sat paralysed in the cockpit, waiting for my tailplane to go.

This time, however, there was no aggression, I relaxed and felt privileged to spend a short time flying in company with one of the masters of soaring. Every so often the circling brought us quite close together and I was able to observe how every part of the bird’s body was involved in the task of using the rising air. The broad wings and the finger-like primary feathers were constantly flexing and bending in response to the smallest shift in air currents, whilst the ever-twisting tail guided the bird through the sky. Here was the perfect soaring machine flying beside me. I watched the masterful performance, given with careless ease, and felt quite humbled in my elegant aircraft, which suddenly appeared rather stiff-winged and cumbersome.

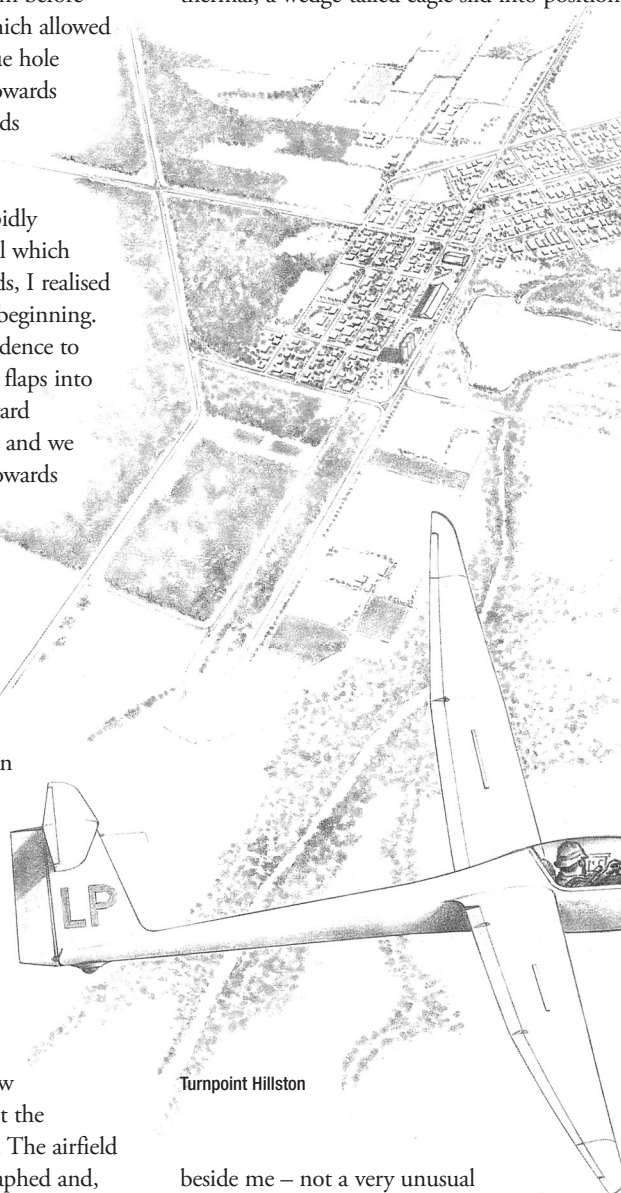
After a few minutes the eagle vanished as quietly as it had arrived and I was alone again, still unable to find good lift.

As usually happens, though, suddenly I connected with a strong thermal, managed to climb to the cloud base, and we were off again towards Hillston, still over 200 km away. The sun sank lower in front of me and I was beginning to have trouble identifying ground features ahead and below (I was flying with map and compass rather than by GPS). This made fast cruising with confidence difficult, just when I needed to make up all the lost time.

A more experienced pilot would no doubt have seen that, in fact, too much time had been lost over Temora and would have chosen the most direct way home. However, I did not, I was lured on by thermals which were again strong and consistent and so I continued flying westward into the afternoon.

Despite the sun shining into my eyes, I found Hillston without too much searching but by the time I had rounded the turnpoint and was able to depart the town, it was 6 pm. Lift was still available to 9,000 ft. The sun, however, was really low by then, casting strong slanting rays through the cloud gaps which made the land below look shadowy and featureless. The clouds ahead were no longer white and fluffy but dirty grey with straight, hard upper and lower edges, rather like slabs of sea-ice floating in Arctic waters. I did not expect much lift under them. Everything in front of me had taken on an unfriendly and even sinister look.

I was also getting tired and listened with envy to other returning Tocumwal pilots giving their 15-mile inbound calls whilst I still had more than 250 km to go. When shortly afterwards Toc base informed me that a high cloud cover was drawing in from the west, I realised that my chances of getting home and making



beside me – not a very unusual occurrence over the rural areas of southern NSW, but the sight of one of these large aerial predators never fails to give me a thrill. We watched each other warily across the intervening airspace, with the bird probably wondering what to make of the huge white intruder in his territory. My own unease stemmed from the fact that, on a previous flight, I had been subjected to a fierce head-on attack by another eagle. That assault was pressed home so close that the bird shot past the canopy before actually whipping over my



the distance no longer looked very good. Instead, a very long distance retrieve loomed as a distinct and depressing probability.

I can't remember many thoughts about "isn't gliding wonderful" cluttering up my brain at that point.

However, I was wrong about the uninviting-looking clouds ahead. To my surprise, they were fed by strong thermals and I found myself again carried to 9,000 ft by the first one. And there were still plenty of them, so I was able to make much faster progress than I had hoped. I lost my way somewhere west of Griffiths, found it again and skirted the wide irrigation belt surrounding the town, but then decided to divert east towards the more inhabited areas near Leeton and Narrandera. I knew from previous flights that the direct route from Hillston to Tocumwal leads across some of the loneliest country I have ever overflown and I had no wish to outland there at the very end of the day.

I climbed in my last thermal some distance to the east of the rice-growing town of Coleambally. One minute the glider was gaining height with several knots on the vario and I had to leave the cloud to avoid being sucked into it and shortly afterwards I found myself gliding along in dead air under a grey, overcast sky. It was not difficult to see that this was the end of the day, so I emptied the glider's wing tanks and flew slowly southwards, converting

my 7,000 ft height into as much distance as possible.

Eventually, I rolled to a stop in a large paddock adjacent to a creek flowing through Jerilderie – or so I thought. Whilst still in the air, I had radioed this position to the airfield and with it set in motion the final chapter of a rather interesting day.

The time by then was 7:20 pm but the sun had still some way to sink towards the horizon. With Sportavia's typical operational efficiency, the retrieve plane was in the air within minutes, so I waited confidently for the first distant sound of its engine. Instead, time slipped by and all I could hear was the noise created by a dense cloud of flies buzzing around my head. Time drifted on and I kept on waiting. I was in radio contact with the two pilots in the tug but it was not until they began to ask awkward questions, that it dawned on me that something had to be wrong with my landing position. Whilst I worked on trying to determine where I really was, the light was fading fast and the tug had to return home to touch down before nightfall.

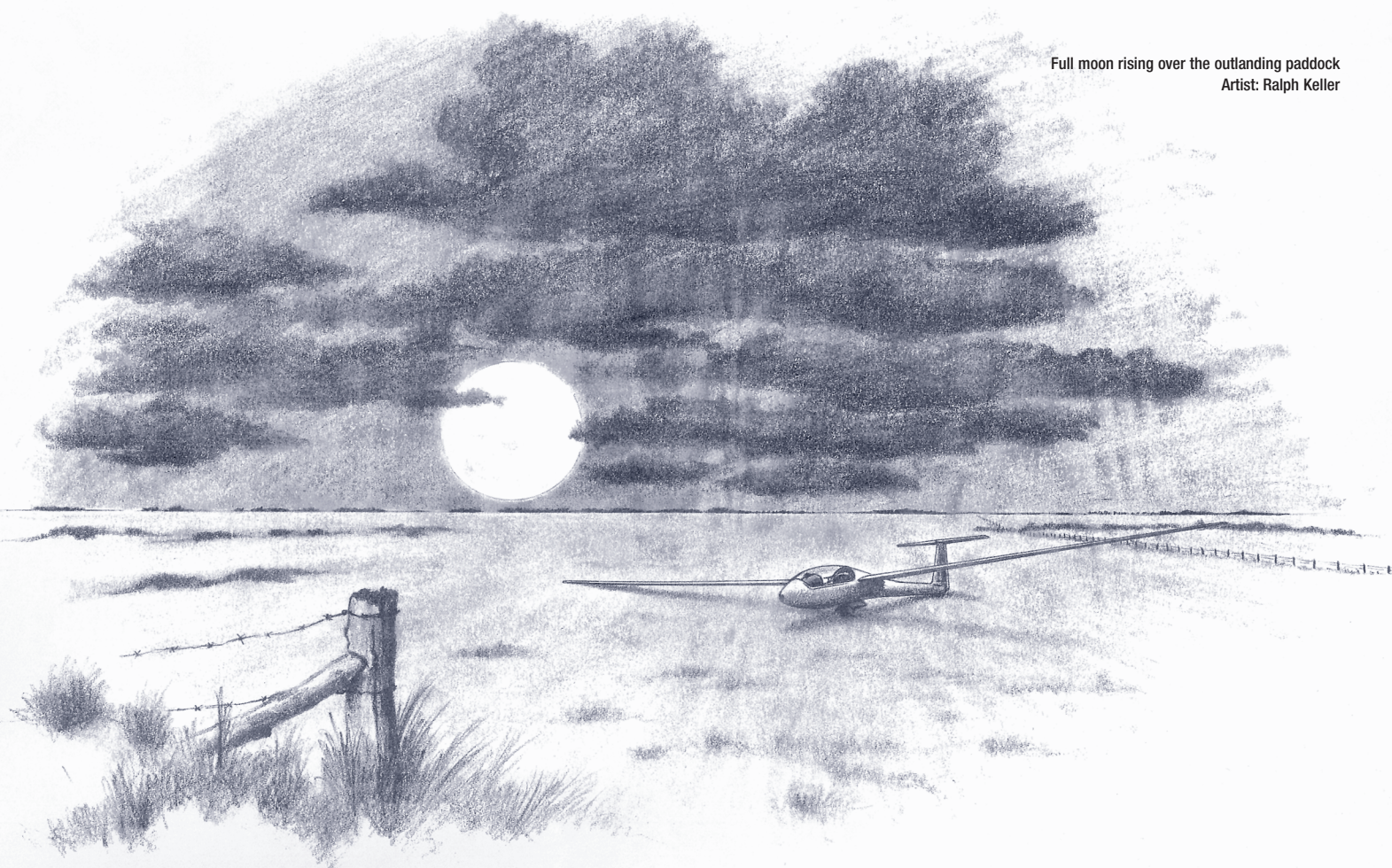
Thus left to my fate in the lonely paddock, I hammered stakes into the concrete-hard soil, tied the glider down and started to make my way to the distant road where I had seen cars and trucks pass along at regular intervals. Once I turned round to look back at the glider just as a full moon was beginning to rise above the

plain. The large orange-glowing sphere floating majestically upwards gave the whole twilight scene an intensely "science fiction" look, as if I were a space traveller stranded on some empty planet. This illusion was strengthened by the fact that I appeared to be the only human in this immense flat expanse of country. It was a magical sight and I wasted many minutes staring in fascination when I should have been walking.

