

# **Gliding** *Australian* **SKY** **SAILOR**



## **In this Issue:**



**2001 Winery  
Picolight Flyabout**

**The Laurieton  
Fly-in**





Deniliquin NSW  
Australia

2002

29 Dec –  
5 Jan



A O H G C 2 0 0 2\*

A comp with a difference  
**3 Competitions**  
in one!

entry fee \$180

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(Difficult tasks, but more emphasis on racing)

**Floater** Class A

(Easy, shorter, downwind tasks) (Floater class includes Sting, XT, Sonic etc)

**Kingpost** Class AA

(Medium difficulty tasks)

**ALSO OPEN TO CLASS 2 GLIDERS AND PARAGLIDERS**

## OUR AIM

to have **more fun!**

to set **tasks to suit** most  
pilot skill, experience and  
fitness level.

**all pilots** to have a realistic chance of  
**making goal** every day.

new, **low airtime pilots** being able  
to **fly with the good guys**,  
but competing against their peers.

most pilots to **have a chance of**  
**winning** the competition  
regardless of the glider they are flying.

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- **Team organising service**. (We can help put pilots together).
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- **Kids activity program**.





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

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

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

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

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Subscriptions/circulation/changes of address:



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Deadline for all editorial contributions and ad bookings is the 25th of each month,  
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## CREDITS

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



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# Forecasting Weather at Gliding Competitions

MILES GORE-BROWN

Weather forecasting was considered as superstition in the old days until Aristotle wrote a series of booklets entitled *Meteorologica*. Since that period man has been trying to predict the weather and with the advance of technology it has become easier, but not necessarily more accurate.

Putting together the weather picture requires obtaining and interpreting as much weather information as possible.

A weather forecast for a gliding competition is a very specific forecast. Not only does the forecast need to determine the thermal conditions but also it is essential to establish if there are any other influences on the soaring weather such as approaching cold fronts, upper level cloud bands, etc. Both of these will affect the thermal forecast due to the passage of the frontal zone or the reduced heating caused by passing cloud bands. A complete gliding forecast requires more than just the temperature trace and a synoptic weather map.

In order to make an effective, forecast weather information must be obtained for the following five main groups: Surface weather, upper level weather, satellite picture, temperature traces (inclusive of Cu-sonde for local, and internet for other sources), and the weather outside the window. When all this information is gathered and analysed it needs to be compiled into a pilot briefing sheet so that pilots can easily determine the effect of the weather for the competition day.

Weather information is readily available for these five groups. The source of information for each of these groups is endless. I have detailed below the information source that I use for each group.

## Surface Weather

The surface weather is basically what we see outside the window. However, it is also possible to predict the effects of surface weather over the next few hours by locating significant features such as cold fronts, tropical cyclones, and other general features such as the movement of high and low pressure patterns. The pressure patterns are also under the influence of the upper level weather.

Surface weather information is found in the weather section of the major newspapers. The current and predicted synoptic chart, and individual state forecasts are the main features shown in the newspaper weather sections. Some newspapers also have interesting rainfall data for local areas within each state – this is valuable information to have when planning tasks.

In addition I also access the Air Services Australia (ASA) Pilot Briefing page. This page can be found on the ASA web site [www.airservices.

gov.au]. This is a very good source for both low and upper level weather information. The upper level data I will cover later.

To access the ASA site you will need to register on the NAIPS Pilot Briefing page. Instructions are provided for this and it is free of charge.

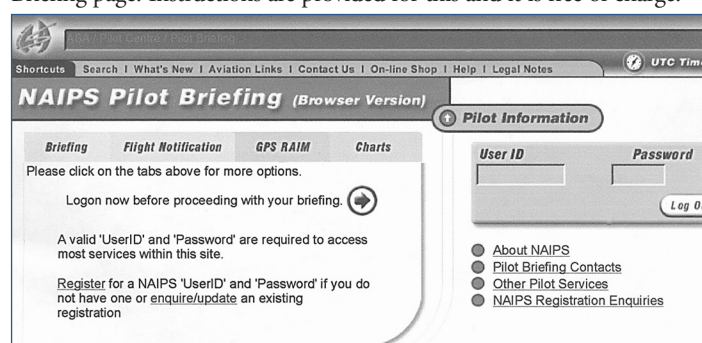


Figure 1: NAIPS Pilot Briefing

Once you have registered you can access the “briefing” section. In this location you will find a map of Australia divided up into different “areas”. These “areas” are allocated numbers such as 20 and 21, etc. Each area has its own forecast called an Area Forecast. Once you have determined which area will cover the forecast you require all you need to do is select it. A full area forecast will be provided with the weather overview and specific weather for designated airfields. This is particularly useful for determining specific weather forecasts including the maximum and minimum temperature at particular locations. In addition, the dew point is also given in the current METARs. From this information cloudbase can be estimated by using the following rule of thumb:

$$\begin{aligned} &(\text{Maximum temperature} - \text{Dew point temperature}) \times 400 \\ &= \text{estimated cloudbase in feet (agl)} \end{aligned}$$

Now that you have the general weather overview it is now necessary to obtain detailed synoptic weather charts. Return to the ASA “briefing” home page and select “charts”. A menu will appear then select “Avfax charts”. A list of charts will be shown. Out of this list you will see charts called MSL (Mean Sea Level) Analysis and MSL Prognosis. Each chart is given a specific reference number. For these two charts, they are 81200 and 81204 respectively. Simply click on the chart number and the chart will be provided.

The analysis chart is for the current weather and the prognosis is the chart for the expected weather situation. The validity period of these charts is given in the title box on the bottom left hand side. The charts are a little more detailed than those obtained in the newspaper. They will provide the speed which frontal systems are moving in addition to showing significant features such as the inter-tropical convergence trough or better known as the ITZ and tropical cyclones, see “Figure 2: MSL Analysis Chart 81200”.

It is now possible to put together a picture of the surface weather based on the current and expected synoptic charts, detailed weather situ-



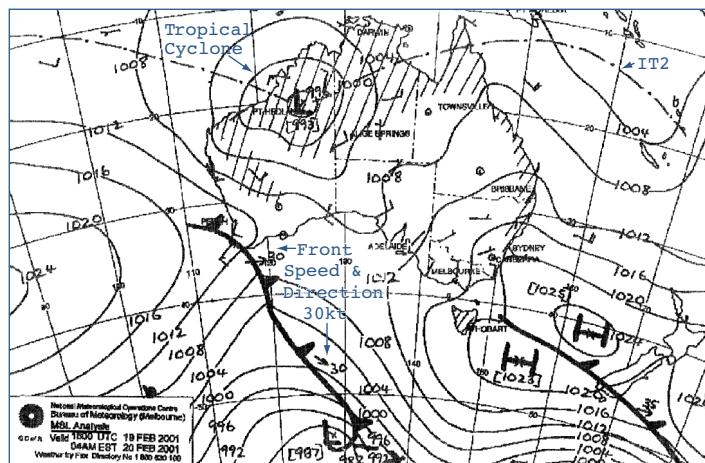


Figure 2: MSL Analysis Chart 81200

ation from the area forecast and the applicable data in the newspapers.

We now need eyes in the sky so a satellite picture is required.

## Satellite Picture

The satellite picture is a very important element in determining the correlation between the surface weather and the upper level weather patterns. There are many satellite pictures available from many weather web sites, however I have found that the Yahoo weather site provides a good satellite picture inclusive of a six-hour loop. The loop will give you a moving picture of the cloud patterns over the past six hours.

The Yahoo weather site is located at [www.weather.yahoo.com/regional/South\\_Pacific.html](http://www.weather.yahoo.com/regional/South_Pacific.html).

This satellite picture will appear on the left of the screen – click on the picture and it will enlarge. A “loop” selection is available which will commence the six-hour satellite loop. This can be saved and labelled in your computer and placed on the “desktop” for later viewing.

Satellite pictures are very important when determining the development and movement of the upper level cloud masses. Cirrus and other extensive cloud bands can be tracked so that their effect on the gliding forecast can be estimated. The track and extent of cloud masses will have a bearing on the task selection and also on the estimation of the length of the day. If the day starts off with a brilliant temperature trace then there is no use setting a huge task when an extensive band of cirrus is about to travel over the task area and stop the convection. As such, the satellite picture is a very important part of the gliding forecast.

In addition to the satellite picture the Yahoo weather site also has general weather forecasts for local towns. If you “Browse” for a location by selecting “Australia”, you will see a menu for several local towns throughout Australia. If you click on the required town you will get the expected weather for that town. It is not as detailed as the ASA forecast but in many cases covers towns not shown in the ASA forecast.

After collecting the information from the surface data and putting it together with the satellite picture you are in a good position to make a reasonable prediction of the general weather for the day. Important aspects such as maximum temperature, wind velocity, cloudbase predictions and any other significant surface feature that may effect the weather can be determined.

We have completed the forecast data analysis in two dimensions now it is necessary to build the weather picture in the third dimension. We need to study the airmass through different levels of the atmosphere.

## Middle Level Weather

While you are logged onto the ASA NAIPS page you can also access the middle and upper-level charts.

On the ASA “briefing” home page select “Avfax charts”. The list of charts will be provided. The middle-level charts that should be analysed are the A050, A100 and A185. These correspond approximately to 5,000, 10,000 and 18,500 ft above sea level. As with the sea level charts there are two charts for each of these levels – one is the analysis and the other is the prognosis. The chart numbers are 81201, 81202 and 81203 for the analysis. The prognosis charts provided for A050, A100 and A185 have respective chart numbers 81256, 81254 and 81252. Click on the chart number and the chart will be provided.

These charts show isobars as solid lines, isotachs as broken lines (lines of equal wind speed) and temperature inside small boxes. The temperatures are for specific locations on the chart.

The charts can be used to see if a middle-level disturbance is developing such as a middle-level low-pressure system. The presence of a middle or upper-level low on some occasions may not show up on a surface chart but would dominate the weather pattern. Middle-level low-pressure systems can produce rain depressions and a general deterioration of the weather situation.

The A050 chart will show the wind direction in the free atmosphere without the effects of ground friction, however ground features such as mountain ranges may still affect the synoptic pattern at this altitude.

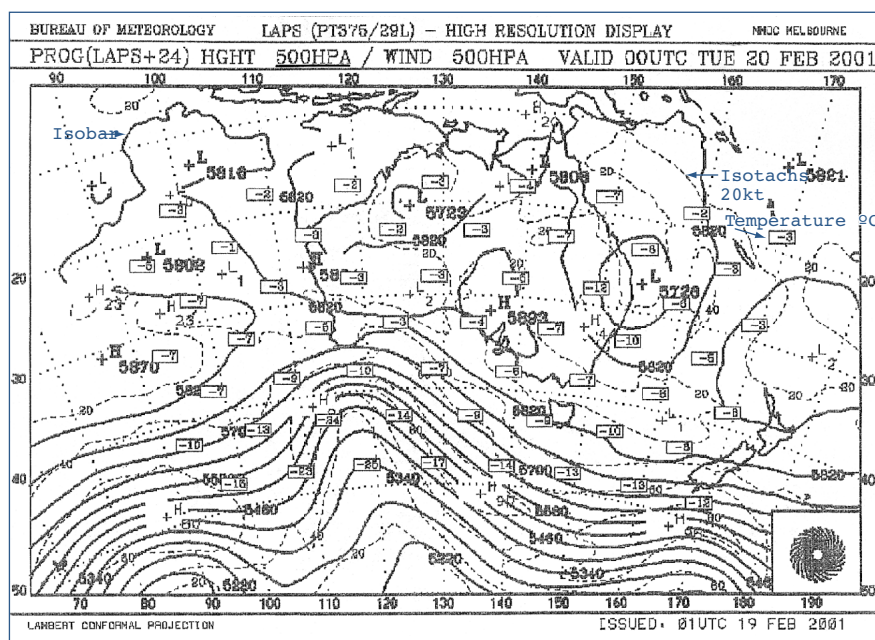


Figure 3: Aosa Prognosis Chart 81256

Note the low depression east of Brisbane. This depression is not apparent on the surface chart in Figure 2. This depression produced low cloud, thunderstorms and rain for the only non-contest day of the Gulgong Nationals. It was a very dominant feature of the weather. Further reference to this depression will be made in the following upper level weather section.

Building a picture with the three charts progressively up to 18,500ft will help to determine the trend of the pressure patterns and temperatures.

The temperatures on these charts are reasonably accurate, however the area for which the temperatures are applicable is quite extensive. It is possible to plot these temperatures on a temperature trace providing an extended temperature profile. To do this locate your area on the chart and select the closest temperature (shown inside a box). Plot this temperature on your temperature trace. Now you have an extension of the temperature profile to 18,500ft. From this you can determine the likelihood of thunderstorms by noting the extent of instability throughout the airmass.





By studying middle-level charts we can gain a better appreciation of those systems that may not be apparent on the surface-level charts.

The final stage now is to look at the upper-level charts.

## Upper Level Weather

There are two charts that are worth using to analyse the upper levels – the Significant Weather (SIG WX) and the FL340 analysis and prognosis chart.

The SIG WX chart details the significant weather for Australia from FL185 to FL450. On this chart you will see jet streams, cloud patterns associated with different weather systems, tropopause level and several other features such as turbulence and icing areas that are not really related to gliding forecasts. The chart number is 81230 through to 81233 depending on the validity time required. As before, simply click on the chart number and the chart will be provided.

Jet stream information is very significant. The jet streams have a significant effect on both the surface and upper level weather. The presence of a jet stream means that there is a lot of energy in the upper portion of the atmosphere. Jet streams are usually associated with the sub-tropical jet stream and the polar jet stream, which in most cases correlates to surface frontal zones. The type of jet stream depends on the season. Usually during winter the southern portion of Australia will be under the influence of the polar jet stream while during summer Australia will be under the influence of the sub-tropical jet stream.

The jet stream, in some instances, acts like a huge vacuum cleaner and produces a very unstable atmosphere in the upper layers. In some circumstances this can produce severe thunderstorms when associated with a surface disturbance such as a cold front or a trough.

As jet streams are areas of high-velocity wind, which can reach velocities over 200kt, it is a significant factor when associated with the movement of upper level cloud masses. The jet stream determines the direction the upper-level cloud mass will move when the cloud mass is in close proximity to the jet stream core.

At the Gulgong Nationals there was three days where the weather was under the influence of an upper-level low which was “trapped” between two opposite direction jet streams. The dominant jet stream was just off the coast of NSW, east of Sydney. Unlike most jet streams where wind is from the west, this particular jet stream was from south-east to north-west. The upper-level low was producing widespread rain on the coast

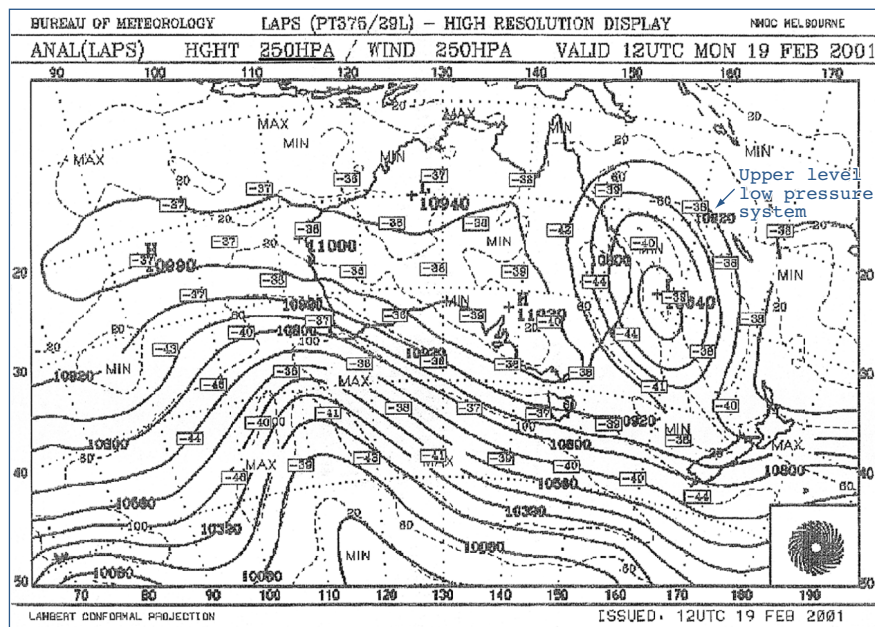


Figure 5: FL340 Chart 81205. Note: upper-level low pressure east of Brisbane

and upper level cloud inland. The jet stream was feeding the low-pressure system with cool moist air from the south-east and moving the cloud mass westwards. The weather was progressing from the east to the west. By studying the surface chart there was nothing to show why this was happening, however looking at the middle-level and upper-level charts it was evident that the middle-level low had established with an upper-level jet stream feeding the cloud and moisture from the south-east. This was a classic example where a study of the weather at all levels provided the answers as to why the weather was significantly different from what the synoptic chart indicated, see “Figure 4: SIG WX chart 81232” below.

The FL340 (250hpa) chart shows the same features as the middle-level charts, except in this case it reflects the pressure patterns, temperature and wind structure at approximately 34,000 ft. The analysis and prognosis chart numbers are 81205 and 81250 respectively.

During the period of the weather described above, the strong upper-level low had developed and was a significant feature on the FL340 chart, “Figure 5: FL340 chart 81205.” This low was in fact being squeezed between two jet streams shown clearly on the SIG WX chart Figure 4. As such the complete picture of the weather situation was provided with the addition of the upper-level charts.

Now that we have the general weather picture related to the surface and upper-levels all we need now is an accurate temperature trace to determine the thermal characteristics.

## Temperature Trace

There are many ways of producing a temperature trace. I will not go into the detail of how to draw traces or analyse them, I will only detail how you can obtain such traces.

In the past I use to do temp flights with a temperature probe held outside the tug window while climbing to a predetermined altitude. The figures were recorded, plotted and analysed. This tended to produce relatively inaccurate results (compared to the Cu-sonde data) especially if no wet bulb temperature was recorded. The accuracy of the equipment was always in question. If the equipment was accurate then the analysis was complex and slow.

About five years ago I purchase a special instrument called a Cu-sonde. The Cu-sonde comes with a software package, which, after the temp flight is complete, analyses the data and draws the temperature traces and specific graphs. It is easy to use and has been shown to be incredibly accurate. Like all delicate pieces of equipment it needs tender loving care and a good understanding of how it works. This is all well explained in the handbook. The Cu-sonde is now owned by GFA and is available for hire to anybody who wishes to use it.

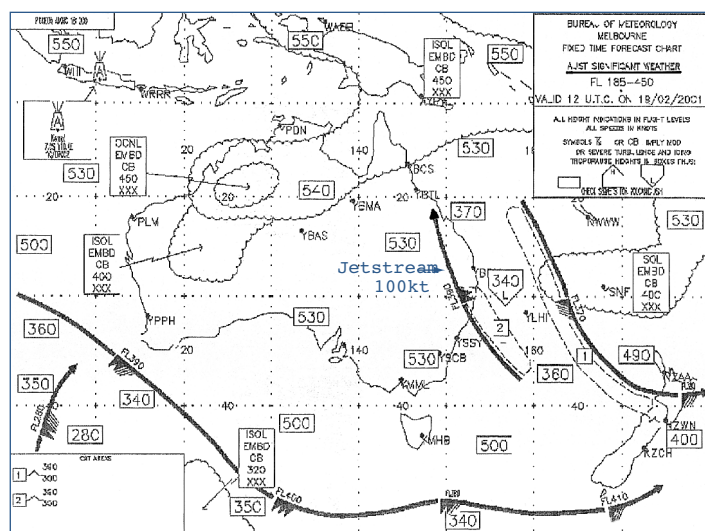


Figure 4: Sig WX Chart 81232. Note: Jetstreams east of Sydney



## National Gliding Championships Meteorological Briefing: Competition Day 11

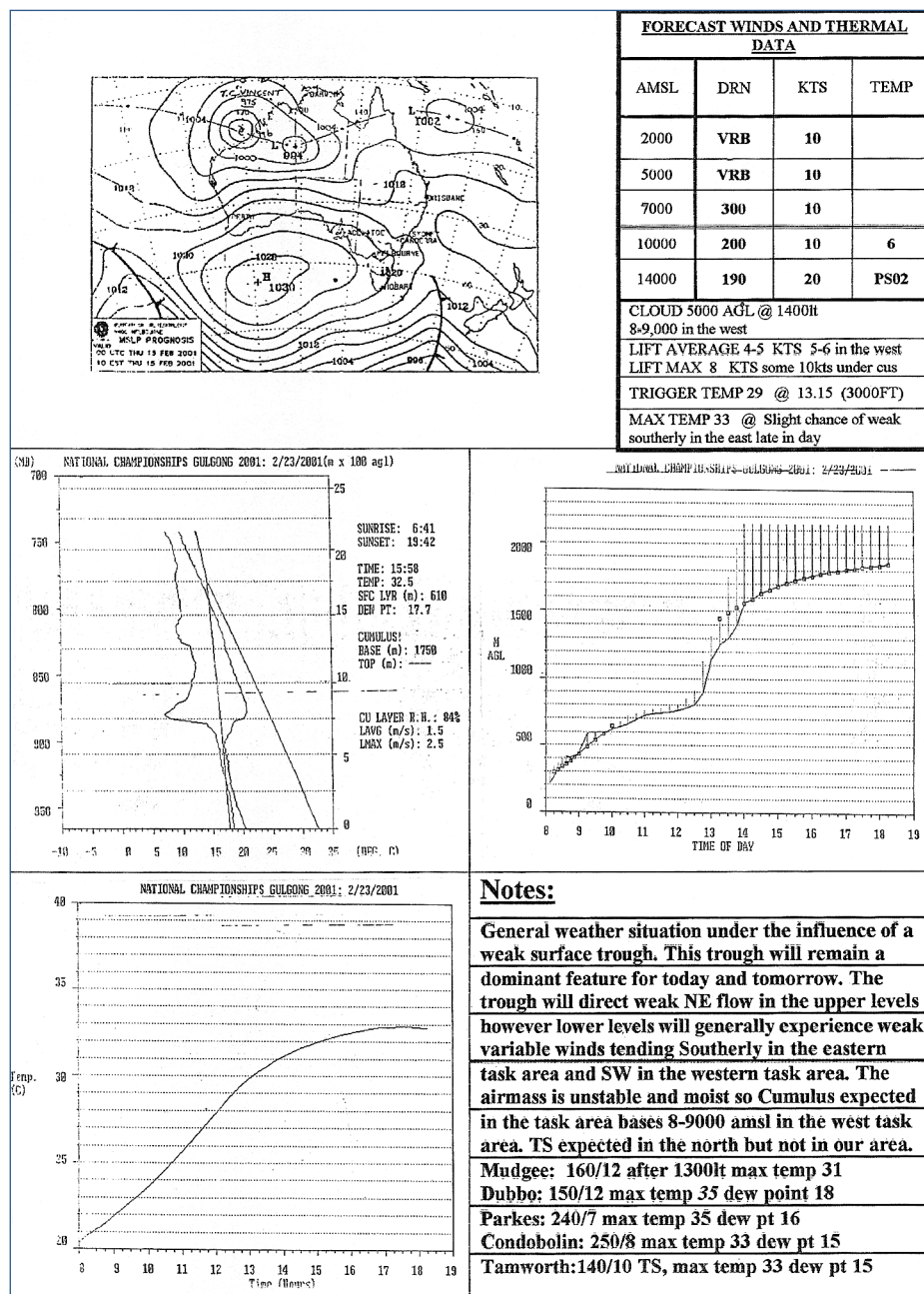


Figure 6: Briefing Sheet

I use the Cu-sonde on every occasion I can. It has been widely used at competitions with very good results. I strongly suggest using the Cu-sonde if accurate temperature traces are required for competitions or regattas. See "Figure 6: Briefing Sheet" where the Cu-sonde traces are shown.

If you cannot obtain the Cu-sonde then there is a suitable alternative, depending on the location of your soaring site. There are specific locations around Australia where temperature soundings are done every 12 hours – Wagga and Cobar are a couple of examples. These soundings are available free of charge via several locations on the Internet. The Bureau of Meteorology has a specific site, however I use the site provided by the University of Wyoming USA. The site address is [www.das.uwyo.edu/upperair/au.html].