When I finally reached the road and started following it south, there was no longer any daylight left. More importantly, there were no cars anymore either and the empty road vanished into darkness in front and behind me. After I had trudged along for some time – map in one hand and water bottle in the other – I came to a sign indicating that Jerilderie, the town near which I thought I had landed, was in fact 20 km away!

As I continued my lonely way along the deserted road, I contemplated gloomily whether, at my age, I would actually still be able to walk such a distance. At last, though, a pair of headlights came towards me from far behind in the darkness. Waving my arms in the middle of the road, I hoped that the approaching car wouldn't be some tiny Korean job with a whole family in it already or be driven by a lone woman who would speed up rather than slow down on spotting the sinister figure looming out of the dark. I was therefore greatly relieved to hear the engine sound alter as the driver

Full moon rising over the outlanding paddock
Artist: Ralph Keller





changed down through the gears. The vehicle turned out to be an enormous low-loader truck used for carrying heavy earthmoving machinery. After a few initial remarks to the effect that they thought I had been #@% lucky not to have been #@% run over in the #@% dark, the two men in the cabin readily offered me a lift.

There was, of course, some surprise when I told them the reason for my standing in the road at night, but not a great deal, and after the one predictable question of "Did ye run out of wind, mate?" there was no further interest in anything to do with gliding. It was not the first time that I had to come to the realisation that this great sport to which we are so passionately committed, means absolutely nothing to most other people. Understandable, but still a pity!

Anyway, we had a much-needed meal together at Jerilderie during which the truck drivers pointed out on the map where they had picked me up. This confirmed my suspicion about my "real" landing spot – two creeks further north than I had assumed. Then I joined them on their way back through Tocumwal, where I said a grateful goodbye to the two men before finally, after 11 at night, reaching the airfield from which I had taken off half a day earlier.

I had landed 70km short of Tocumwal or, in terms of the LS6's glide ratio, I had missed out by just one good, high thermal. It had been a long, arduous day – seven hours in the cockpit from take-off to landing – and, of course, I would dearly have liked to complete the task. I should, therefore, have been very disappointed indeed to have failed by so little. Curiously, though, this was not so – the day had been much too exciting, interesting and eventful for any negative feelings to predominate.

In fact, I quickly felt rather privileged to have had the experience, as it was the very failure to achieve my goal, and the events arising from it, that separated flight 582 from most of the others in my logbook and lifted it into the ranks of the handful of real highlights – those memorable days in the sky one never forgets.

The next morning brought an unexpected last bonus – I was asked to retrieve the glider from the paddock by aerotow. This is a most pleasant task which most Tocumwal pilots long to do, but which Sportavia's safety policy reserves for experienced instructors only. Normally all pleading and wheedling by ordinary pilots like myself falls on deaf ears but for once I had them. What else could they do? After all, only I knew where the glider was!



The GFA Notices

24 August 2001

Closing Date Second Round Papers.

GFA Executive Meetings

11-12 August 2001

GFA Annual General Meeting/ Annual Council Meeting

22 and 23 September 2001

The Stamford at Sydney Airport, on the corner of Robey and O'Riordan Streets, Mascot, NSW.

Queensland State Comps 2001

29 September - 6 October 2001

Held at Kingaroy SC. Practice day: Saturday, 29 Sept. Comp days: 30 Sept. - 6 Oct. Final dinner: Saturday, 6 Oct. Ph: Lisa or Frank Turner 07 3378 3302 (h), email: <LisaHDK@hotmail.com>.

Narromine Cup and Performance Camp Week

25-30 November 2001

The week before the NSW State Gliding Championships at Narromine, for pilots with a personal goal or PB to better. Silver C to 1,000km attempts welcome. Orana Soaring Club provides the infrastructure and launches – you provide the flying. Administration and temp trace costs \$10 or \$20 for the week, depending on numbers. Contact Beryl

Hartley 02 6889 2733 or Chris Stephens 02 6231 4121.

New South Wales State Gliding Championships

1-8 December 2001

Narromine Airport. Enquiries to Eric Sweet, <eajsweet@ozemail.com.au>.

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

30 December 2001 - 11 January 2002

To be held at Temora.

40th Australian National FAI Gliding Championships

13-25 January 2002

Narromine Airport. Enquiries to Anne Elliott, Narromine, ph/fax: 61 (0)2 6889 1229 or email: <annell@hwy.com.au>.

Gulgong Regatta

2-9 March 2002

All classes, gliders and pilots handicapped. Multiple pilots welcome. Camping space available on airfield and plenty of accommodation in Gulgong. Enquiries to Christine Meertens ph: 02 9452 2777, fax: 02 9453 0777 email: <hkmxor@msn.com.au>



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GLIDING FEDERATION OF AUSTRALIA

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with copy of aircraft log book
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and initial registration is due
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Essendon Airport VIC 3041

State against State, Mate against Mate

The 2001 Paragliding State of Origin



Dirty tricks?

Photo: Godfrey Wenness

ENDA MURPHY, *Organiser*

The State of Origin has once again been successfully run over the Easter long weekend in Manilla. The comp is now in it's fifth year and continues to grow each year in popularity. The concept is that you register for your state and nominate your pilot skill level. The scoring is then handicapped so that novice pilots score three points for every kilometre flown, intermediate two points and advanced pilots only one point for each kilometre. The scores are averaged over the number of pilots in the team. The task is usually open distance. In past years of the comp we have had novice, intermediate and advanced winners, so the system is working very well.

This year registration was at 9am on Good Friday in the Imperial Hotel and a huge turnout of 74 pilots had the organisers running out to buy more map pins! After a quick weather briefing by Godfrey we headed up Mt Borah and tried to make use of the few small blue patches that came over with all the high cirrus.

About 25 pilots got away on small XC flights. ACT novice pilot Quentin Ainscough won the day and received a Gin wallet. He was also the first to wear the coveted yellow leader's jersey (which you cannot be seen not wearing otherwise you are fined a slab of VB).

Everybody enjoyed a meal at the Rivergums Caravan Park that night. Some controversy occurred when we released the scores, as about 20 pilots received no score. The reason for this was that on the landing report we simply asked for distance flown and some pilots wrote down bomb-out, which does not mean much to the organisers as there are four bomb-outs at Mt Borah, all at different distances. The idea of putting distance flown on the landing form was to encourage pilots **not** to land in the usual area just because it is the easy option. Usually pilots are streaming into the bomb-out one after another because it's not working, but maybe just in the next paddock there is a great thermal waiting to launch you onto your best flight ever – as they say “you'll never never know, if you never never go”. However, we fixed up the scores the next day and gave everybody minimum distance.

Day Two was looking much better and started out with a moderate east wind with some shaded areas. As the morning went on things improved and almost everybody got up and away over the back with XC flights of up to 65 km. Steve Fogget decided to fly into a powerline (one of only a few in the whole region!), but luckily it acted like a bungee and dropped him near the ground, from where he jumped out of his harness. Unfortunately his equipment, now without his not insubstantial ballast, pinged back skyward and was flapping in the wind 40ft in the air. Just as he thought his luck could not get any worse, who rocks up but the landowners. Realising that Steve was not going anywhere in a hurry they started by saying “If you have the time we would like to tell you about our beliefs – we are Jehovah's Witnesses”. Luckily it was a windy day and before too long the glider was blown off the lines and Steve

escaped with it and some books to read on the run home.

Rhett Rockman won the day and received a bum bag for his flight. Steve won the "Dick of the Week" award. That night Godfrey set up a large screen cinema at the back of the Imperial pub where pilots watched the new and very good XC training video, "Speed to Fly" by Jocky Sanderson.

Day Three was the best yet with distances of up to 90 km flown, but because of the light winds around Borah some pilots had trouble getting away. The ACT team once again had a great day and got most of their pilots out on course, helped I am sure by their professional team leader. NSW, thinking they had the comp in the bag, called Rhett in to land at the 90 km mark as the pick-up car was almost out of petrol. Little did they realise how close that came to being a huge mistake! As they drove back towards Manilla they could still hear Pete Bowyer driving his charges on past Barraba. Craig Donnell, ACT novice, won the day and received a 'Gravity Sucks' T-shirt.

We had a presentation dinner at the Imperial that night where we had lots of fun prizes along with the main ones.

Individual Results

- 1 Rhett Rockman, NSW, Adv
Trophy and \$800 off any Firebird glider
- 2 Peter Wennersten, NSW, Int
Trophy and Flytec windmeter
- 3 Craig Donnell, ACT, Nov
Trophy and Gin Washbag

Team Result

NSW are the "State of Origin" Champions!

A big thanks is owed to our sponsors and helpers as this comp is run on zero entry fee and this would not be possible without their help: Sydney Paragliding Club, Canungra Club, Phil at the Paragliding Centre SE QLD, Godfrey at Manilla Paragliding, Lee at High Adventure Airpark, Vic and Tom, John at Gravity Sucks, Eric and Francoise at the Rivergums Caravan Park, Pete the Basher driver, and Ivan and Olga for scoring.



Climbing out on task with nice autumn cumulus

Photos this page: Paul Cox

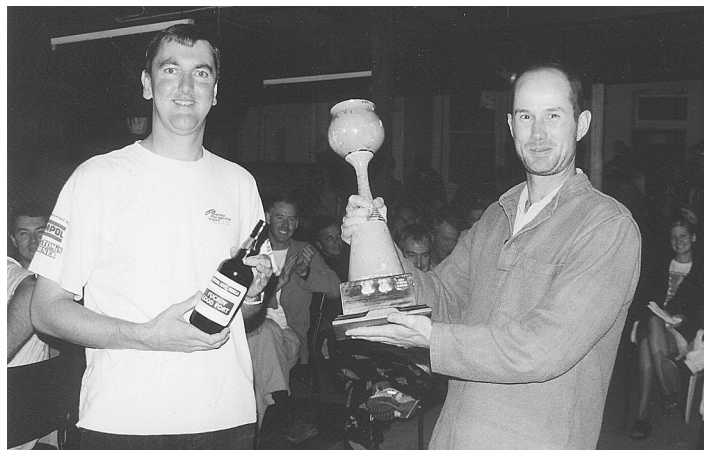
Thanks also to our team leaders: NSW – David Worthington, ACT – Peter Bowyer, QLD – Kevin Chisolm.

Thanks to all the pilots for turning up and making this event the success it was. Remem-

ber that all your flights will qualify for the CMAC XC Winter League, as published in June 2001 Skysailor. I hope to see you all at the 'State of Origin' next year.



Winners are grinners
August 2001



Dave Worthington receiving the State of Origin trophy from Enda Murphy

My First Soaring Experience

BRUCE WYNNE

I went to university, it was a lovely day. There was a meeting to discuss the possibility of setting up some aero clubs: light aircraft, aero modelling, sailplaning, hang gliding, etc (but no paragliding). I asked the bloke next to me, "What's hang gliding?" and he said it's that thing Bill Moyes does at the Easter Show where he flies around in a kite towed behind a car. Then he said, "As a matter of fact I've just bought one, would you like to come out to the sand dunes this weekend and we'll see if we can fly it?" I didn't know what to say; I'd never met this bloke before and I didn't want to die. I ended up saying that I'd come and watch.

We went to the Kurnell sand dunes and instead of just watching I ended up doing some glides down the dunes. I just loved it. The bloke I had never met before was Peter South and we went back to those dunes many many times and scrambled back up them again and again desperately trying to soar. The lift would be just tantalising enough to keep us coming back, but it seemed like we would never do it. Peter had determined that we needed a lot more wind and that we should push out a bit in the turns. I watched him turn smack into the hill a few times. We needed more wind (and skill!).

After eight months I decided I should get my own glider. I didn't have a lot to spend. I was packing the shelves at Woolies a few nights a week and doing study in the day. I figured out I could get a kite a lot cheaper if I bought the sail from the sailmaker and then got the frame (in pieces) from the hang glider shop. This I did, but the hang glider manufacturer was very pissed off when he found out and he charged me extra for the bits. Anyway, it was still a lot cheaper, but when I tried putting it together it wouldn't fit – the king post was too long. I got that sorted out but I still wonder what else may have been wrong.

I tried my new glider off some slopes in the country where I stalled a bit and grazed my knees a lot. I hit a log and had the biggest bruise on my bum, one whole cheek went blue then yellow – eerrr. Still no soaring.

In Sydney one Sunday afternoon in March a southerly change came through. We needed more wind and this was it, so I rang Peter and some mates to go flying but everyone was busy... What to do? I was so zealous I could not let the opportunity pass and I went by myself. There is a place at the northeast end of the Kurnell sand dunes called Boat Harbour which is higher than the dunes and covered in a few bushes. The road out is quite muddy and treacherous for a regular car but I fanged through – nothing was going to get in my way!

The wind looked great. Should be strong enough to hover, I thought. I carried the glider up the dune and set up. I tussled with the glider and got clipped in. I leapt off the hill and momentarily got lift but found that I flew through it and ended up at the bottom. I knew I could do it so I carried the glider back up the hill holding the front wires while it flew backwards. It was very hard work as the keel kept digging into the hill and the wings caught on the bushes. I got to the top and leapt off

again, trying to crab back and forth in the short area of ridge lift but it was no good, I was back at the bottom. This can't be happening! Please, please can I have two miles per hour more wind?

After a few more tries I could hardly carry the glider back up the hill and I lost my grip on the front wires. The glider flipped over onto its kingpost, so I picked up the nose and let the wind get under it to flip it back over the right way. No damage and I was 25 metres further up the hill; so I kept flipping until it reached the top! That was a lot easier.

The wind had picked up a bit and this time I pushed the bar out a bit further. I floated up about 50ft above where I took off and just held it there for as long as I could. It was about 10 minutes and it seemed like forever. The glider was badly out of trim and my pushing out muscles were hurting a lot but there was no way I was going to let the bar in for a moment. Eventually it was too much and I flopped down to the bottom a very happy pilot. It had been one whole year but I had finally done it!

It was getting late in the evening so I packed up and headed off. Feeling very elated and mellow I didn't really fang it through the muddy road and the car ended up in a big muddy watery pothole. It was really stuck and as I opened the door all the mud and stuff rushed in, but I didn't care. It was getting dark so I decided to walk out when a couple of guys in a four wheel drive stopped and offered me a lift. I told them what happened and we went back and pulled the car out. I had to crawl under the car to get the rope onto a good tow spot. When I got home my house mates looked at me in horror. I must have looked like the creature from the black lagoon, but with a very big grin.

Later that year we went to Rainbow Beach and when my pushing out muscles got too tired again I thought I'd let the glider find its own trim speed. It went faster and faster until the speed and noise became too scary and I shoved the bar out again. In hindsight, I think that glider may have been divergent, but I just thought it was a bit out of trim.

It was 1976.



178 Seconds to Live

How long can a licensed VFR pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact?

In 1991, researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty VFR pilot "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or roller coasters. The outcome differed in only one respect – the time interval until control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds – two seconds short of three minutes.

Here's the fatal scenario...

The sky is overcast and visibility is poor. The reported five kilometre visibility looks more like two, and you can't judge the height of the overcast. Your altimeter tells you that you are at 5,500ft but your map tells you that there's local terrain as high as 3,200ft. There might be a tower nearby because you're not sure how far off course you are, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those towers. With no warning, you're in the soup. You peer so hard into the milky-white mist that your eyes hurt. You fight the feelings in your stomach that tell you you've banked left, then right! You try to swallow, only to find your mouth dry. Now you realise you should have waited for better weather. The appointment was important, but not all that important. Somewhere a voice is saying, "You've had it – it's all over!" You've only referred to your instruments in the past and have never relied on them. You're sure that this is just a bad spot and you'll break out in a few minutes. The problem is that you don't have a few minutes left.

You now have 178 seconds to live.

Your aircraft "feels" on even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but now your compass is turning a little faster and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You are confused so you assume the instruments must be too. You are now experiencing full blown Spatial Disorientation. Up feels like down and left feels like right. You feel like you are straight and level again but you're not. The spiral continues.

August 2001

You now have 100 seconds to live.

You glance at your altimeter and you are shocked to see it unwinding. You're already down to 3,000ft. Instinctively, you pull back on the controls but the altimeter still unwinds. You don't realise that you are in a graveyard spiral and it only gets worse. Your plane is almost sideways, you're just tightening the turn by pulling up, but all you can see is that altimeter going lower, lower, lower. The engine is into the red and growling and the airspeed is dangerously high. The sound of the air passing by begins to resemble a scream.

You now have 45 seconds to live.

Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. It's supposed to do the opposite! You can hear the wind tearing at your aircraft. 1,800, 1,500, 1,100ft... down you go.

You now have 10 seconds to live.

Suddenly you see the ground. The trees rush up at you. You can now see the horizon if you turn your head far enough but it's at a weird angle! You're almost inverted! You open your mouth to scream but...

Your time is up!

Next time

Level the wings, reduce throttle to idle and pull the nose up no higher than the horizon!

Your wings produce all the lift but they cannot carry you out of danger if they are at a steep angle!

Get your eyes OFF the altimeter and look at your attitude indicator.

Then, level the wings! Level the wings! Level the wings!

Moral of the story

If you are a VFR pilot, don't fly in clouds, smoke, fog or any other conditions that obscure your vision for more than a few seconds – lest they become some of the last seconds of your life.

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Morning Glory Expedition

RICHARD BOWIE

The Byron Gliding Club is organising an expedition to fly the amazing Morning Glory up in the Gulf of Carpentaria near Burketown. Glider pilots from throughout Australia, and overseas, are invited to join us to experience this incredible freak of nature.



Local soaring over Cape Byron

It will be more than just flying, as we plan to break the long flight north with some adventures like sailing in the Whitsunday Islands' Fun Race aboard the classic gaff-rigged yacht "Atlanta" and experience the Undarra Lava Tubes – another amazing natural underground world.

The expedition will commence with some local flying around Byron Bay's beautiful surroundings. Accommodation is available at the clubhouse, or, if you want something a bit more luxurious and stylish, the Eagle Farm has some lovely cabins with views overlooking the bay, situated adjacent to the airfield.

Our departure date is set for 7 September, tracking along the coast past the Gold Coast's waterways and beaches, along Moreton Bay's islands, and dropping into Bundaberg for fuel after soaring above the huge sand dunes at Rainbow Beach.

We will then stopover at Airlie Beach for a couple of days to take part in the fun race which includes a chicken and champagne lunch. This will be followed by a trip to the lava tubes

at Undarra and an overnight stay in a railway carriage, or tent.

We will then depart for Burketown, staying at Escott Barramundi Lodge where, if we don't catch the morning glory, we can catch a 'barra' and experience the real outback of Australia.

To catch the 'glories' as they roll through the gulf means an early start to the day. This year we hope to beat our previous best of about 300 km along one cloud, passing islands in the gulf, 30 miles from the coast at times. The set we experience one day had a rolling wall 4,000 ft high with lift to 8,000 ft. It was like surfing a 4,000 ft wave doing wingovers and sitting on VNE as we cranked across the face of this silk-smooth lift-band – it's similar to wave.