A complete temperature sounding can be downloaded from this site. The temperature traces are usually completed at 0000Z and 1200Z. When you enter the site you will see a map of Australia with the location of the sounding stations shown. Simply click on your closest station and the temperature trace will appear.

If your location is remote from one of these weather stations then you can still use the temperature traces from the closest location as long as you

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correct the trace by applying some local knowledge. This takes time and requires systematic data-gathering for the soaring site. It is only possible if the airmass is relatively homogeneous between the two locations, ie not on either side of a front, trough or any other major weather system.

The web site also provides detailed information on how to interpret these temperature soundings.

Now that all the data is complete and analysed it is necessary to put the information together on a pilot briefing sheet. However before the briefing sheet is finished it is necessary to look at the weather out side. After all you have spent the last hour inside gathering the data from your computer!

### Outside the Window

It is necessary to correlate all the data that has been gathered and see how it fits with the weather situation outside the window. I have seen many a weatherman say it will not rain only to be drowned out by the noise of the rain on the roof. Yes, it is essential to have a good look outside in all directions, especially in the direction that the upper-level weather may be coming from. This will then complete the weather picture so you are now ready to do the briefing.

### Weather Briefing

The weather briefing is very important for pilots as they probably have not had the time to study, analyse and correlate all the data. As such it is important to make the briefing simple and factual.

The best way to do this is to provide a briefing sheet showing the synoptic weather map along with wind and temperature information from the area forecast. It is necessary to be very specific with the thermal conditions so a full analysis of the temperature sounding should

be provided. The Cu-sonde provides these charts along with a simple analysis of the expected thermal conditions, see "Figure 6: Briefing Sheet"

A brief overview should be provided detailing effects the surface patterns and clouds might have on the tasks for the day. A satellite picture should be available. I usually save the satellite loop in my computer on the "benchtop" so that I can show it to the pilots at the briefing.

The briefing is complete so it is time to go flying!

The weather is a very difficult science, the more you read the more you learn. There are many books published on weather however I would like to recommend the following publications:

1. **The Wonders of the Weather by the Bureau of Meteorology.**  
This is an exceptional book with fantastic photographs and diagrams all written in a very simple manner.
  2. **Manual of Meteorology** published in two parts – *Part 1: General Meteorology* and *Part 2: Aviation Meteorology*. These two publications are specifically for pilots and air traffic controllers. It is compulsory reading for pilots and is highly recommended.
- These three publications are available from most aviation bookshops and CASA.

Safe soaring.





# Australian Open Hang Gliding Championship 2002 – Deniliquin

TOVE HEANEY

Saturday, 29 December 2001 to Saturday, 5 January 2002 - Entry fee: \$180

Also open to Paraglider and Class II gliders. This is a combined aerotow and ground tow competition. This article is aimed at explaining to all pilots the ideas behind, and the practical running of, this competition. Should anybody have any further questions, please don't hesitate to contact us!

## Why have a different competition?

Over the last few years I've been a bit concerned about the lack of numbers attending our major competitions (at least they used to be major competitions). These competitions reward the most points towards our national ladder.

So, after comments falling on deaf ears, I thought instead of whinging about it, do something! The Australian Open was born.

Some of my "little babies" are:

- *We have to run competitions in conjunction with public holidays, so working pilots have a chance of attending.*
- *The comps should run from weekend to weekend so the working pilot only needs to take five days leave. (Even less at this competition since it incorporates public holidays.)*
- *Some of the tasksetting has become a bit extreme, with pilots spending up to nine hours in the air, having to swim across rivers, fly across forests, and spend the night out with the mosquitoes, so we need to set more user-friendly tasks. (After all, if you want to fly for nine hours, go for record attempts, like I do; the difference is you can drive home, have a rest and a sleep the next day.)*

So how could we set tasks to suit the gun pilot, as well as the new and the Sunday pilot? Impossible, so the thought of having separate tasks came about. How could we score this? Running it as separate comps, three in one, seemed to be the only solution. We then had to separate the field somehow, and the sub-classes Open, Kingpost and Floater were the obvious choices. Class 2 gliders will fly the Open task, whilst paragliders will most likely fly the Floater tasks (or Kingpost).

## Tasksetting

The administrative issue of setting different tasks with different turnpoints has been made

achievable with the latest GPS software. Even the time of crossing the goal line can be determined by the GPS. All that has to be done is to create a massive pool of numbered turnpoints; this can easily be done with a map-program on a computer. Then the turnpoints get downloaded to all the competitors GPSs. On the competition day you simply announce, "Floater task: TP 13, TP 56, Goal 78. Kingpost task: TP 15, TP 60, Goal 78", etc. All pilots will also have a reference map, with all turnpoints marked, as well as the three different tasks clearly being marked on a big map in the paddock.

With the current use of GPS for verification, it's also become easier for both pilots and organisers to use more turnpoints. We'll use one or two extra turnpoints on some days to keep the task close to roads.

Our aim is also to have goals in close proximity to towns, just for convenience and comfort.

## My dream

What I would love to see is a bunch of floater gliders in goal, having a beer while waiting for the topless gliders to start arriving. "Gee, the guns are a bit slow today!" We'll have a first in goal prize, everyday, regardless of sub-class. I can't wait to see how this will turn out! I'm convinced the average pilot will feel better in goal, having flown a shorter task, rather than landing half way on a long task waiting forever on the crew coming back from goal with the guns.

## Flying with the good guys

Hang gliding and paragliding is one of the few sports in the world where you can enter a competition, regardless of skill, and compete against the World Champion. The good thing with this is you get to see the good guys' tricks, and you should learn a lot. You need to fly with pilots better than yourself to be able to improve.

The bad thing is that it's like playing tennis with Rafter, or one of the Williams sisters. You may as well give up before you've even started!

So, by having different tasks, but the same start and finish, pilots should feel they have a great chance of getting to goal and achieving a good result in the competition. They are competing against their peers, whilst also getting the benefit of flying with the top ranked pilots. The "guns" will most of the time be going in the same direction.

We'll aim to set tasks to suit the majority of pilots in each sub-class! The Open Class will be run similar to how comps have been run in the last few years, but with more emphasis on racing. Kingpost tasks obviously to suit the kingpost pilots' level, whilst the Floater task will mainly be downwind. That's our starting point, and feedback from the pilots will influence tasksetting throughout the competition. After all, the competition is for the pilots, not the organisers.

## Examples of tasksetting

### Light and variable winds:

#### Triangle

*Floater* – small triangle.

*Kingpost* – slightly bigger triangle (maybe only two legs longer, meaning one turnpoint moved).

*Open* – bigger triangle.

#### Out and Return

*Floater* – out and back.

*Kingpost* – out a bit further and back (same goal).

*Open* – out even further and back (same goal).

### Light to moderate winds:

*Floater* – straight downwind to goal.

*Kingpost* – a small cross/tailwind leg to a turnpoint and then to goal.

*Open* – more crosswind to turnpoint, then crosswind back to goal. Or maybe even past



goal to a turnpoint, and then headwind (how good are these gliders?) back to goal.

## Windy day:

We might have to have separate goals. We also have the option of cancelling the Floater task whilst having a round for the others. Pilots will be involved in this decision making. GPS goals will be used in this instant.

## Prizes

Trophies will be awarded to first woman and top three pilots in each sub-class/competition, as well as winner of B and C-grade (excludes topless pilots). A first prize will also be awarded to the winner of the paragliding section, as well as the winner of Class II.

## GPS

GPS will be mandatory for this competition. There will be absolutely no photo back-up. If you have never been in a competition before, or never used a GPS in a competition before, don't worry – we'll have a GPS seminar/training course for all interested pilots. There will also be people available to help you program your GPS, all you have to do is to look at it during the flight. I guarantee by the end of the comp you'll be an expert! Garmin 12 GPS is the one to buy if you don't already have one.

## Feedback and questions from pilots

I've had a lot of positive feedback about this new competition concept. For the topless pilots, things won't change much really, but the kingpost pilots seem quite excited about this new concept.

One of my flying friends has flown for many years, but never been ranked near the top. He said, "It's quite nice to know that I'm in the lead gaggle for a change" (his comments about flying in the Corryong Cup). This is what we want to achieve for most pilots, at least a few times during the Deniliquin competition.

Another of my friends used to be a highly ranked pilot, still flies a kingpost glider, and hasn't flown a major comp for at least five years. "This concept sounds really good, I might come and fly in this comp".

Another kingpost glider pilot who has flown for quite a few years but never entered a major comp said, "This comp doesn't sound too daunting – I'm keen."

These following comments resulted from a HGFA email discussion forum.

**Pilot comment:** *I think that there are a few negatives against this idea [new competition format] that I would like to point out. What about teams of pilots (this is going to be a ground tow based comp, right?) that have flown together previously but have pilots with different wings? Is it still going to be practical*

*for them to stay together as a team if their retrieves may not be in the same direction?*

**Tove's reply:** *There will be ground towing as well as aerotowing. Tasks will be set in the same direction (with the difficult task maybe having more of a "side leg"). Pilots should be in easy radio contact with each other and the driver even if they are flying three different tasks. For an out and return, the longer task will just go a bit further before turning around. On a windy day the longer task will have a goal further down the road, but still in the same direction. Last year at Hay, my team split up, following two different roads 30 km apart, as well as not following the road (the direct task line) – having slightly different tasks won't be any different to this.*

**Pilot comment:** *Topless gliders are becoming very popular (see the numbers in the large comps last year) and very easy to fly (not race tuned but as the manufacturers certify them). As such you no longer just have the guns on these types of wings, but basically weekend recreational pilots as well. Is it fair to exclude them from competing against their real peers? Or for that matter, having their king posted mates to beat them?*

**Tove's reply:** *Yes (it is fair to exclude them from their real peers), because now these topless pilots have an advantage in performance. The pilots that seem very keen on this new concept competition are pilots not flying topless gliders. As you correctly pointed out from the large comps last year, there were hardly any pilots with kingpost gliders attending. Kingpost pilots are telling me there's no point showing up, because they know they are going to be flogged. They feel like they are making a financial contribution towards the top pilots. It's impossible for a kingposted to beat a topless, unless the kingposted is flying in the open class. This is the way it works in all other competitions. It sounds like some of the Sunday topless pilots are not happy, because now they don't have their kingpost peers to beat. But like you stated, a lot of Sunday pilots are buying topless gliders, so you should have plenty of peers to fly against. We are after pilot skill, rather than the pilot with the best glider in the Kingpost and Floater Class. (Who's got the best glider will be fought out in the open class.) I still see pilots buying gliders that are too much for them to handle. Normally the temptation is wanting to be able to keep up with the rest! Having this new competition format might encourage these pilots to fly gliders they can handle.*

**Pilot comment:** *In the comps in Australia (and I assume all over the world) not everyone really has a chance to win. Most of the numbers in comps are there to fly PBs and generally improve their own flying. If you really want separate comps, make it for the guns, ie pilots actually shooting for Australian team selection along with the serious international. Leave the rest of*

*the more recreational pilots to fight it out amongst themselves no matter what their wing of choice.*

**Tove's reply:** *This is exactly the whole idea behind this new concept competition, but with an additional bonus. Here the new and recreational pilots get to compete against their peers, but still fly with the good guys. This way they might learn a few tricks and improve. The best way of improving pilot skill level is to fly with better pilots. I haven't met a pilot yet attending a competition of any kind that does not want to improve their flying skills.*

**Pilot comment:** *If you exclude pilots and thus reduce numbers, are they really going to be valid comps in the eye of CIVL? Don't they require 60-100 pilots to make it a reasonably valid comp?*

**Tove's reply:** *We are not reducing numbers, rather, increasing them. Last year at Hay, the Nationals, we had less than 30 Australian pilots total (topless, kingpost and floaters). In Forbes we had less than 25. So by having the different tasks, we should be able to attract more rather than less Australian and overseas pilots.*

**Pilot comment:** *Just my thoughts. Yes, I am basically a weekend recreational pilot with no expectation to make the Australian team (this year). Although I do now own a topless glider that I believe is just as easy to fly and land as a kingposted HP glider.*

**Tove's reply:** *A topless is just as easy for you to fly because you are an experienced pilot. A beginner can't fly a topless, but they can fly a floater or a Sting, Sonic, etc. The price tag is another issue; not every pilot is willing to fork out the dollars (think about us, we need to buy two, plus hire a nanny). I still think it would be great to be able to go in a comp and have a chance regardless of what you fly!*

**Pilot comment:** *If I enter one competition/ sub-class (Floater), and I find that I'm going really well, can I move up into the next class?*

**Tove's reply:** *No, because the three sub-classes really work like three separate competitions. So you can't fly half of Canungra and finish off at Bogong! My advice would be to try to get to goal quicker, as well as approach the task committee or comp director (me) to get the task difficulties increased.*

## Tim (the scoring guru) Cummings' summary

There is a proposal this year for a AAA hang gliding towing competition in Deniliquin (now awarded). To widen the appeal beyond those flying topless hang gliders, the organisers wish to run it as three competitions: an Open competition, a Kingpost competition and a Floater competition. Each competition will have different tasks, but hopefully the same goal paddock. The Floater task will generally be straight line downwind. The Kingpost task will be a dogleg to the goal paddock, and the Open task will be an out and return to the goal paddock.