Should nothing eventuate, weather being weather, our options are to go fishing at Sweers Island for breakfast and, hopefully, bring back a feed of deep-sea fish, or side trips to Karumba or Lawn Hill where there

is more fascinating Australian scenery.

The return trip will be via Longreach in Queensland, where we will visit the famous



▶ A fuel-stop in outback Australia during the previous expedition

▶▶ Soaring at 8,400 ft ready to jump to the next set



Arriving back over the mainland near Burketown

Photos: Richard Bowie

Hall of Fame, then to Carnarvon Gorge, arriving back over the beautiful Border Ranges and Mt Warning about 20 September.

If you would like to join us, contact me, Richard Bowie on 02 6683 2703; the Byron clubhouse, 02 6684 7627, or Thomas Dattler

on 0414 558 794; email: <byrongliding@hotmail> for further information. Our web page is [www.dropbears.com/b/byrongliding]. ✂





Accidents/Incidents Report

1 September 2000 to 31 March 2001

KEVIN OLERHEAD, *GFA Chief Technical Officer – Operations*

A fatal accident occurred in Victoria on 3 February 2001 resulting in the death of one person. This accident concluded a period of almost two years of fatality-free gliding activity in Australia (South Australia, 2 March 1999).

When compared with the loss of two persons in 1999, three persons in 1998 and six persons in 1997, this represents an improved safety performance that we should all endeavour to continue to maintain and improve on.

Accidents caused by pilots “running out of height” are a common trend in many gliding accidents. Many outstanding accidents appear to occur when pilots are forced to make a late change of paddock selection, or change the intended circuit pattern, when it is realised that there is insufficient height remaining to complete what had been intended. Accidents in aerodrome circuit areas also often occur as a result of pilots “running out of height”.

Two near-miss incidents are reported. An incident involving a glider and tug in an aerodrome circuit area, and another involving two gliders thermalling in a gaggle. It is the responsibility of every pilot to maintain an effective lookout, at all times, and to fly in a manner that ensures an adequate safe separation between aircraft is always maintained.

Incident – 10 September 2000, QLD

Aircraft: Puchatek/C150 Tug
Damage: Nil
Injuries: Nil
Description:

Near miss in the circuit area, possibly due to a “double-blind” situation.

Accident – 21 October 2000, QLD

Aircraft: DG 500 M
Damage: Minor
Injuries: Nil
Description:

The pilot elected to land beside a stationary aircraft on the strip and the left wing of the glider made contact with the side boundary fence during round out. With the use of full rudder and aileron, the pilot managed to move the glider away from the fence and back onto the runway.

Incident – 28 October 2000, WA

Aircraft: Speed Astir
Damage: Nil
Injuries: Nil
Description:

At 400ft during an aerotow launch the canopy flew

open. The glider landed safely back at the airfield and it was later found that the canopy had not been properly locked.

Accident (non-operational) – 3 November, 2000, VIC

Aircraft: Nimbus 3
Damage: Substantial
Injuries: Nil
Description: Trailer jack-knifed and rolled.

Accident – 26 November 2000, SA

Aircraft: Motor Falke
Damage: Major
Injuries: Nil
Description: Glider struck a fence while attempting to clear a ridge, continued flying and landed safely back at the airfield.

Accident – 28 November 2000, WA

Aircraft: Cirrus 75
Damage: Substantial
Injuries: Minor
Description: Pilot aborted an aerotow launch during the ground run when the right wing dropped, ran off the runway and struck a tree.

Incident – 2 December 2000

Aircraft: Duo Discus
Damage: Minor
Injuries: Nil
Description: Following a “competition style” low pass, the glider’s wing tip touched the ground during the turn onto final. A “normal” landing was achieved on the airfield.

Incident – 3 December 2000, QLD

Aircraft: Puchatek
Damage: Nil
Injuries: Nil
Description: The rear seat collapsed at about 200ft agl.

The rear pilot was unable to reach the controls and the seat pan severely restricted the available control movement. The front seat pilot took over control and landed the glider safely back on the airfield.

Accident – 11 December 2000, NSW

Aircraft: Blanik L13
Damage: Minor
Injuries: Nil
Description: Glider hit a cone marker while landing in a crosswind.

Accident – 18 December 2000, VIC

Aircraft: ASH26E
Damage: Substantial
Injuries: Nil
Description: Engine started on a fast throttle setting when the pilot was conducting a ground run-up test, the glider moved forward and hit a hangar.

Accident – 20 December 2000, NSW

Aircraft: LS4
Damage: Major
Injuries: M
Pilot encountered heavy sink over a lake, was unable to reach the shore and landed in the lake.

Accident – 27 December 2000, QLD

Aircraft: K13
Damage: Minor
Injuries: Nil

Accident – 29 December 2000, NSW

Aircraft: LS6(B)
Damage: Minor
Injuries: Nil
Description: Heavy landing

Accident – 2 January 2001, VIC

Aircraft: Pilatus B4
Damage: Minor
Injuries: Nil
Description: Heavy landing resulting from pilot-induced oscillations

Incident – 5 January 2001, WA

Aircraft: Jantar Std/Astir CS
Damage: Nil
Injuries: Nil
Description: Very close near miss in a gaggle of approximately eight gliders during the WA State Championships.

Incident – 10 January 2001, WA

Aircraft: ASW17
Damage: Minor
Injuries: Nil



Description: Wheel-up landing

Accident – 19 January 2001, SA

Aircraft: Discus B

Damage: Substantial

Injuries: Minor

Description:

Hit a ground contour during an outlanding.

Incident – 27 January 2001, SA

Aircraft: Club Libelle

Damage: Minor

Injuries: Nil

Description:

Tail dolly broke while the glider was being towed back to the hangar.

Incident – 3 February 2001, NSW

Aircraft: Puchatek

Damage: Minor

Injuries: Nil

Description:

Student pilot lost directional control during the ground run of an aerotow launch. The instructor, unable to overpower the student, released from tow and a ground loop resulted.

Accident – 3 February 2001, VIC

Aircraft: Ventus 2, Turbo

Damage: Total loss

Injuries: Fatal

Description:

Glider impacted the ground at very high speed in a near vertical dive approximately five kilometres from the aerodrome it had been launched from. The cause of the accident is yet to be established.

Accident – 22 February 2001, QLD

Aircraft: Jantar

Damage: Minor

Injuries: Nil

Description:

Pilot ran over a contour bank after touching down during an outlanding. The glider became airborne again and landed heavily a second time.

Accident – 24 February 2001, NT

Aircraft: IS 28

Damage: Extensive

Injuries: Nil

Description:

During an air experience flight the pilot, whilst attempting to outland, hit a tree on final approach.

Accident – 24 February 2001, NSW

Aircraft: Astir CS

Damage: Minor

Injuries: Nil

Description:

Glider ground looped after the wing tip contacted long grass.



FAI Badges to 20 June 2001

A Certificate

LEARMONTH Mathew	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
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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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The Towing List

For those not aware of the existence of The Towing List, it can be found at [http://groups.yahoo.com/group/skysailingtowing]. The list is a discussion forum about any topics of interest related to the towing of hang gliders or paragliders. Although this yahoo group has only recently been formed it is already one of the largest on the net relating to hang gliding and paragliding. Anybody who participates can listen to or pick the brains of pilots that collectively have thousands of years of experience in towing. Many world famous tow pilots are already on the list. For those who sign up for a free yahoo email address you can search the largest central point for towing information on the net. You can access the latest HGFA Towing Procedures Manual which has been substantially revised with many notable changes, such as 1:1 bridle, now one of the recommended bridle types. There are powerful search capabilities for finding discussion topics, sorted bookmarks of the world's towing clubs and towing equipment available as well as many picture and other files related to towing equipment.

Some of the topics discussed of late have included: tow bridle arrangements, release types, much cheaper aerotow tugs, towing paragliders, radio communications, the Thermal Snooper, dolly design and dolly launch techniques.

If you launch your hang glider or paraglider by towing, this list is a must for you.

Have fun flying safely, Michael Derry

WA hang glider pilot and moderator of The Towing List, <skysailingtowingowner@yahooogroups.com>

Club News

Sydney Paragliding Club, NSW

Pilots around Sydney will be interested to know that the Sydney Paragliding Club will be starting meetings again in spring at Marrickville Bowling Club since the amalgamation with the Stanwell Park Club has unfortunately been unsuccessful due to a lack of support from that club towards our long-standing events and principles.

Come to our first meeting: 7:30pm Thursday, 6 September at the Marrickville Bowling and Recreational Club, Sydenham Rd Marrickville. Ph: Paul Cox 02 95571185 (w).

Hill Flyers, WA

June saw the return of decent flying weather for the hills around Perth. Some of us, (including myself) managed some fantastic flying at Bake-well on 5 June, and mid-June saw 13 pilots converge on The Range for some decent flying.

All 13 pilots (including Bomber who was visiting Perth from his new home in Sydney) shared the air above The Range together, made easy by the huge lift band and generally great conditions which allowed easy top landing for most. Interestingly, all 13 pilots did not arrive

at the site till at least 3:30pm, which proves you can still pick up a late fly even in mid-winter when the sun sets at around 5:30pm!

Pete Leach was happy to finally get into the air that day after doing a rather large driving circuit looking for a launch: first out to Sid's who decided not to tow that day, then out to The Range but arrived there earlier in the day before conditions had picked up, and then just as he was about to get back to Perth he passed Gordo going the other way (on his way to The Range), so Pete decided it was worth another look. Some 350km for a fly, but worth it!

The great flying at The Range was followed by some flying ketchup at the local pub which served delicious meals while we relaxed with a few drinks. The following weekend saw a repeat of similar weather systems making flying at The Range possible again, while at the same time a few pilots enjoyed some late coastal flying on the dunes down at Rockingham's Warnbro Sound in the fresh westerlies.

An all day gliding lecture on meteorology for glider pilots was held on 23 June down at Jandakot airport in co-operation with the WA gliding clubs, which saw a number of hang glider, paraglider and glider pilots attending. Apparently the big news was the announcement of the new "Thermal" meteorological technologies (a combination of satellite infrared imaging and GPS systems) which allow visual display of thermals for pilots using low cost head up displays in our helmets attached to GPS's... more on this next Skysailor.

The August Fly-in is being held mid-August (check HGFA Events Calendar for details) and a week of flying up north at the Geraldton hill sites is planned for the first week of September – always great weather this time of year for flying the Geraldton sites, don't miss it.

See you in the air, Rick

Victorian Hang Gliding and Paragliding Association 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.

FAI News

Retrospective Category 2 sanctioning of Wallaby 2001

The Wallaby 2001 competition did not have Cat 2 sanctioning as CIVL had not received an application form prior to the event. However, having reviewed the situation, the CIVL Bureau agree that there is evidence (receipt of the sanction fee and

support from the NAA) that there was a bona fide 'intention' to register the event as a Cat 2 competition and that it was an internal issue between the meet organiser and the USHGA that resulted in the application form not being forwarded to CIVL. Under the circumstances, CIVL do not want to disadvantage pilots who attended the meet under the impression that it had Cat 2 sanctioning. Therefore, based on the evidence of the 'intention' to sanction, CIVL have agreed to sanction the event retrospectively. The results will be included in the next published World Pilot Ranking.

CIVL would like to take this opportunity to remind:

- **Meet organisers:** that it is their responsibility to make sure that their applications for sanctioning are completed in due time, which includes having the approval of their NAC (3.5.2 General Section).
- **Pilots:** to always check the FAI calendar to ensure that a competition has been sanctioned, and if it does not appear there, to check with the NAC and national federation.

Legal Action Threatens World Air Games

A recent hang gliding fatality on a Class 2 glider in Europe has resulted in legal action against certain parties. The main interest of the party initiating the action was to have the upcoming World Air Games and World Championship cancelled for reasons of perceived inadequate glider safety standards.

CIVL took this matter very seriously and has been in communication with the main proponent of this action. In good faith we pointed out that our existing safety regulations related to both the organisation of competitions and equipment. These regulations are contained in our rulebook, Sporting Code, Section 7. At the upcoming World Air Games and World Championship we will be abiding strictly by this rulebook. Most specifically, the rules on glider certification and prototype gliders will be followed in the manner outlined below:

- *Each glider must be accompanied by a valid certificate or statement of airworthiness provided by the NAC entering the glider.*
- *A glider holding a certification certificate from a CIVL-recognised testing body cannot have its configuration altered in any way. The pilot presenting the NAC certificate will have to sign a document stating that the glider has not been modified in comparison to the tested and certified model.*
- *A glider that has been altered from its original configuration or a glider that has not been tested is considered a prototype and must comply with the following requirements:*
 - *Each glider must have a serial number for identification.*



Hugh Alexander takes off the Buffalo ramp in his Foil 152C to the combined gasps of his father and the crowd

Photo: Graham Alexander

- The pilot must present a document from the manufacturer that authorises that pilot to fly the prototype.
- The glider must comply with the safety standards described in Section 7, Chapter 22.

The details of the ruling are contained in paragraph 5.14 of Section 7.

Leading test pilots confirm that altering the wing twist on Class 2 designs may greatly affect the glider's resistance to spins, which can threaten the safety of the pilot and those around him. Similarly, altering the pitch stability of any glider can threaten the glider safety. All pilots are therefore urged to fly their gliders in certified configuration.

Links:

Section 7 can be consulted at [www.fai.org/hang_gliding/documents/sc7.asp].

This news release is also available on the web at [www.fai.org/hang_gliding/press_releases/2001-06-01a.asp].

Airworthiness Documents Required for PG World Championship

Each pilot flying in the 2001 Paragliding (Class 3) World Championship in Sierra Nevada will be required to show a valid certificate or statement of airworthiness provided by the NAC entering the glider. It must be based on a paraglider

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certification or a prototype certification from a CIVL-recognised test organisation.

A glider showing a certification certificate produced by a CIVL-recognised testing body cannot be changed in any way in its configuration. The pilot showing such a certificate will have to sign a statement that the glider has not been modified in comparison with the tested model.

A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype and must comply with the following requirements:

- Each glider must have a serial number for identification.
- Produce the manufacturer agreement for a nominated pilot to fly the prototype.
- Produce a prototype certification from a CIVL-recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See Section 7 chapter 17 "Paragliding line Certificate".
- Produce a manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

World Record Ratifications

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

Sub-class O-1 (HG with a rigid primary structure/controlled by weightshift) – General Claim number 6778:

Type of record: Speed over a 200km triangle

Course/location: Riverside (Australia)

Performance: 42.40km/h

Pilot: Attila Bertok (Hungary)

Hang glider: Litespeed 5

Date: 15/12/2000

Previous record: 35.83km/h (15/5/00, Josef Brandner, Austria)

Claim number 6780:

Type of record: Distance over a triangular course

Course/location: Riverside (Australia)

Performance: 357.12km

Pilot: Tomas Suchanek (Czech Republic)

Hang glider: Litespeed 4

Date: 16/12/2000

Previous record: 224.5km (20/6/00, Josef Brandner, Austria)

Claim number 6781:

Type of record: Speed over a 300km triangle

Course/location: Riverside (Australia)

Performance: 45.10 km/h

Pilot: Tomas Suchanek (Czech Republic)

Hang glider: Litespeed 4

Date: 16/12/00

Previous record: New

FAI congratulates the pilots on their splendid achievements.



ROHAN GRANT, *HGFA Board President*

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The Constitution of the Hang Gliding Federation of Australia (HGFA) is not set in stone and can be changed if the members so wish. However, in fairness to all and perhaps to discourage trivial tinkering, the process for doing so is deliberately structured so that all members are given reasonable time to consider and respond to any proposal. This inevitably means that changes take time, and incur some costs. So it is understandable that The Board of the HGFA has asked me air the following issue to gauge what if any support there is for it.

As you are no doubt aware all Board members are elected for a two year term, and all positions are filled at the same time. Having served a two year term those Board members that wish to serve a subsequent term must stand for re-election, and may or may not be re-elected as the members choosing to vote at the time decide.

Now The Board has received a request from the Hang Gliding Association of Western Australia (HGAWA) to amend the HGFA Constitution so that a maximum of 50% of the Board's members are elected (or dismissed) at these regular intervals. The wording of the request was too woolly for the Board to take directly to the membership for a vote. It did not detail how the proposal was to be implemented. Nor did it specify exactly what wording was to be changed in the Constitution so that its intent and operation are clear to all. There is also some confusion as to whether an extended term of three years is proposed.

None the less it is an idea that deserves some consideration. If there is sufficient support for it then drafting the necessary changes to the wording for a formal vote is a (relatively) simple task, so the deficiencies in the proposal as it lies should not deter us from considering its merits and implications.

The intent of the proposal is to improve the stability of The Board, to deliver better continuity than the present arrangement, by ensuring that there is always an overlap of half the total positions available, as occurs, say, with the Federal Senate.

The principal aim of the proposal is to ensure better leadership and decision making by The Board. My own observation is that it usually takes new Board members two full three day Board meetings before they get up to speed on the diversity of issues, responsibilities and legalities required by our sport, not to mention the personalities. As The Board normally meets face to face only twice a year it is unreasonable to expect a new Board member to become effective until their second year of service.

And as things stand a Board member wishing to continue in the role may not be re-elected just when they are about to become a really effective decisionmaker and representative.

The HGAWA paper also expresses concern that hasty changes in direction or agenda are best avoided. My own experience is that HGFA's Constitution, the Five Year Development Plan, Operations Manual, Management Procedures Manual and other systems, and also the accumulated experience and wisdom of our employees, provide a fair degree of long term continuity and stability of policy. But I would also make the point that one of the great strengths of HGFA Boards over the last 10 years is that they have been able to respond quickly and very effectively when external events have required profound and rapid change.

There is also concern in the HGAWA paper that the current Constitution leaves the membership vulnerable to hi-jacking, by "a small group of voters with specific agendas". Such a group would need to be both well organised and to rely on a small turn-out of voters to succeed. However the risk is there, and one only needs to look at AOPA to see what long term damage can be done to an organisation when its leadership ceases to serve the interests of its members.

There is also a least one reason why some members no doubt strongly believe the Constitution should remain as it is. Just a group of rat-bags could be voted in at one election (whether by design or more likely by accident), so to the membership under the present rules can ensure that none of them are returned two years later if required. However, to quell any concern that this power of absolute veto may be lost, the present Constitution also provides a mechanism to remove a member of the Board at a General Meeting if the circumstances warrant, and there is no suggestion that this lever be revoked.

What to do? Having given it some thought and discussed the issues with various people, I'm in favour of the principle of staggered terms for Board members, and of increasing the term from two years to three. Provided the necessary changes are properly worded I would support it at a vote. I hope you'll give it some thought, talk it over for a while at your next Club meeting or while you are waiting for conditions to come on, then let your nearest Board representative know whether you too are in favour of it and want us to formalise it, and put it to a vote. Likewise, if you don't want it, also let us know and that will be the end of it.

Fly safely, and watch those katabatics.





Australia

Rex Competition

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 Competition

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>.

The Master's Games will also include PG pilots 35 years and older who enjoy easy tasks including speed, duration, nearby turnpoints and accuracy, using Newcastle coastal and Hunter Valley sites. Tasks will allow several flights daily. Entry includes Masters Games social events; \$182.50 before 7 August and must be made on the Masters Games entry form to PO Box 5199, Newcastle West 2302. Ph: 02 49748777, fax 02 49748778, web site [www.nhevents.com.au]. The paragliding events are separate to the hang gliding events, but the entry is submitted to the sport of Hang Gliding. For more details contact Ian Ladyman: ph 02 4944 8946, <ian.ladyman@hunterlink.net.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 132215 or 07 55450969. Comp info: Tex ph: 07 39017401, 0417 766356, <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. Including accommodation from the night of Fri 12th to 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 pp), but why bother at these excellent room rates? Call Ray at St Bernards to book, 07 55451177 or <sales@stbernardshotel.com.au> and visit their website at [www.stbernardshotel.com.au].