That is the general idea on tasks. The proposal went into more detail on tasks for different wind strengths. It also stated other objectives such as keeping to roads, and not ending up too far from Deniliquin.

Each pilot has to nominate at the start of the comp which competition they will be flying in, and they must stay in that competition for the duration. The winner of the Open comp will be eligible for 450 ladder points (as per AAA). The winner of the Kingpost comp will only be eligible for 360 ladder points (as per a standard AA comp). The winner of the Floater comp will only be eligible for the 288 ladder points (as per a standard A comp).

In answer to your concern, a Floater could enter the Open competition and attempt to fly the longer and more headwind tasks. A topless glider could not however enter the Floater competition.

My feeling is that the Kingpost pilots would end up with a better ladder score by entering the Kingpost competition and not the Open competition, even though there are more ladder points available for the Open winners.

## Why flatlands?

Coming from Norway, a country covered with mountains, I've loved Flatlands flying from the first moment I had a go. Towing can be a bit daunting, but a lot more relaxing if you learn to do it properly and safely. I like the fact that you don't have to be paranoid about bombing out! Just make it back and have another go. You can also choose when you want to go, instead of being in a never-ending queue on the mountain. (There are not many mountain launches in Australia with multiple launch runs for all wind directions.) Flatland gives you thousands of landing paddocks with very little rotor, in case of a bit of wind. Weather in the Flatlands is very good, and not like Europe where it can rain for weeks on end.

## Why Deniliquin?

We looked at finding a tow paddock close to a town in the Riverina region. Why this region? Because it has a good road structure, as well as plenty of towns and friendly people. Deniliquin was chosen because we could get a suitable paddock close to town (five kilometres). Our aim is to keep the pilots and crew in the paddock for as little time as possible.

Deniliquin is located in the Riverina region in south west of New South Wales, towards the Victorian border. It's located eight hours from Sydney, eight hours from Adelaide and three and a half hours from Melbourne. Deniliquin is a mixed farming community (sheep, rice and cereal crop) with a population of 8,000.

The town has about five caravan parks and plenty of pubs and hotels, so there should be suitable accommodation for everybody. It might

be a good idea to get accommodation with air-conditioning, since temperatures in December/January can get above 40°C. For more information about accommodation call Deniliquin Tourist Information Centre on 03 5881 2878 or watch our web site for all relevant information.

Deniliquin has a Dick Smith Electronics shop, big 24-hour supermarkets, big clubs, nice cafés with great coffee and even a McDonalds. So the infrastructure is there to make it easy and comfortable for all visiting, but still with that famous country hospitality!

The Deniliquin council has been very supportive, making a paddock available to us by removing fences to make it big enough. Since the paddock is right next to the airport we needed the aero club and the professional operators co-operation – all have been very helpful and enthusiastic.

## Free tow team workshop 27-28 December 2001

Some pilots don't enjoy towing competitions due to having to rely heavily on equipment that often breaks down and a team that doesn't work very efficiently. It doesn't have to be this way! (Never is for us!)

In the days after Christmas leading up to the competition, we'll conduct free workshops on how to be a well-organised team during a tow competition. Very experienced tow competition pilots will be on hand to get your team working like a dream. We'll help to get your driver trained. The right equipment is obviously important, so please contact us about advice on that beforehand. To have spares of everything is very wise, and a dolly, will make your comp stress free. Two tow teams next to each other, "buddying up", is a great insurance if something should go wrong with any equipment on either team!

## Teaming up help

In the time leading up to the competition we'll also help to get pilots teamed up. Please contact us if you are keen to go but have none or not enough buddies to go with. The days immediately before the competition are a perfect opportunity to get the tow team machine working efficiently, even if you haven't towed with each other before. We'll be there to assist you!

## Tow endorsements

All pilots flying in the comp need to obtain a tow endorsement before competing. Aerotowing endorsements for aerotowing or ground towing endorsements for ground towing. It's highly recommended to obtain this endorsement and get some practice well before the competition begins. This way you'll be a lot more relaxed when towing, and you can concentrate on the thermals and the task ahead instead. If worst comes to worst we can help

you in the days leading up to the competition; a normal tuition fee will be charged for this.

## Drivers or helpers

If you would like to be involved in this competition as a driver, positions will be available. Please contact us. If you would like to help as a volunteer, everybody is more than welcome to join our team. We have many tasks available to fill. We also have experienced drivers already available. Some of them have been driving on tours in Deniliquin, so they even know their way around the area!

## Full inclusive competition package

We can look after all of your flying needs during the competition. This service will be run like a XC tour, where everything is organised, transport, tows, accommodation, meals, etc. If you just want to show up and fly, this is for you! Aerotowing as well as ground towing. Please ask us about this package if you are interested.

## XC seminar, with emphasis on competition and flatlands flying

We'll have scheduled talks in the morning conducted by some of the best pilots in the world! This is your chance to ask all those questions about thermalling skills, trigger points, route choice, etc. Then go straight out to the paddock to put it into practice. These sessions will be free of charge of course and open to all pilots and crew.

## Kids activities

We are hoping to organise a kids activity program. This will include activities like water-skiing, horse riding, swimming, steamboat trip and pushbike rides, etc. If your kids are interested in taking part in this program please contact us! We need a minimum number of participants to get this program up and going.

## Feedback or questions

Any good ideas, criticism and feedback is greatly appreciated. Please contact us with your thoughts.

Feel free to ask us about anything relating to this competition, hang gliding, towing etc. New pilots are **extremely** welcome, and if you need extra help to get going that's what we are here for.

## To contact us

Definitely the best way to contact us is via email <chgpcc@goulburn.net.au>. If you prefer to call, phone our mobile on 0419 681212. You can also visit our web site [www.cool-ether.net.au/australianopen2002] – we'll be updating this site as things unfold.

Come and fly with us in Deni! With the help of super enthusiastic flying friends!





## Got Flying Fever

ANTHONY GATES

Sunday afternoon. The kids are going nuts as usual. We decide to get out of the house for a few hours and see if we can run their batteries down a bit. We pile into the car with a whole assortment of gear. Blankets, food, jumpers. It really is a major expedition these days even just for a trip to the shop.

In the back of my mind I'm thinking that a trip up to Beechmont to watch the flying would be nice. It's been a while since we've been up there. Mostly because I always want to go up there and the rest of the family are pretty indifferent about the place. It is a great spot to sit and watch the world go by but I think I lose them when I sit there, staring skyward, with my eyes all glazed over for a couple of hours at a time.

It's not just the flying. There's this whole vibe up there. The air is electric. There are exciting things happening. Anticipation is probably the main ingredient. Especially when everyone is still setting up – no one has bombed out yet. No one has launched and been on the radio to say that it's light and just soarable. At that moment big things are possible and the atmosphere reacts accordingly.

The die is cast. We get on the highway and our destination is set. Beechmont here we come. I've driven the road down there so many times

before I'm almost on autopilot. Different circumstances but. It used to be with a few mates in an old Subaru, loaded up way beyond the capacity of the feeble K-Mart roof racks. That thing would scream like a banshee all the way from Brisbane. The old 1600 under the bonnet just wasn't meant to deal with the thrashing we used to give it.

About halfway there the kids are getting anxious (*"Are we there yet?"*). It's amazing how they can bring you down to earth in a flash. Flying used to be something that set us apart from everyone else. But the kids are completely indifferent to it. They wouldn't care if I was a flyer or not. When you get past the endless requests for ice-cream and entertainment, you see that they focus on the things that really matter without ever being aware of it. They don't have a filter. Not yet anyway. They tend to express what they are feeling without any complex agendas. Right now they know that they want time with mum and dad. Good enough.

We pull up at the launch and it's packed. Surprising for an afternoon in the middle of winter. There are gliders in various states of disassembly on the grass and pilots buzzing around as they do. Seems like the "Sunday Drive" thing has kicked in as there are also a lot of spectators. We organise ourselves off to the side of the set up area so as to avoid accidental destruction of equipment by our two-year-old.

The bug is starting to bite hard now. I feel the urge to walk over to the family truckster and unload the glider. I almost have to stop myself as I realise that the roof racks are bare and have been for a couple of years. Got the



flying fever. I turn back to the family, who are now having a three way wrestle on the grass and spontaneously decide to join. Flying will have to wait a few more years yet. But that's okay. The launch hill and the wind sure aren't going anywhere.



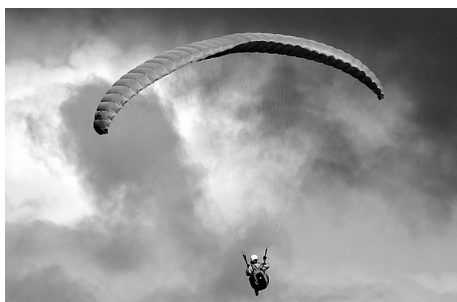
The hang glider pilot is Steve Chesters, a Mt Tamborine local. I had the pleasure of driving for Steve and crew at Manilla this year. Nice bloke. I cued him up on launch and he responded in kind. Looked at me from a few hundred feet above launch, swooped in and banked her up in the afternoon sunlight. Perfect!

The punter pilots are unknown to me. And I will admit to being a die hard hangie. Still, the temptation to photograph these guys, with their colourful gliders and the clouds behind them was too good to miss.

All shots were taken on a Canon D30 Digital camera with a 100-300USM zoom lens.

I'm planning on doing some more flying photos including the Canungra Classic. Get in touch if you are looking for some shots of yourself for the wall or photo album: <ARGates@duke-energy.com>.

Photos: the image dog! 9 Blackfriars Dr, Carina QLD 4152, ph: 07 3901 7950, 0407 733 236, <theimagedog@optusnet.com.au>, web [www.geocities.com/pfgates/main.html].





# Point Cook

## – The Prime Site for Australia's National Aviation Museum

GRAEME BARTON

The Federal Government recently announced that the RAAF Base at Point Cook, located on the south-western outskirts of Melbourne, is to be retained as an operating airfield and that its future use is to be determined by a steering committee consisting of key stakeholders.

A reference group, comprising of organisations and local community groups who use, or have an interest in the facilities at Point Cook, will be invited to give their responses to the steering committee. The Australian Gliding Museum has made representations for inclusion in the reference group.

Federal Government representatives on the steering committee include representatives from the Department of Defence, the Department of Finance and Administration, the Department of Transport and Regional Services, the member for the local electorate of Lalor (Julia Gillard), and the Australian Heritage Commission. Victorian Government representatives include representatives from the Department of Premier and Cabinet, Department of Infrastructure, Department of State and Regional Development, Department of Natural Resources and Environment, Heritage Victoria and the Victorian Employers' Chamber of Commerce and Industry. Local Government representatives will come from Wyndham City Council and Hobson's Bay Council.

This recent announcement by the Federal Government is seen as a significant milestone in the campaign to retain Point Cook as the National Aviation Heritage site. The expected time frame for development of the steering committee proposals is two years.

Point Cook has been listed as one of the defence sites for disposal and there have been considerable concerns that the site would be sold for housing and other non-aviation development. Whilst the announcement has allayed some of the fears as to the future use



A vintage Cherokee 2, homebuilt about 1960

of the site, there is still a long way to go to ensure that it will be retained as the National Aviation Heritage Site and for the establishment of the Australian National Aviation Museum. All aviation-minded people are urged to support this establishment.