Canungra Cup 2001

3-10 November 2001

Canungra, QLD. 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 offer a series of workshops to enhance comp flying skills. These 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 255879.

Lawrence Hargrave Competition

17-18 November 2001

Stanwell Park, NSW. Entry open to all nov, int & adv, HG & PG at \$60 per person. Organised by the Stanwell Park HG & PG Club.

Australian Open HG Championship

29 December 2001 - 5 January 2002

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

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@tearth.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

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>.

Fly in Lake Maninjau

14-21 October 2001

Lake Maninjau is located in West Sumatra with Tabing International Airport at the capital Padang. Join us in this special location: US\$250 pp/twin share, US\$150 single supplement, incl. 3-Star resort hotel, land transport to flying area, transfers hotel-airport-hotel, dinner with cultural show, sightseeing, video taping for night discussion. How interesting is this location for flying? Height: 750m, beautiful view, quiet & peaceful surrounds, other adventure activities on request. No political activities. Visit: [http://flieng.com/indonesia/~sumatra.htm] or [www.paragliding.indonesia.com], email <anwisata@cbn.net.id> or call us on +6221 8841915, fax: +6221 7970924 - 8841915





John Deak and Mike Truitt with the 'Come and Get It' trophy plus a couple of souvenirs following their historic flight from Gympie to Kingaroy

First ever two-seater flight from Gympie Soaring to Kingaroy Airfield

JOHN DEAK

There is a trophy in Queensland called

“Come and Get It” for a two-seater glider.

As the name suggests, you have to fly from your own club to the club which has the trophy; land, go to the clubhouse and get the trophy; and take it home to your own club.

Simple! Yes simple if you do not have to fly across “Tiger Country”. This 90km is not inviting. It is hilly, rough, with not many paddocks to land in. This tiger country stopped pilots flying from Gympie Soaring Club to Kingaroy in a two-seater glider for about 30 years.

The first date on the trophy is inscribed “1967 Goondiwindi Soaring Club”. After reading all the clubs, dates and names, it gave me pleasure to see that the name of Gympie Soaring Club did not appear.

On 28 February this year I asked Mike Truitt if he would be interested in flying to Kingaroy to get the trophy. Mike agreed, and we decided that if the weather was okay we would make the attempt on Friday, 2 March. As Kingaroy Soaring Club flies on the first Thursday and Friday of each month we could get a tow and fly back to Gympie.

I suggested to Mike that we should toss a coin to see who would fly the first leg to Kingaroy. He told me I should fly the first leg and he would fly back. I agreed, and started organising myself in the front seat – map,

sandwich and drinking water. Mike did the same in the back seat.

As our president has a tug, he told us he would come out and give us a tow instead of a winch launch. We were ready. Ron Geake arrived, and shortly after we were rolling behind the Auster – time, 9:40 am.

I released at 2,500ft indicated and found some lift. The usual low cloudbase is 3,000ft which is okay over flat country. But when the hills are 1,500 to 2,400ft high it does not give much height.

Thermals were small and weak, and I could not do a full turn in the lift. Flying a heavy two-seater (Twin Astir IKC) in this condition made the crossing very interesting. I had to settle for half or three-quarter turns in the lift. As it turned out, this was the pattern for the whole flight, except the last two thermals.

For a few kilometres I drifted north-west from Gympie, just to feel out what the clouds were doing. When I got back on-track to Kingaroy I found it was very slow progress and had to work hard for every inch. I had only about 500ft to lose to glide to the next cloud. I tried to fly around the high tops of 2,400ft, but sometimes had no choice but to fly over them. We only had a few metres between us

and the trees. I do not recommend this crossing to pilots who have had minimal cross-country experience.

Planning ahead was very important, as always, I did not have much time to think which cloud I should go to – the decision had to be the right one. Mike and I had no time for discussions of possibilities. I am sure he knew that and I would like to thank Mike for not interfering with my flying.

About 30km from Kingaroy I had the first good thermal of the day. When I turned, the needle stayed on four to five knots, all the way around. This was the first time I could relax – for a short time anyway – as it did not take long to go up near cloudbase, and we soon got to 5,000ft.

Kingaroy is 1,500ft asl. I could see the town and the airfield, but we needed 500ft top up to do a circuit. I tried a few clouds, but found no lift. We could just make it to the airfield when the vario needle moved up – five, six, seven and eight knots. It was a big thermal, but I did not turn – just pulled the stick back and gained the few hundred feet we need to do a nice finish.

Mike called CTAF; I pushed the speed up to 100kt; then crossed the main runway. Suddenly a voice came over the radio – “India Kilo Charlie, good finish.” I pulled up, joined circuit and landed. We had made it – the first ever two-seater flight from Gympie to Kingaroy!

John Fairbairn was the day’s duty instructor and was the one who had called us on the radio earlier. His name was on the trophy four times. After congratulations were made, John drove us to the clubhouse to pick up the trophy, some souvenirs and have a photo-shoot.

Soon after, we were back in the glider, this time with Mike in command in the front seat.

We launched at 11:30am and Mike pulled the bung in a good five to six knot thermal with a 6,000ft top.

He decided to go north and follow the highway to Kilkivan, which we got to at 4,000ft. Unfortunately, a high cirrus covered the area, blocking out the sun. Mike tried a few clouds, but to no avail. A green paddock was picked out, the only one in the area without power lines, and Mike did a perfect landing not far from a side fence.

After contacting some ground crew by mobile phone we walked to the main highway. By the time we got there Ron Gillum’s blue ute pulled up, followed by Col Edwards’ Ford, plus trailer. Back to the glider we went, and by nightfall we were well on our way home, elated by our success.

For the first time in the gliding history of the Gympie Soaring Club the club has the “Come and Get It” trophy, and Mike and I were the first pilots to fly a two-seater to Kingaroy. I was proud to be part of the adventure. ✈

Jamming Culture

EMILIS PRELGAUSKAS

The advertising industry has in the past evolved its thinking from simply selling the product, onward to the creation of brands recognisable by the consumer. Today that trend is being pressed onward again from simple brand recognition to what is being termed 'lovemarks'.

The goal is to develop an intense relationship between the consumer and the brand. This focus seeks to take the traditions forward. Those traditions are that a product is bought because either it solves a problem, or is a reward.

Discretionary products such as arts and sports have tended to fall into the second category. As a result these have evolved over time to be able to continue to appeal to the jaded consumer. Theatre has moved toward the blockbuster and its spectacle while traditional productions are labelled as stodgy.

Professionalism in sport ranges from the transformation of team sports to emphasis on prominent players, their salaries and private lives; onward to individual player sports where the governing bodies mandate the skimpy swimwear for female competitors to achieve the necessary levels of spectacle.

Brands associate themselves with successful spectacle, from labelling of the competitors' clothing to banners on the sidelines.

Brands buying complete urban precincts are another more recent move to keep the brand in front of the consumers' eyes at all times.

Now the move is on to move beyond recognition and the implied constancy of quality represented by known brands. The goal now is to be able to target individual consumers by their history of purchases, and convince these that this brand alone can fulfill the consumers' range of needs. Solve all your problems and give the extra reward.

Elements of this have existed for some time. Direct marketing networks, loyalty customer reward programs, the diversification of the activities of multi-nationals, are all component pieces of the move to lovemarks. That possible brand appeal is linked by tracking and recording individual customer purchases toward developing individual consumer profiles.

Purchasing on-line and electronically provides the base data. The brand can then be direct-marketed to the profiled individual, as already happens on-line, and through the selling of customer contact phone, mail and email lists. Agencies and processing power used in the past by security agencies is now being sought by advertising agencies to help in the personalisation of brands to the individual consumer. These processes have the sophisticated filtering and intuitive recognition necessary.

Inevitably, those who see this as the glowing future advocate and support this trend, those who are unimpressed by one-size-fits-all reject and white-ant the trend.

Sports like gliding are amateur, small in population and advertising power. While the consumer is increasingly bombarded by increasingly slick, directed and subtle promotion, gliding's promotion continues by traditional processes. The Air Experience Flight, the photocopy leaflet, the glider sitting in a public place.

Against the background noise, this promotion can be seen to be too small and timid to be heard. The temptation is to look to following the big boys' trends.

Some consumer information elements are already held by the sport. Records of short and long-term members are collected for relevant reasons within the sport. These extend from allowing pilots to fly at more than their home club because they can flash a membership card, through to the contact details recorded to later be able to ask a short-term member why they didn't continue. And it contains the embryo for the control-freaks in the sport to stamp out once and for all that pesky individualism that keeps reappearing in gliding.

As a small sport, consumer matching is beyond gliding's internal capacity. In a small way the glint in the eye to news-stand gliding's magazine August 2001

zine is thought to embody the opportunity to market more directly to a self-selecting interested consumer niche. At the large level, there is the temptation to look to gliding in effect being absorbed into a multinational. The sport adds a tiny consumer segment to the global database.

In return the sport becomes linked with a brand which intends to become indispensable to people's lives. Gliding becomes part of the slick daily bombardment of the consumer. Possibly a way for membership to grow, some might say.

The culture-jammer, however, would point to the concurrent growth in resentment in the consumer overwhelmed by incessant attacking information. And the trend toward more and more filtering by individuals where today most of us can wander the city streets and be totally unaware of the neon signs, the spruikers and the car fumes. We have totally shut down and are inward-looking within a cocoon inside its rhino coat.

At the same time the track record of individual small organisations which have amalgamated and followed the 'size matters' trends is poor. This has a lot to do with the loss in individual freedom and direct say in their organisations, which these participating people actually highly value.

Possibly a quiet haven which is distinct from that hustle and bustle has the potential to attract new pilots. The Zen of gliding.

The likely reality is that different parts of the sport will track in all of these individual directions, which mitigates against hooking the sport's future to a single wagon, irrespective how big it is and how indispensable in consumers' lives its future seems.

Success in the end is still likely to be achieved by valuing and fostering the diversity within gliding!



Glider Flight

RUDI SALTER – with apologies to Edgar Allan Poe

*On this morning bright and sunny, I would wager any money
on 300 kilometres today. There is lift, five knots or more.*

After carefully DI-ing, I was ready to go flying.