The establishment of an Australian National Aviation Museum has been discussed over many years. A Senate Inquiry in 1975 identified the need for a National Museum, a National Maritime Museum and a National Aviation Museum.

The National Museum was recently opened in Canberra and the National Maritime Museum has been operating in Sydney for some years. Up to now, no progress has been made with the establishment of a National Aviation Museum. The Senate report noted that the National Aviation Museum should be located on the edge of its own airfield. Australians have played an important and pioneering role in aviation,

and, because of the significance of Point Cook in Australia's aviation history, it is the logical site for the museum. A very brief summary of some of the highlights of the role Point Cook has played in the development of Australian aviation follows.

In 1913 the Australian Government formed the Central Flying School at Point Cook, and following the outbreak of the first World War in August 1914, formed the first squadrons of the Australian Flying Corps. The Australian Naval Air Service was subsequently formed and, in 1921, the Royal Australian Air Force was formed at Point Cook. Point Cook was the location of the first Australian military flight (in 1914), the first flight of an Australian-made military aircraft (in 1915), the final destination of the first flight from England to Australia by the Smith brothers in 1919, the departure point for the first north-south (Wrigley/Murphy, 1919) and first non-stop east-west crossings of the continent (Kingsford-Smith, 1928), as well as the departure point of the first aerial circumnavigation of the continent (Goble/McIntyre, 1924). It was the departure point for the first air sea rescue flight (Stutt/Dalzell, 1920), the first aerial survey flight (Hempel, 1926), and the first emergency use of a parachute (Rae, 1930) and the first trials of aerial crop dusting (Wrigley, 1930). Most of Australia's early aviation personalities had strong associations with Point



The Proctor "Coogee"

Cook, including Richard Williams, after whom the base is named (first Marshall of the RAAF and first Director-General of Civil Aviation Australia), John Duigan, Alan Cobby, George Jones, Lawrence Wackett, Ross and Keith Smith, Hudson Fysh, Charles Kingsford-Smith, Charles Ulm and CWA Scott.



Point Cook is the oldest continually operating airfield in the world. RAAF flying operations ceased in 1992, but the airfield has continued to be used for flight training by civilian organisations. Thousands of pilots have been trained at this airfield. It is the home of the RAAF Museum and it is still the home of the RAAF College.

Point Cook's historical importance and heritage significance to Australia have been recognised for many years. In 1980 the Australian Heritage Commission placed the entire area of RAAF Point Cook, together with its runways and buildings, on the Register of the National Estate. Five years later the National Trust of Australia classified all of the earliest buildings and many from the inter-war period. Two of the hangars still in use at Point Cook were erected in 1914 as battle plane hangars, while the seaplane hangar and jetty erected in the 1920s are still in existence.

The RAAF Museum at Point Cook owns more than 70 aircraft, from the earliest days of flying to the present, though not all of these are currently located at Point Cook. The establishment of the National Aviation Museum at Point Cook could result from the establishment of other aviation museums which will supplement the RAAF Museum. In addition to the Australian Gliding Museum, it is understood that currently there are approximately 12 other aviation heritage groups which have shown interest in the establishment of the National Aviation Museum at Point Cook. With the support of these groups and of aviation-minded people generally, Point Cook has the potential to be developed into a very major aviation heritage site. The potential for siting of multiple aviation museums at the one location has been demonstrated very successfully at the Imperial War Museum operating airfield at Duxford in the UK.

The establishment of the aviation museum at Point Cook could also provide a focus for other aviation museums currently in existence in Australia, and, with vision, foresight and good management, could supplement and encourage these museums rather than compete with them. It would result in grater emphasis on aviation heritage and hopefully lead to co-operation between aviation heritage groups and the formation of an umbrella organisation such as a special-interest group of the type which operates in the Museums Australia September 2001



structure.

As is envisioned with the Australian Gliding Museum, the sharing of exhibits at various locations for special occasions could be an important objective where feasible.

It is important that gliding be suitably represented on the National Aviation Heritage Site. Gliding has a long and proud history in Australia dating back to the first glider flight by George Taylor in 1909. Many Australian pilots who went on to serve in the armed forces and in commercial aviation learnt to fly in gliders or subsequently participated in the sport to advance their knowledge, skills and enjoyment of flying. These names include the names of some of Australia's best known aviators. In addition, many people associated with the aviation industry in Australia have been active participants in the sport as have many others from all walks of life who simply wanted to participate in the challenge and enjoyment of flying. Australia has also played a noteworthy role on the world gliding scene. It has hosted world championship meetings on three occasions. In addition, the Australian gliding movement has been represented on FAI, the world body for aviation sporting and record activities, for approximately the last 30 years, and on OSTIV, the international body for the advancement of soaring flight, since 1963.

Your help is needed. Please lobby your local members of the Federal Parliament, and, in addition, for Victorians, your local members in the Victorian Parliament, for the establishment of the National Aviation Heritage Centre at Point Cook. Letters of support for the centre should also be sent to the Minister for Defence, Parliament House, Canberra ACT 2600 and the Premier of Victoria, the Honourable Steve Bracks, 1 Treasury Place, Melbourne VIC 3000. Your individual actions are important.

In relation to the establishment of the Australian Gliding Museum, we continue to achieve very widespread support from the

gliding community. Already we are following up on the acquisition of approximately 30 gliders for inclusion in the museum's collection and we are confident of acquiring most of these aircraft. It is expected that most of these will be gifted to the museum whilst others will be loaned on a long-term loan basis. It is important that we continue with the momentum that has been generated up to date for the establishment of the museum pending the resolution of the future of Point Cook by the government-appointed steering committee. You can help by:

- *Becoming a member of the museum.*  
*The annual membership fee is \$15.*
- *Supporting the museum with cash donations.*  
*Donations of \$2 or more are tax deductible.*  
*It is broadly estimated that the cost of refurbishing most of the aircraft on offer to the museum will be in the order of \$3,000 per aircraft assuming that the work is done on a voluntary basis.*
- *Assisting in the refurbishment of aircraft.*
- *Advising of the location of any gliders or memorabilia (irrespective of condition) which could be considered for inclusion in the museum's collection.*
- *Location of suitable workshop space on which to work on the aircraft in our collection. Whilst the immediate requirement is for workshop space in the Melbourne area, it is hoped that groups in other locations will be formed and take on the task of refurbishing gliders.*
- *Telling former members of the gliding fraternity of the Australian Gliding Museum project and enlisting their support.*
- *We need assistance in transporting gliders from interstate to Melbourne. We have a number of gliders on offer to the museum located interstate and we need assistance in having these transported to Melbourne so that refurbishment can be more specifically programmed.*

The establishment of the National Aviation Heritage Centre at Point Cook, of which the Australian Gliding Museum should rightly be a participant, is a unique opportunity. The recently announcement by the Federal Government to retain Point Cook as an active operating airfield places the realisation of the dream of establishing the National Aviation Heritage Centre closer than it has ever been in the past. We must not let this opportunity elude us. The centenary of manned flight will be celebrated in 2003. Let's hope that this important anniversary can be appropriately celebrated in Australia by the achievement of significant progress in the establishment of our own National Aviation Heritage Centre.

For further information on Point Cook or on the Australian Gliding Museum, please contact the museum's secretary, Graeme Barton by mail at 2 Bicton Street, Mount Waverley VIC 3149, by phone on 03 9802 1098, or by email <G.F. Barton@bigpond.com>.





# Personal Distress Beacons

## How and when should I use one?

STUART FERGUSON

Your family, being concerned for your safety have given you a personal distress beacon for your birthday. They had seen glowing reports on TV telling how, if you got into difficulties, you could activate this device and rescue was just a few minutes away. However, as we all know television often only presents a quick snapshot of the real picture, usually with a twist to reflect recent events. In this short article we will look at what a personal distress beacon is, what you can expect of it and the limitations of its use.

**Y**our personal distress beacon is nothing more than a small radio transmitter that transmits a swept tone signal (it sounds like a “woop... woop” tone when received on a radio). The beacon usually transmits on two frequencies in the aviation bands, 121.5MHz (civil) and 243 MHz (military). Broadly, beacons using these two frequencies can identify where you are, but not who you are or the problem that you face.

The most capable (but more expensive) beacons also transmit a digital message on 406 MHz that can be identified from a registration database at Australian Search and Rescue (AusSAR). AusSAR can identify who you are and more accurately locate where you are, but the distress beacon still gives no indication of your problem.

All distress beacons are known by generic names, depending on their application: Electronic Locator Transmitter (ELT) when fitted to an aircraft; Emergency Position Indicating Radio Beacon (EPIRB) for marine use; and Personal Locator Beacons (PLB) for personal use. Please note that ELTs, EPIRBs and PLBs all work the same way but their construction specifications can be different. For example, EPIRBs are waterproof and float upright with the antenna vertical. A PLB won't necessarily meet those specifications. Similarly, PLBs are designed for the rugged land environment. An EPIRB may not be as resistant to rough handling as a PLB.

**So here is Tip 1:**  
**You may be relying on your beacon to save your life or to reduce hours of agony waiting for rescue. Make sure the distress beacon is appropriate to the environment in which you intend to use it!**

And while we are tipping...

**Tip 2:**  
**You need to read the instructions prior to your first trip with it. If you need it in a hurry, the last thing you will want to do is read the instructions during an emergency (or in the dark, or it's wet, and the adrenaline is pumping).**

Frequently asked questions about distress beacons are: How and when should I use one; how long will it take to be rescued; and what does it cost to be rescued?

Firstly, your distress beacon should be used as a last line of communication to alert authorities that you require assistance, and only in genuine distress. The official words are “When life is in grave and imminent danger”. AusSAR will treat every alert as a fully-fledged distress alert and will utilise rescue assets that may be taken away from other important work (such as bushfire fighting, medical evacuation, etc.) If you have access to a radio or phone network you should use them first because you can then indicate exactly what the problem is and get a better-focused response. It is also likely to be a quicker response than with a beacon.

Only if these fail (or are not possible), or if requested by authorities, should you activate your distress beacon.

**Tip 3:**  
**Once activated leave your beacon on until rescued.**

Once activated, your distress beacon's signal can be detected either by polar orbiting satellites, or overflying aircraft, but usually only the big jets. How quickly you are detected will depend on where you are and the frequency of flights or satellite passes within range of your beacon. Across the Australian continent and Tasmania the average satellite detection time is 90 minutes but could be as long as four hours. Don't count on less.

Once the alert signal is detected, the search and rescue system swings into action. A number of factors will dictate the speed and type of response that is activated. Emergency response helicopters, all of which have direction-finding equipment to home on distress beacons, are mainly found in capital cities and some regional centres. These helicopters are in demand by several of the emergency services, such as ambulance, and they are not always available. Also, if your problem is weather-related, rescue crews may not be able to reach you quickly because of the same conditions that have caused you trouble. Despite this they all do a great job in the face of very trying conditions – the 1998 Sydney to Hobart yacht race rescues are a good example of that.

If a helicopter is not available, a fixed wing aircraft will be dispatched to establish the nature of the problem, and if available in the area, a helibox may be dropped, providing water, ration packs and possibly a radio, so that the crew can exchange information with you. Depending on what is found, the appropriate response will be put in place, given available resources.

So, in the worst case, the distress beacon takes up to a few hours to be detected, AusSAR sends a fixed-wing aircraft rather than a helicopter, and weather, darkness or both may interfere as well. While it's difficult to predict times precisely, the response time could be described as several to many hours, maybe not until the next morning.

The bottom line is that a beacon has a high probability of getting you found (that's why you carry it, right?), and AusSAR does that just





as quickly as can be managed. But it may not be as quick as you imagine, so be prepared.

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**So here is Tip 4:  
Your part in a successful search  
and rescue is to be alive and well  
when rescue arrives!**

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Tip 4 might look trite – don't ignore it. Injuries, cold and dehydration are killers. First aid equipment and training, warm clothing (a life raft in cold water) and supplies of drinking water in arid areas are all good ideas. A distress beacon is no substitute for survival preparations. People in distress have been known to sit tight during daylight hours and only set their distress beacon off as night approaches. This is not a good idea. It is very hard for airborne search and rescue crews to establish much more than a position at night unless communications are established. If you are using your distress beacon at night a light of any kind can assist search crews to locate your exact position. A portable strobe light is a very good investment. Remember, you have a part to play in attracting the attention of search aircraft or parties, day or night.

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**Tip 5:  
If you think you may need rescue now  
or later, now is the time to activate  
your distress beacon – not later.**

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Who pays for that aircraft and expensive helicopter sent to look for you? The Federal and State Governments pay directly. Hence you pay indirectly along with every other taxpayer in the country. Because of this, it is important that you keep your distress beacon in a safe place. Unfortunately every now and then one is stolen, particularly from boats, and maliciously activated. AusSAR also receives many inadvertent alerts from distress beacons dropped heavily in a flight bag, rattled in the boat on the trailer, accidentally allowed to get wet, etc. Not only does it cost the taxpayer money to resolve these incidents, but more importantly they absorb search and rescue effort and can block the distress frequencies for real emergencies.

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**Tip 6:  
Pay attention to your distress beacon's  
security! You may help to reduce malicious  
and inadvertent distress alerts. More  
importantly, the distress beacon is much  
more likely to be sitting there ready to  
go when you need it if you take the time  
to look after it on each and every trip.**

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So, to summarise, you now appreciate that a distress beacon will not necessarily produce an immediate rescue, as sometimes depicted in the media. Like everything, it has its capabilities September 2001

## Local News

### New Membership Software Introduced

In May this year a new membership system was introduced at the GFA Secretariat. For the first time we have been able to use a commercial package to replace the custom built systems that have been in use in the past.

The new application will support all of our requirements for keeping track of members, their status and will also allow us to retire a number of other mailing lists that have been required over the years. The new system will be mainly transparent to members, although you will see a different format of membership renewal advice.

One of the key feature of the new system is the web interface, which when implemented will allow clubs and individuals to check on their membership status on line. This will reduce the number of inquiries made to the Secretariat and also reduce the number of paper membership lists that have to be mailed out. A longer term aim will be to have an internet based way for members to update their addresses and perhaps to pay their membership, however further research is needed before that type of service could be provided.

### The AGM/ACM Presentation Dinner

The dinner will be held at The Samford Sydney Airport on Saturday, 22 September 2001. All members are invited to attend. Buffet dinner \$45 pp. Bookings essential. Bookings with the GFA Secretariat (Julia) ph: 03 9379 7411, fax 03 9379 5519. Prepayment by cheque or credit card.

### Darling Downs Soaring Club

The club continues to make outstanding progress with the hours flown by club members up more than 25% on the last financial year. This is more than double the number of hours achieved three years ago from this progressive club.

The hours flown were helped in no small manner by the record number of hours flown by members of the Royal Air Force Gliding Association members who visited the club in November/December 2000. All 16 of the visitors flew faster and longer than each had flown before

and limitations. Used as part of your kit bag of survival and safety items it will not disappoint you. Please remember Tip 4 – be alive and well when AusSAR finds you.

If your beacon is ever activated inadvertently, turn it off and phone AusSAR on 1800 641792 (number is on the front inside cover of every Australian White Pages), if you can, to advise of the activation. If you have a radio set, you can relay this information to AusSAR through the maritime or aviation communication networks. You may have been detected, and resources may have been tasked to find you. There will not be any charge or penalty, either

and many of them will be back again this year to try to better last year's effort.

Excellent mid-winter flying conditions were experienced in south-eastern Queensland over the weekend of 21 and 22 July: Ten knots of lift to 9,000 ft. A Nimbus 4DM and Ventus 2CM each did 509 km, the Nimbus at 140 km/h. Other clubs' and private aircraft flew over 300 km. There were eight hours of soaring available, but typically for winter, no one launched until noon.

### Queensland State Championships

The championships will be hosted by the Kingaroy Soaring Club from Sunday, 30 September to Saturday, 6 October 2001. Contest director is Frank Turner.

## Overseas News

### LS4 winglets

Winglets are now available for the Standard/Club Class glider LS4 from Rolladen-Schneider. Holger Weitzel reports that with the winglets, the LS4 can now be thermalled very nicely with a wing loading of 42 kg/m<sup>2</sup>. He could not detect any negative effects in straight-line flight up to 160 km/h. The intention is to produce the winglets in three different versions: as a kit for self-builders, as ready-to-attach units, and as a complete conversion.

### Results from the 2nd World Air Games Andalucia (Spain)

#### Gliding: World Class

1	Oliver Darroze	France
2	Sebastian Dubruil	France
3	Sebastian Kawa	Poland

#### Gliding: 18 Metre Class

1.	Stephen Jones	Great Britain
2	Leonardo Brigliadori	Italy
3	Werner Danz	Switzerland

#### Final Results – Medal Table

1	Russia	11 Gold	5 Silver	6 Bronze
2	France	6 Gold	11 Silver	10 Bronze
3	USA	5 Gold	5 Silver	3 Bronze

for the beacon activation or the phone call, and it is very important to resolve any activation.

Let's hope your distress beacon is like your insurance policy – hopefully you never have to use it but, if you do, the premium will be more than fully paid.

For further information contact:

Steve Langlands at <steve.langlands@amsa.gov.au> 02 6279 5743 or AusSAR Operations (Rescue Co-ordination Centre) on 1800 641792; postal address: GPO Box 2181, Canberra City ACT 2601.





## The Laurieton Fly-in – June Long Weekend

Flying Middle Brother

ANDREW POLIDANO

The June long weekend this year played host to a fantastic event organised by Lee Scott of High Adventure Airpark. With workshops, lectures and seminars, as well as great flying opportunities from numerous hill launch sites surrounding the Airpark, the weekend was designed to cater for pilots of all skill level, with a special emphasis and focus on improving novice skills.

■ wasn't going to miss it for anything, and what better way to get to a fly-in than to fly? Well... some of the way, anyway.

Friday afternoon Graham Sutherland and I packed the car and headed down to pick up Cedar Anderson, our driver and valued team member. That morning Graham and I had been looking at VTC maps and contacting

authorities in charge of the restricted zones at Evans Head as it was in our flight path. The weather forecast the night before suggested a north wind, not usual for this time of the year, and the latest forecast said 30kt at five grand. Looked promising for some kilometres. So off in the car we went, two paramotors, two Swing Arcus' and some supplies. As the Swing Arcus

is certified for both paramotoring and free flying, the gear we needed to haul around was reduced, making the trip more enjoyable.

We set up at Evans Head airstrip and managed to get off the ground by 4 pm, later than we would have liked with such favourable conditions. This was new ground for me so it was difficult for me to know what was favourable and what wasn't. Graham's experience therefore played a huge part in this initial attempt.

Gaining height and taking plenty of piccies over Evans before our exit, the excitement was there – I had let people know of the flight attempt, so there was now an expectation.

Headland after headland, we motored down the coast using height to alter our east and west drift. Hot air balloons can do it to pin point a paddock, so why couldn't we. At 5:30 pm the sun was setting and our landing options had dropped to the beach or the beach, where we knew there were no powerlines. Eighty-six kilometres on the GPS and a beer in Woolli pub to

Flying back to Lee's airpark



Flying North Brother



Flying down the coast







Graham mixing fuel. Cedar being useful

Photos: Andrew Polidano

celebrate. We set up camp that evening and ate some good local pizza. For those of you who know me 'no' that is actually pizza I'm talking about.

Next morning, the locals directed us to a sports field that Graham took off from. Too small for me, I opted to pack up, since Graham spotted a better one from the air. I joined him 45 minutes later to continue our journey, but our plans were to be altered. Only five minutes into the flight Graham turned back and landed at take off. Later we found his engine had broken a ring, causing the loss of power. Bummer.

In the car we drove the rest of the way to Laurieton. Neil Merishum and the rest of the Byron crew were there. Neil's talk on parachute repacks was fascinating and the powerline rescue on video was dramatic and will stay in my mind forever. Mike Cleaver from CASA gave a detailed talk on GPS's which had some people mesmerised (Part 2 of this talk was also interesting a few days later).

Next morning, Sunday, there was quite a throng gathered at the Airpark at the appointed hour of 10 am. There were probably about 20 hang gliders pilots and 10 or so paraglider pilots. The sky was clear and there was no wind. Organisation for the day was in minimalist fashion, but most hang glider pilots made their way to Nellie's. The paraglider pilots went to the more paraglider friendly Middle Brother Mountain. The flying there was amazing. Lindsay, Cedar, Graham and myself pigged out in the lift. There were novices, Lee's students in the air on radio, and all blended well. Crisp air and winter thermals. Graham and Lindsay went over the back but Cedar and I chose to hang around for an extra hour of soaring. The XC potential wasn't inviting to me as Graham achieved the best of it, back to Lee's place.

As if two hours wasn't already enough I had another paramotor flight in the afternoon around the Airpark. That is, after the crew pulled the van off the wet airstrip (sorry Lee!). Graham, shoes off, spent half an hour repairing the tire grooves. He seemed to like doing it.

September 2001

Monday morning saw even more people at the morning gathering – where were they all coming from? Some early cumulus formation and a forecasted north/north-east wind offered some promise for the day. The experienced hang glider and paraglider pilots were dispatched to Yarras Mountain (an hour's drive from the Airpark) while novices and others went to North Brother to await the arrival of the seabreeze. From atop Yarras the landings seemed off-putting for the punters until we launched and saw the alternatives. It's an easy site in some respects, though some of the novices flying were said to require clean undies, but all had plenty of fun. Lindsay top landed and walked back to launch after winding back too far in a thermal. I spent some time talking to him while thermalling to see if he was okay – a great lesson and a great top landing effort! Graham did a XC, about 10 km. Cedar and I boated around and both landed near our pick up crew six kilometres down the road. I then conducted some paramotor training for Lindsay and Cedar as the conditions were suitable. Cedar managed to do his first solo flight on the Tuesday and the smile could still be seen several days later.

On the Tuesday I flew from the Airpark to North Brother and return in the paramotor. A decent XC in the conditions. The body of water to cross makes the flight somewhat interesting in terms of emergency landings. Great snaps and a top experience to boost my confidence.

All in all it was a top weekend with some seriously great winter flying – there were PBs all round! The locals were so very helpful and the whole uplifting vibe is where the sport is at for me. Thanks to all for being liberal with information. I met some great people from all over the country and enjoyed sharing my experience as well as learning from others. I look forward to flying down next year. I'd like to thank Lee Scott and all who made the long weekend possible.

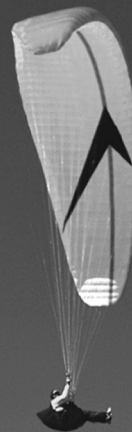
**SWING**  
Product development:

# MISTRAL<sup>2</sup>



DHV 1-2

2.22 (XS) - 2.24 (S) - 2.26 (M) - 2.28 (L)



**SWING**

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## A Nice Coastal Site

JOHN CHAPMAN

The Parachute Federation organised its annual conference this year to be in Perth and I started thinking that I could drive there and this would give me two chances to be at Eucla, on the WA/SA border, with a glider. After all, we've all heard about the legendary cliffs there.



Launching off the sands  
— staying up always makes me smile

**T**he first couple of days of the trip to Perth were pretty much as expected. When I got to Eucla I spent the night camping at the old telegraph station down by the white sand beach. I woke up to find the wind northerly, which (if you are cynically inclined) is what you'd expect after driving 2,000km to a southerly site. So after hanging around for a couple of hours I began heading west again. Two hours later, near Mundrabilla, the seabreeze came in and the scarp looked a lot more inviting. A short walk up and some work on the vegetation cleared a launch, followed by a gentle hour's flight looking at the most boring landscape ever. The few wedgies that patrol the area probably couldn't believe their eyes and came in for a look, making it a bit more interesting for me. The four cars that passed on the Nullarbor road probably had to look twice too.



Artistic effort

bush bashing I got down to the coast where the sand dunes become cliffs, right on the WA/SA border (there is a plaque that says so). A walk along the 150 ft dunes found a steep, clear launch area with a nice

wide beach in front and the wind coming in at about six to seven miles per hour (almost enough for my new Vertex). I had a couple of flights and walk-ups to get the feel and then the wind got to 10mph and I was up and away on the third go.