*In my glider I was trying, trying hard to find the core
Of the thermal I encountered, crying "There is lift galore
five, six knots and often more."*

*And the day got even better. I climbed high, my teeth would chatter,
It got colder at these levels, but a shirt was all I wore.
Still, I could not help but gloating at the way my plane was floating
Through the air, while I was noting, noting landmarks by the score,
Paddocks, houses and much more.*

*I was contemplating landing, as the task was slowly ending.
Wriggling stiffly, hot and thirsty, with my bottom getting sore.
Happily I started thinking of the grog I would be drinking,
When the glider started sinking, sinking at the rate of four,
Five, six knots. The day had ended. I had been through this before,
cannot thermal any more.*

*Now my clammy hands are shaking, for it looks I won't be making
Home. My back is aching and my eyes are getting sore
Looking for an open paddock. Finally success. I roar
"There's a field below my glider!" I can gently bank and guide her,
Land and have a rest beside her, my composure to restore.
It's a landing, nothing more.*

*I have done my field inspection, ascertained the wind direction,
Have applied some drift correction, steering accurately for
Aiming point and runway centre. S**** my check has been neglected,
Gear down has not been selected – b..... thing is still retracted!
With a crunch we skim the surface, and the wheel comes through the floor,
Hell, this plane will fly no more.*

Soaring Mt Renzie,
Chapman Valley, Geraldton WA
Photo: Steve Ewan

2001 NATIONAL HANG GLIDING LADDER – OPEN

Rank	Points	Pilot	Name	Class	Scoring Competitions
1	1237.6	Holtkamp	Rohan	open	450.0_NAT21 427.6_FBS21 360.0_BOG21 360.0_CAN20 342.8_NAT20 283.3_CAN99 230.0_BIR20
2	1160.3	Durand	Jon Jnr	open	450.0_FBS21 369.4_NAT21 340.9_BOG21 323.2_CAN20 288.0_NSW21 288.0_NSW20 268.1_NAT20 250.6_CAN99 235.7_BOG20 184.0_CSS20 080.0_CSS99
3	1120.8	Coomber	Kraig	open	435.7_FBS21 352.5_NAT21 332.6_BOG21 288.1_CAN99
4	1079.1	Moyes	Steve	open	389.6_NAT21 388.0_FBS21 301.5_CAN20 252.4_CAN99 244.7_NAT20
5	1046.3	Loten	Conrad	open	437.8_FBS21 332.3_NAT21 276.2_NSW21 208.1_BOG21
6	1045.1	Heaney	Grant	open	375.8_NAT21 357.4_FBS21 311.9_CAN20 309.3_NAT20 267.6_CAN99 191.7_BOG20
7	911.1	McClellan	Tish	w-open	376.6_FBS21 363.5_NAT21 171.0_NSW21
8	910.7	Pritchard	Phil	open	381.8_FBS21 276.2_NSW21 252.7_CAN20 017.9_CSS99
9	902.8	Heaney	Tove	w-open	333.6_NAT21 333.1_CAN20 236.1_FBS21 221.9_NAT20 000.6_CAN99
10	893.4	Osborne	Tim	open	380.3_FBS21 299.6_NAT21 213.5_BIR20
11	879.1	Paton	Len	open	343.9_NAT21 278.8_NSW21 256.4_FBS21 236.3_NAT20 2342_NSW20
12	854.1	Freeman	James	open	343.5_NAT21 281.5_BOG21 229.1_NAT20 152.2_BOG20 139.0_CAN99
13	805.8	Durand	Jon Snr	open	333.2_FBS21 237.2_NSW21 235.4_NAT20 232.6_CAN20 225.8_NSW20 190.7_CAN99
14	745.0	Macleod	Glen	open	295.2_CAN20 229.0_NSW20 220.8_NSW21 184.0_CWS20177.2_FBS21 159.2_CAN99 031.3_CSS99
15	724.3	Jackson	Mike	open	272.2_NAT20 231.7_CAN99 220.4_BOG20 015.9_CWS20
16	713.6	Reid	Jason	open	258.3_NSW21 247.8_CAN20 207.5_NSW20 129.0_CSS20 036.1_CWS20 020.5_CSS99
17	699.1	Bull	Neva	w-open	263.4_CAN20 229.1_NSW21 206.6_NSW20
18	674.9	Sangster	Trevor	racing	234.7_FBS21 231.9_NAT21 208.3_BIR20 194.8_NAT20
19	661.3	Duncan	Rick	open	244.4_NSW20 244.1_NSW21 172.8_CAN20
20	651.7	Pennicuik	Lloyd	racing	225.5_CAN20 212.2_NSW21 214.0_BOG21 203.9_CAN99 144.5_NSW20 131.7_BOG20
21	644.3	Speight	Daryl	open	259.8_FBS21 204.7_WAS21 179.8_BOG21
22	629.1	Ward	Geoff	open	292.3_FBS21 240.6_NAT21 096.2_NSW20 006.9_CSS99
23	611.1	Rees	Ian	open	255.2_FBS21 180.3_NAT21 175.6_BIR20 152.7_NAT20
24	576.2	Zwahlen	Bernie	open	199.3_NSW20 197.1_FBS21 179.8_CAN20 154.8_NSW21 126.0_BOG20 064.0_NTH99
25	569.1	Furnell	Jerry	open	248.3_CAN20 230.4_CAN99 090.4_CWS20 003.7_CSS99
26	565.5	Gonsalves	Bernard	open	260.3_CAN99 212.5_CAN20 092.7_CWS20 079.8_CSS20 062.1_CSS99
27	558.1	Zupanc	Mike	open	302.7_FBS21 255.4_CAN99
28	537.3	Schroder	Phil	open	238.0_NAT20 172.9_BOG21 126.4_BOG20
29	523.8	Tucker	Scott	racing	208.6_CAN20 162.3_CSS20 152.9_CWS20 051.6_CSS99
30	516.4	Wagner	Derek	racing	200.8_CAN99 165.8_NSW21 149.8_CAN20 137.7_CSS20 069.2_CWS20 004.5_CSS99
31	514.9	Hubbard	Guy	open	300.3_FBS21 214.6_NAT20
32	507.9	Strickland	Jon	racing	191.2_CAN99 160.4_NSW20 156.3_CAN20 046.9_CWS20 017.6_CSS99
33	499.6	Greenhill	Peter	open	173.9_BIR20 164.2_BOG21 161.5_NAT21 080.0_VIC20
34	493.9	Cummings	Tim	racing	172.3_NSW20 167.1_NSW21 154.5_CAN20 149.9_CAN99 002.9_CSS20 001.1_CSS99
35	488.0	Holt	Greg	racing	245.9_NAT21 187.5_BIR20 054.6_VIC20
36	479.9	Sakrzewski	Dave	racing	168.1_CAN20 159.3_CAN99 152.5_CWS20125.8_CSS20 113.9_NSW20 069.0_CSS99
37	476.7	Staver	Davo	open	271.5_CAN20 166.6_CAN99 038.6_CWS20 009.0_CSS99
38	474.6	McMahon	Steve	open	190.2_CAN20 142.7_NSW21 141.7_NSW20 126.3_CAN99 045.3_CSS20 040.4_CSS99 005.0_CWS20
39	462.8	Thompson	Mark	open	305.6_FBS21 157.2_NSW21
40	458.7	Worth	Craig	racing	181.1_CAN99 150.3_NSW20 127.3_BOG20 097.1_NSW21
41	437.1	Porter	Michael	racing	217.8_CAN20 111.0_NSW21 108.3_BOG20 099.9_BOG21 093.3_CAN99 096.5_NSW20
42	436.6	Rundell	Paul	racing	210.0_CAN20 165.9_BIR20 060.7_CAN99
43	435.2	Duncan	Ian	open	244.3_NAT21 190.9_NAT20
44	433.6	Giammichele	Tony	racing	156.8_NAT20 153.7_CAN99 123.1_BOG20 005.4_CSS99
45	432.3	Stevens	Dave	open	154.7_CAN99 142.8_NSW21 134.8_CAN20 104.8_CSS20 094.7_CWS20 042.1_CSS99
46	421.5	Beavis	Alan	open	273.4_NAT20 148.1_BIR20
47	419.0	Petersen	Neil	racing	99.8_CAN20 194.4_CAN99 024.8_CWS20 024.6_CSS99
48	408.7	Davie	Gary	racing	170.3_CAN99 156.0_BOG20 082.4_CAN20 014.2_CSS99 003.6_CWS20
49	401.6	Lowrey	Tony	open	248.4_NAT21 153.2_BIR20
50	394.4	Worth	Matt	racing	153.2_NSW21 130.2_NSW20 111.0_CAN99 084.1_BOG20



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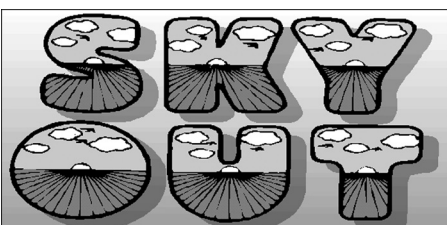
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PO Box 112, Tumut NSW 2720, ph: 02 6947 1148.

Wagga/Lockhart Gliding Club

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

Warrumbungle Gliding Club

Kirriwa Gilgandra NSW 2827, ph: 02 6795 4333.

ACT

Canberra Gliding Club

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

QUEENSLAND

Boonah Gliding Club

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

Bundaberg Gliding Club

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

Caboolture Gliding Club

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

Central Queensland Gliding Club

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

Darling Downs Gliding Club

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

Gympie Soaring

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

Kingaroy Soaring

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

Moura Gliding Club

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

North Queensland Soaring

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

QAIR Training Corp

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

Southern Downs Soaring

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

Tarwan Soaring

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

VICTORIA

Albury Corowa Gliding Club

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

Beauford Gliding Club

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

Bendigo Gliding Club

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

Corangamite Soaring

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

Geelong Gliding Club

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

Gliding Club of Victoria

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

Grampian Soaring

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

Latrobe Valley Gliding Club

PO Box 625, Morwell VIC 3840.