Heading east with only 100 ft above the top of the cliff was a test of nerve. How far did I want to go away from the beach and towards where the cliffs dropped sheer into the ocean? As far as the first corner was the answer, then gently turn and beat back to the sand. The water is perfectly clear and I saw one seal. I looked for whales (due next month) but no early comers. I took photos until my film ran out and stayed up for nearly two hours. Driving 8,500 km in three weeks didn't seem so silly now.

Eventually I played with a couple of touch and goes on the sand and top landed. End of an adventure, and two more days to think about it driving back to Canberra.

It was my first coastal flight on a paraglider.



▼ How far can I go with no beach?

The Nullarbor cliffs



PHOTOS: JOHN CHAPMAN



# 2001 Winery Picolight Flyabout

## Hang Gliding

Above: Frank Fontyne  
Below (top to bottom):  
Ken Jelleff with Explorer  
All Saints Winery  
Frank over vineyards  
Base at All Saints  
Over Rutherglen



### FRANK FONTYNE

**T**he June long weekend this year played host to the third annual Winery Flyabout. It is a variation on the theme of the Winery Walkabout held annually in the Rutherglen wine region of north-east Victoria. The Walkabout takes in 12 wineries in the region for the three days of the weekend and the Rutherglen markets on the Sunday. It draws a high number of visitors to the area, so the Winery Flyabout is also a good opportunity to show off our sport. Frank had organised suitable paddocks with four of the wineries. All wineries that were approached were cautious about us using their paddocks for hang gliding, but after explaining more about our sport they were happy for us to "drop in."

The event was scheduled for Saturday, 9 June, with Sunday and Monday as back-ups in case of unsuitable weather. The weather forecast was a bit sketchy for Saturday and unfortunately it did let us down. Paramotor pilots Jos, Jeff, and Andrew turned up and had some short flights in-between showers. Ken with his Explorer turned up but the weather stopped him from getting it off the car. Frank got halfway there but was told not to bother.

Sunday turned out to be a great day with the weather looking quite reasonable. Six pilots turned up and there was some great early flying to be had at the All Saints Winery. The clouds were low and proved to be great fun. They further enhanced the scenery of flying around the Murray River and the towns of Corowa and Wahgunyah. Jos flew his

paramotor, John his Thistledown trike and Steve, Brian, Frank and Ken their hangmotors (two Explorers and two Mosquitoes). The Uncle Toby's factory (which employs three hang/paraglider pilots) was on the way to the first winery. Even though the air was cool, some good thermals developed. The thermals become too much for Jos and he decided to pack up and go home. The remaining hang gliders had a lot of fun, but it sure was cold higher up.

The area is known for its lack of wind, and as such the paddocks chosen had small slopes. The whole of Saturday was fittingly very light and variable, thus pilot skills in nil wind launching were tested. Brian had some difficulties with his second launch and ended up with a problem on his Mosquito. During the course of the day two other pilots ended up packing up due to equipment difficulties as well. Ken and Frank landed at the Campbells Winery to catch up with the rather large ground crew and to share in the sampling of food, wine and live music.

During the day the low cloud broke up and disappeared. There was a helicopter in the area based at a winery for scenic flights; there were parachutists dropping into the Corowa CTAF; there was also a hot air balloon and other local traffic. These were somewhat kept at distance with a VHF radio. The helicopter was based very close to the Campbells Winery but behaved very courteously by keeping plenty of separation and a look out for the comparatively slow flying hang gliders. Ken and I continued from Campbells to do a lap or two over Rutherglen, which hosted the popular markets.

This year's Winery Flyabout once again had no injuries reported. All in all a successful fun day! Put it in your diaries for next year's June long weekend!



▼ Over the Murray River – Photos: Courtesy Frank Fontyne







# In Search of the Best E/D

DAVID OLSEN

The sun was getting low in the sky, when my UHF radio crackled to life. It was the familiar voice of the CFI Grant Harper and I was glad to hear it, as he was the main part of my retrieve crew. I could hear Grant giving advice to the other members of the crew, about where to pull over on the side of the road. They were about 20 kilometres from me, and on their way to Aviation farm, my intended landing site.

I had been flying for over four hours and had hoped to make it five, but the sun was going to beat me this time. Not that I was disappointed with that duration. I had only once before flown for four hours. Today was special because today I had my silver distance in the bag. I had previously flown the distance from Ayr to Aviation Farm – a little over 50km – and tried for the return trip, only to outland and spend four hours sitting by the glider. On that particular trip I had no barograph or camera, so I couldn't claim the badge. This time would be different.

I decided to wait until my crew arrived before landing, so I continued working the thin line of convergence behind Mt Elliot, finding that the conditions had weakened, and zero sink was all I could find as the sun sank towards the horizon. Eventually Grant and crew arrived at the airfield, and I touched down a few minutes later, to congratulations and a glass of cold home brew.

As we de-rigged my little Arrow, my thoughts drifted back to the past. I had first taken up soaring in Mareeba in 1987 and had enjoyed it immensely, but changes to the club, its eventual closing and my career intervened and it was not until 1999 that I entertained the thought of soaring again. By then I had moved to Townsville and I knew that a club was in the area, so I visited them one weekend. Soon enough I was back flying and trying to get to solo standard again. All the while I had hoped to one day purchase a glider and began thinking about a sleek glass ship with a great L/D, knowing full well that it would be some time before I could afford such a machine.

I clearly remember the first time I discussed the purchase of a glider with my wife. *"I'd love to buy one Honey,"* I'd said, *"but I just don't know how we can afford it and manage to do all the other things we need to do."* We had been considering our future investments and had committed ourselves to a strict budget, and a twenty or thirty-thousand dollar toy just did not fit in. I "knew" I would have to spend at least that much to get the enjoyment I wanted from the sport. Let's face it, you can't enjoy yourself in a glider with less than a 38:1 L/D now can you.

The weekend after the discussion with my wife, I mentioned my intentions to some of my fellow club members. We were pushing the club Blanik back to the grid and the chat had turned to the subject of private ownership. The club secretary mentioned that his ES59 Arrow was for sale, and since I had only a few hours solo, he felt it would be the ideal glider for me. I had never flown the Arrow, but I knew that

it was no rocket ship- by the same token, I recall many members doing three hour flights in her, and that thought was inviting. *"Keep talking,"* I said to Bob, *"I may be interested."*

The Arrow was having its Form 2 done at the time, so I took the opportunity to inspect it while it was apart. What I found was a 38-year-old glider in great shape. Bob had looked after this baby, and it had spent something close to nine years in a hangar without flying. The glider was in incredibly good condition and well maintained. It had a two-piece wing and a nose wheel where the skid used to be. In addition the cockpit and panel had been repainted in a professional manner and a Cambridge audio-vario fitted.

When I finally negotiated a price, I realised that I really was going to be able to own my own glider. Not a \$30,000 go fast machine, but a really fine example of Australian gliding history. Despite my dreams of kevlar and carbon-fibre, I didn't hesitate. I bought it right there and then.

When I finally got it to the field, I was as nervous as the day of my first solo. I had never before flown a single-seater, and somehow it seemed suddenly like a daunting thing. I had only 12 or so hours solo in the Blanik and had never flown another type. The CFI put me through the hoops in the Blanik prior to my first flight in the Arrow. He explained to me that the Arrow was a relatively easy transition to make, and it really was a great first single-seater, nonetheless he said he wanted to see me demonstrate good speed control, good circuit judgment, spin recovery and proper winch-signaling in the Blanik, before he'd let me go. He also encouraged me to sit a while in the cockpit to get the attitude sorted and to get the layout of controls in my head. I took the opportunity to familiarise myself with all of the appropriate speeds while I was there.

After a few words of advice about the initial ground roll, I was ready to go. Checks completed, cable attached, all-clear and GO! The runway disappeared despite full forward stick and before I knew it I was airborne. Check speed, rotate, check angle and speed again – too fast! A clear waggle of the tail and the speed dropped. Twenty seconds later I release and turn into my first thermal. *"Wow! This thing is nice to fly!"* I think as the roll rate catches me by surprise. *"Wow! This thing goes up on a breath,"* I think as the vario sings to me. I could get to like flying this baby I think to myself as I head skyward.

After climbing a few thousand feet I decide to familiarise myself with the stall. I gently ease back on the stick and as I reach 31 knots there is a strong buffeting and the Arrow mushes downward, all the time "yelling" to me, *"Hey you, keep this up and I'm going to drop my nose buddy!"* Sure enough eventually the nose pitches downward and I ease forward on the stick. The Arrow recovers nicely and I try for incipient spin this time. With a bit of rudder held on and and stick against my belly the Arrow reluctantly stalls but the wing drop is not dramatic. I am happy and head back to the field. The landing is uneventful, if long, but I am stoked.

Since that time I've logged 50 hours in GNK and I enjoy flying her as much now, as I did then. I've had several flights over three hours duration, I've achieved my Silver Distance, and look forward to a 350km out-and-return on a good day sometime in the future. I know that the 350 will be a challenge, because I've flown 250km in a twin Astir at Jondaryan and found it much easier than 50km in the Arrow at Townsville.

The 50 hours spent flying my own sailplane have allowed me to refine my thermalling, and to learn more about cross-country soaring than I could ever have learned otherwise. But more than that the enjoyment I've had for my \$8,500 investment has been more than I could have imagined. To hell with best L/D, I'm after best E/D – Enjoyment per Dollar.





# Coaching – A New Approach

TIM SHIRLEY, *Chairman, Sports Committee*

Since becoming Chairman of the Sports Committee earlier this year I have been thinking long and hard about the role of coaching in our sport. We have had coaching and coaching schemes for many years, but I think it is fair to say that we have never looked seriously at what we want to achieve and to develop the best possible way to get there.

One of the first questions to answer is: “*Why have coaches at all? Isn't it enough to have instructors?*” The answer to the first part of the question is that nearly all sports see the value of coaching and almost all sports people use coaches at some stage of their careers – even elite athletes in most sports have coaches. In gliding the coach is there to help the pilot fly higher, further, faster – to advise, to analyse, to encourage and to mentor. Coaching is about making a competent pilot into a more successful competitor. When I use the word competitor I'm using the word in the broadest sense possible – I mean anyone attempting a badge or record flight, a contest competitor or even someone looking to improve their cross-country performance.

The answer to the second part of the question is that coaching and instructing are different things. Instructing is the job of creating safe, competent glider pilots – coaching is about improving the performance of those safe, competent pilots. There is no doubt that an instructor can be a coach, and a coach can be an instructor. It is not necessary however – many instructors would prefer to stick to instructing, and there will be very competent coaches who have no wish to instruct.

I think it is vital that we are able to show a newcomer to the sport a clear program of training and coaching that will get them to wherever they wish to go in gliding. If they have ambitions to get a Gold C, we should be able to show them what is in place to get there – if they want to be World Champion, we should be able to show them the program for that as well.

In the past, we developed a system where there were a lot of coaches. The trouble with this approach is that the numbers of potential “athletes” (yes, if you coach them they are athletes!) is relatively small in any given area and if we have too many coaches they will not get enough customers to make the job or the training worthwhile. So, the current thinking is that there should be a relatively small number of coaches (20-30 perhaps) and that they should be where the demand is.

It isn't necessary to have a coach in every club, but it is necessary to have coaches available when and where they are needed. If a club sees the need for a coach (or even more than one) and has suitable candidates, then so be it – but we should not force every club to have a coach whether they need one or not.



Tim Shirley Chairman of the Sport Committee

Because the coaching program is affiliated with the Australian Sports Commission (this is a necessary prerequisite if we are ever going to achieve benefits and assistance from them in future) we also need to adopt some standard titles so that we don't confuse people outside the sport. So, we will have a National Coaching Director who administers and promotes the coaching scheme; we will have a National Coach who may or may not be the NCD as well. We will have Regional Coaches (not RTO/S's) – but I am not convinced that we necessarily need to tie their “regions” to the GFA Regions.

One most important position is that of Junior Coach. We need someone to concentrate in this area, to bring forward and encourage our younger pilots – we saw the advantages of that with the success of the young British team at Gawler. Miles Gore-Brown has started in this role, and has already generated quite a bit of enthusiasm from our younger “athletes”.