Mangalore Gliding Club

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

Mt Beauty Gliding Club

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

RAAF East Sale Gliding Club

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

South Gippsland Gliding Club

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

Stawell Gliding Club

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

Sportavia Soaring

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

Sunraysia Gliding Club

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

Swan Hill Gliding Club

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

Victorian Motorless Flight Group

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

Wimmera Soaring

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

SOUTH AUSTRALIA

Adelaide Hills Soaring

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

Adelaide Soaring

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

Adelaide University Gliding Club

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

Balaklava Gliding Club

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

Barossa Valley Gliding Club

PO Box 123, Stonefield via Truro, SA 5356,

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

Blanchtown Gliding Club

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

Bordertown-Keith Gliding Club

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

Gawler Gliding Club

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

Lake Bonney Gliding Club

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

Millicent Gliding Club

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

Murray Bridge Gliding Club

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

Port Augusta Gliding Club

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

Renmark Gliding Club

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

SA AIR TC

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

Waikerie Gliding Club

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

Whyalla Gliding Club

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

TASMANIA

Tasmania Soaring

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

NORTHERN TERRITORY

Alice Springs Gliding Club

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

North Australia Gliding Club

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

WESTERN AUSTRALIA

Beverley Soaring

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

Gliding Club of Western Australia

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

Morawa Flying Club

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

Mt Newman Gliding Club

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

Narrogin Gliding Club

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

Stirlings Gliding Club

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

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Hang Gliders & Equipment

New South Wales

Enterprise Wings Rage 157 int, VGC, \$1,500. Ph: Doug 0414 527486.

Foil 139B adv, low hrs, spare DTs, 2 flight suits (fit 5'8"), 1 Moyes pod (fit 5'8"), Ball vario, \$1,500 ono the lot (can be split). Ph: Avril 0409 565895.

Fun 160 nov, as new, 8 hrs airtime, \$2,900 ono. Harness suit 5'2"-5'6", VGC, \$500. Icom radio, \$300 ono. Parachute & helmet. **XT 145** int, yellow & blue, VGC, 50 hrs, \$2,000 ono. Ph: Patricia Roberts 02 49551669; 0414 587217; <patricia@idl.net.au>.

Moyes CSX4 (149ft²) adv, purple US, Power Rib TE, GC, \$3,000. Ph: 'Collo' 02 49636262 (h); 02 49858301 (w); 02 49295133 (fax).

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

Moyes XT 145 int, 60 hrs, fluoro pink LE with green & yellow US, speed bar & spare DTs, \$1,500. Ph: Derek 02 99025753 (w); 0407 877305; 02 47877305 (h).

USHGA (United States HG Association) monthly magazines. Complete collection from 1982-2001. Approx. 220 in total. This is ideal for a school or club to obtain a history of the last 20 years of our sport. \$185. Ph: 03 97621364.

Xtralite 147 adv, less than 100 hrs, EC, new side wires, new Moyes batten profile (+ original), great wing to fly with excellent flying characteristics. Ph: Graeme 0407 667771; <gmcdonou@earth.monash.edu.au>.

Victoria

Aussie Skins/D. Scott Race harness virtually brand new, suit new harness buyer up to 177cm tall & light/medium build up to 104cm chest (relaxed), \$575. Ph: John 03 57544945.

Moyes Xtreme harness black with fluoro yellow graphics on side, suit pilot 5'8"-6'1". Comfortable harness, suit new pilot or one upgrading (has slide bar). It's not so good you don't want to get it dirty & not so poor you're afraid to use it. Still has years left in its working life, \$320 ono. Ph: Steve 03 58596293; <stevejms@hotmail.com>.

48 Australian Gliding • Skysailor

Queensland

Airborne Shark 156 adv, 15 hrs, VGC, orange & yellow US, folding basebar, spare DT, \$3,500. Ph: 07 55298793.

Explorer Motor harness, only 2.5 hrs airtime, large size, blue front entry harness, carbon fibre prop & Aero fuel tank. clean, airworthy & fun, freight anywhere in Oz. \$5,500... save \$300 on a new one. Ph: Jules 0411 101010 (m); 07 38062048 (h); <Skyout@bit.net.au>.

South Australia

Solarwings Typhoon S4 int, great for coastal flying, two spare DTs, for big boys, a little aged, \$200 (that's right: two hundred!). Ph: Chris 08 83422176; 0411 793692.

Paragliders & Equipment

New South Wales

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Airwave Alto 27m² 75-100kg, Acpul, genuine 130 hrs, yellow. Well maintained, EC. Will fit with Alto Sport risers if preferred, \$1500 ono. Ph: Andy 02 95252133 (w); 02 95232801 (h); <amhoward@bigpond.com>.

Edel Quantum DHV1, 80-110kg, 100 hrs, in very good cond, great first glider, \$1,400. Ph: Bruce 02 62465232 (w); 02 62544348 (h); 0402 462392; <b.reid@pican.pi.csiro.au>.

For the below equipment contact Jason Turner ph: 02 4963 7070 or email <5djason@usa.net>.

Firebird AT (S) DHV1-2, 60-75kg. Excellent first wing in EC. Less than 15 hrs, spotless and crisp. Royal blue with white tip stripe. Split 'A's, \$3,200.

Firebird AT (M) DHV1-2, 70-85kg. Royal blue with white tip stripe. Split 'A's. Less than 20 hrs. Immac. cond. Suit new buyer, \$3,200.

Edel Prime Tandem DHV1-2, 140-220kg. Immac. white, clean & crisp. 30 hrs only. Split 'A's, rear trimmers, spreaders & carabiners. The current world record distance was set in one of these - find out why. \$3,800.

Edel Carona (S) PG harness, black/red, aerodynamic design, VGC, \$650.

Fly Arrow (M) PG harnesses, black, aerodynamic, very new, \$750.

Victoria

Pro Feel Canopy DHV1-2, 85-110kg, EC, recent line & porosity test, \$2,500. Black Laser Pro series helmet, size medium with speaker microphone plus Icom 40S transceiver, used once, \$700. Piccolo 1 vario, \$120. Pro Design harness, full back protection, \$800. Or \$4000 THE LOT. Ph: Peter 03 94371902 (h); 0417 123144 (m).

ACT

For the following equipment contact Peter Bowyer, Instructor/Manager Australian Paragliding Centre: Ph/fax: 02 6226 8400 or email <pete@australianparagliding.com>.

Nova XL tandem, 4 hrs only, \$3,600 (new over \$5,000).

Nova X Ray 22, 75-95kg, DHV2, only 50 hrs, \$3,000.

Nova Argon 26C, 95-125kg, DHV2-3, as new only 10 hrs, \$3,500.

Pro-Design Target demos in EC, 40 (65-90kg) & 42 (85-110kg), special price of \$4,000 (new \$4,800).

A range of 2nd hand Sup-Air harnesses from \$600.

Sup-Air cocoon harness, bargain at \$450.

Edel Hero harness, as new at only \$300.

Seats still available on the French Tour for 8-29 September 2001. Cost \$3,500.

Trikes & Equipment

Victoria

Airborne Edge 582 T2-2651, electric start, E-type gearbox 2.62:1, Ivo prop, pod black/electric blue, wing white with fluoro yellow panel under, 5 yr inspection & re-registration, TT 470 hrs. Two helmets, headsets & intercom off separate battery, Icom radio, Garmin 45 GPS, landing lights & strobe, stoneguard bag & matching pannier bags, training bars, high windscreen, H/D tyres. Top cond, always hangared, \$11,000. Ph: 03 52491232 (h); 0407 849908.

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

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HGFA Addresses



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

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

Hang Gliding Federation of Australia

HGFA Office Manager: Margaret Crane
Administration: Colleen Lacrosse & 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 Whifton <kev.whifton@dofa.gov.au>; Trs: Steve Foggett <Steve.Foggett@aspect.com.au>; Committee Members: John Chapman, Duncan Kelley, Peter Beckwehl, Michael Porter (SSO). Meetings: 1st Tue/month 7:30pm, "Sky Lounge" Yamba Sports Club, Phillip.

Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; Admin: Richard Williams 08 92943962, 0427 057961; PG Rep: Julian McPherson 08 93881584 & David Humphrey 0418 954176; HG Rep: Michael Derry 08 92840750 (h) & Keith Lush 08 93673479 (h), 08 9367 9066 (w); Trike Rep: Graham McDonald 08 93649226 (h), 0418 910841; Trs: Phil Wainwright 08 92424483.

NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladwood Gardens, Double Bay NSW 2028, ph/fax: 02 93274025, <nswhgfa@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 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452, <stuart.mcclure@adi.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, 7:30pm, Blue Cattledog 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, <bblps@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

Web page [www.homestead.com/kapc]; Pres: James Ryrie 02 62359120, <ryricalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

Manilla SkySailors Club Inc

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

Mid North Coast Hang Gliding Association

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

Newcastle Hang Gliding Club

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

O'Donoghue 02 49549084. Meetings: Last Wed/month, Souths Leagues Club.

Northern Beaches Hang Gliding Club Inc Pres: Mark Robertson 0427 702864, <Robbos71@hotmail.com>; 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, 7pm, Mona Vale Bowling 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: Ken Wright 07 4093 7028; V-Pres: Russell Krautz; Sec: Lance Keough 07 4091 2117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586 (h), 07 40512438 (w).
Canungra Hang Gliding Club Inc Pres: P. Beard 07 33487150; V-Pres: Shauna Purser 07 6679 3404, <shaunapurser@yahoo.com>; Sec: David Pearson 07 55437252; 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 5447 4093; 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 5222 3019, <hrt@deakin.edu.au>; Meetings: 1st Fri/month, venue 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 Mentis 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.cygyns.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@cygyns.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, <chillflyers@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@woodsde.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend I, Subiaco.

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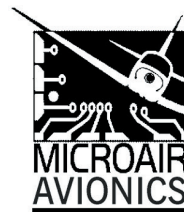
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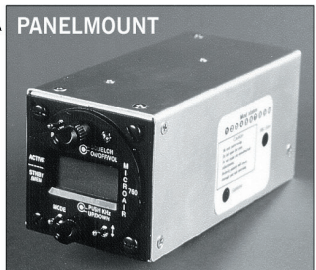
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