The coaching program itself needs to be flexible. I can imagine that coaches or Regional Coaches will plan coaching clinics or camps, similar to the Narromine Cup; Teams Challenges; or the various wave camps that have proved such a success in the past. There may be a need for team or individual coaching for pilots at any level of the sport, and one of the roles of the Regional Coaches will be to act as facilitators to make sure that pilots and clubs know where they can find the help they need.

There are also other coaching opportunities both within Australia (George Lee is a good example) and overseas coaching that we will take advantage of wherever possible.

At this stage this new structure is under development. With Maurie Bradney's help I am progressing the new structure and reviewing existing coaching accreditations. I am actively seeking someone to become the National Coaching Director, as well as the National Coach and others. I am keen to hear any ideas and particularly to hear from anyone interested in filling a role in the coaching structure.

Please contact me at <tshirley@bigpond.net.au> with any comments, questions or suggestions.





	A	B	C	Silver C	Gold C	Diamond Goal	Diamond Distance	Diamond Height	Diamond C	600 km	700 km	750 km	800 km	900 km	1,000 km
Air League															
Bathurst	2	2		1	2	1	2								
Byron Bay	5	1													
Canberra	4	3	3	2	3	2	1								
Central Coast	3	3	3	1											
Concordia															
Cudgegong	1	1	1												
Forbes			1												
Goulburn	1	1	1												
Grafton	1	1				1									
Harden															
Hunter Valley	5	4	1	1	1										
Kentucky															
Lake Keepit	9	5	5	1		1									
Leeton			1												
Orana	5	5	5												
Richmond							1								
Williamtown															
R.A.N.G.A	1	1													
Soar Narromine															
Southern Cross	4	4	2			1	1								
Temora															
Tumbarumba															
Tumut															
Wagga					1										
Warrumbungle	2	2	2												
NSW AIR TC	18	9	6	2											
Boonah	5	3	4	1											
Bundaberg	2	2	2												
Caboolture	2	2	2	2	1		1								
Central Qld	2	2	2			1				2	1	1			
Darling Downs	5	5	4				1								
Gympie	2	2	2	2			1								
Kingaroy	4	3	3				1								
Moura															
North Qld															
Q AIR TC															
South Downs	2	2	2		1		1					2			
Tarwan															
Alice Springs					1										
Nth Australia															
Albury/Corowa												1			
Beauford				2								1			
Bendigo	1														
Corangamite															
Geelong	1	1	1	1					1			1			
G.C.V.	3	4	4							1	1	1		1	
Grampian	1	1	1												
Latrobe Valley															
Mangalore	3	3	3		1		1								
Mt Beauty															
East Sale															
Sth. Gippsland															
Stawell															
Sportavia	5	4	4	6	1	2	2								
Sunraysia															
Swan Hill															
V.M.F.G.	1				1		1								
Wimmera															
Nth. Tasmania	1	1	1												
Adelaide Hills															
Adelaide S.C.	1	2	2	1		1									
Adelaide Uni	5	4	4	3	1										
Balaklava	2	2	2												
Barossa Valley	2	2	2	2											
Blanchtown															
Bordertown			1												
Lake Bonney															
Millicent															
Murray Bridge	4	4	4												
Port Augusta															
Renmark				2											
SA AIR TC	1	1													
Waikerie															
Whyalla	1	1	1												
Beverley	7	8	5	3											
G.C. of W.A.	3	3	3	1											
Morawa															
Narrogin	7	7	7	4											
Stirlings	3	3	3	1											
Totals	136	115	100	40	14	10	14	1	1	3	2	7	1		

Foreign Claims	Silver C Task	Gold C Task	Diamond Task	1,000 km Distance	England	Finland	Germany	Czech Republic	Claims by Holland	Country Japan	Denmark	Italy	Belgium
Benalla	1				7	2	6	1	3	54	3	1	1
Lake Keepit		1	1										
Sportavia	7	12	13										
Soar Narromine	17	20	16										
Waikerie	14	3	2	1									
Orana Soaring	3	1	1										
Total	42	37	33	1									



# FAI Requirements for Badges and Distance Claims

## RECOMMENDATIONS FOR FLIGHT PREPARATION – For flights made in Australia you will need:

### For a distance flight

1. A declaration board
2. A barograph trace to prove no intermediate landing took place
3. A camera or FAI approved GNSS/FR to prove rounding of the turn points
4. With the camera mounted in the aircraft, you will need to photograph the flight declaration, all turnpoints, and the out landing point featuring glider or the aircraft registration (tail shot) when you get home.

### For a duration flight

1. Alert the Official Observer (instructor) that you are attempting a five hour flight.
2. The rule on continuous observation is that an O/O on the ground should be within 1,000m vertically and 2,000m horizontally from the glider. To make it easy on your observer take a barograph.

### For a height gain

1. The is no option but to take a barograph or FAI approved GNSS/FR.
2. For Gold or Diamond Height a "Gain of Height Certificate" or clear copy of a valid calibration chart is required and the barograph should be calibrated by an approved instrument facility either within 12 months before or one month after the flight.

### What to do with your barograph

The O/O shall mark the trace and then mount the barograph in the aircraft out of your reach. On landing, if you have achieved you goal, get the O/O to remove the barograph and turn it off. With a trace barograph the O/O would mark the trace to confirm flight, details, goal and their name and O/O number.

### What to do with your FAI approved GNSS/FR datalogger

The O/O shall ensure that the logger is installed in the aircraft and mark the unit with tape other than plastic tape covering the data port. Declare your task in the logger before commencing the flight. On landing the O/O should ensure that the same unit is removed and watch the downloading. A copy disk of the flight will then be sent with the claim.

### What to do with your camera

The camera must be mounted in the aircraft. The canopy shall be marked to feature on all the photographs taken by that camera on that flight. The declaration board must be photographed with the camera mounted in the aircraft and will show the wing. The landing site featuring glider (on an out landing), or a tail shot featuring the aircraft registration must be taken to complete the photographic evidence. The O/O shall take charge of the film and have the film developed with the negatives uncut as a result of processing.

### What constitutes a Flight Declaration?

1. Date of flight
2. Name of pilot
3. Type and registration of the glider
4. Type and serial number of barograph or GNSS/FR
5. Departure point
6. Turnpoint(s)
7. Finish point or goal
8. Time of declaration
9. Date, signature and name of pilot
10. Date, signature, number and name of official observer

### What is an Approved Course?

For Silver Distance, a declared flight with one leg of over 50km For Gold Distance, a declared flight of over 300km with at most three turnpoints. For Diamond Goal, a declared flight of over 300km with at most two turnpoints, flown in a declared order. (Triangle or Out and Return only). For Diamond Distance, a declared flight of over 500km with at most three turnpoints. Choose a task that has at least a 5km margin for error, eg, for 300, have a task over 305 to avoid problems. For a Decentralised

Distance fly a triangle to gain from the task factor.

All distance flights face a one percent height penalty on distance for a high launch. This is usually a problem for Silver Distance. If you fly 51km then the launch should be less than  $5,100 \times 1/100 = 510$  metres or 1,674 ft. The answer is to fly further so that no penalty is involved.

### What is required to Process a Badge or FAI Distance Claim?

1. Claim form complete with official observers signature
2. Evidence in the form of barograph trace, strip negative or GNSS/FR disk in approved FAI standard.
3. Your green gliding certificate
4. Payment made out to GFA

### Inquiries to Beryl Hartley

Ph: 02 6889 2733, Fax: 02 6889 2933, email <hartley@avionics.com.au>

FAI Badge Claims, Foreign Claims, Competition Licence, Official Observer Application



## GFA Soaring Calendar



### 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.

### SA State Gliding Championships

1-7 December 2001

At Waikerie. All classes and all GPS/logger included. Inquiries to Catherine Conway <conway@aus.com> or Waikerie Gliding Club.

### NSW State Gliding Championships

1-8 December 2001

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

### South Australian Performance Week

10-15 December 2001

At Waikerie. Cross-country coaching for entry level pilots in both lead and follow single-seat and shared flying in two-seater sailplane. Details from Waikerie Gliding Club.

### FAI Club Class Championships

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>



# Malaysian Paramotoring Tour 2001

## – Part 1

EWAN McCABE

### Preface

I'd read about the Malaysian Paramotor Tour of 2000, where a few hardy souls toured the coast, the jungle, the mountains and the capital city of Malaysia on their paramotors, with Lieutenant Colonel Basir at the helm. The story – as told by Geoff Tomlin – sounded like a real epic, with flying over the jungles of Borneo, between the Petronas Twin Towers in Kuala Lumpur (still the tallest building in the world) and transport and sponsorship organised by the Malaysian Government.

I'd promised my brother Gordon – hereafter referred to as "Sloth" – a flying holiday. We'd been thinking about free-flying with my family in Bali, but as my wife Lisa was now pregnant, she couldn't come with us, so why not Malaysia? For each reason to stay at home we came up with at least two reasons to go. So Malaysia it was.

The original tour was to be a full two weeks, which included a trip over to Kota Kinabalu, home of the highest mountain in SE Asia (13,500ft). However, with a few weeks to go, the itinerary was drastically changed: The Kota Kinabalu leg was cancelled and the whole tour was now down to 10 days. I must admit at the time, I thought that 10 days flying 80km a day would suit me better than a full two weeks.

### Day 1, 8 February – Perth to Kuala Lumpur

Our initial destination was Kuala Lumpur International Airport. The early morning check-in at Perth Airport was a bit nerve racking. Two smelly paramotors (and owners), three megatons of gear and a dodgy letter from Malaysia saying that we'd get a discount on excess baggage.

In order to minimise the inevitable excess baggage costs we wore what clothes we could and put heavy items like batteries and tools in camera and video recorder bags. We had assumed that we could take the props on board as hand luggage, but we were told that they'd have to travel in the hold. Sloth had hedged his bets and had six megatons of bubble-wrap handy, which he then proceeded to wrap the props in, in preparation for beaucoup abuse in the hold.

As an aside, I reckon that a good future dodge would be to take a computer laptop bag with you to put all your heavy gear in (first removing laptop). We noticed that these don't seem to get counted as items of hand luggage and they certainly don't get weighed.

The flight to KL on Malaysia Airlines was pretty cool; we'd got emergency exit window seats, each equipped with a built-in video screen, with a choice of eight videos and some Nintendo games. On arrival at KL International Airport we were treated like VIPs, although we looked like a pair of tramps. Sloth had his, "I phoned in sick too many times, so I phoned in dead" T-shirt on. We were assisted in every section of our passage through the airport, in the style of small children. I could only hazard a guess as to what variety of paramotoring mutants had flown in before us!

Mrs Basir met us outside. We packed all the gear into the van and headed off at a rather sedate pace in the ageing Kombi. It's a boring 80km motorway journey from the airport to the centre of KL. We made some small talk and discovered that there was a BBC film crew coming along with the tour to make a documentary. The tour was to include six Brits, three Frenchies, one Belgium, three Malaysians, twelve Ruskies (including one woman), a smattering of Malaysian crew and us.

Ninety minutes later we arrived at the hotel; it was slap bang in the middle of KL and looked fairly good from the outside. Once inside we could tell by the stacks of smelly paramotor paraphernalia in the hotel

foyer that we weren't the first to arrive. After check-in we had a few hours to ourselves to ponce around town, before packing up all the gear again into a very large and not too new looking bus. We weren't quite sure what was happening at this stage but it transpired that this was our transfer to the north of Malaysia – we'd sort of bargained on travelling on something with wings as opposed to dings.

The bus then embarked on what ended up being a nine hour, over-night, shithouse journey. The Russians were loud, although as it turned out later, it was only the ones who couldn't fly properly that were the unduly noisy ones. At the start of the bus journey the Ruskies put on a couple of homemade paramotoring videos. "*Here we go again*," I thought – the usual toilet of out-of-focus, shaky, amateurish shots of the sky. But no. It started slow, with beginners zigzagging around on the ground not getting airborne, all the way through to night flying in formation over Moscow – oh yes! Sane, they are not. During the course of the holiday it transpired there is no direct translation in the Russian language for the word, "Stop!"

Eventually the slow moving bus slowed even more, until it wheezed to a stop outside our new hotel. Again this one looked pretty good, more like a country club than a hotel really. In the half-light of dawn we dumped the motors in the foyer, checked-in and staggered with the rest of our gear to our welcoming pits.

### Day 2, 9 February – Kuala Terengganu

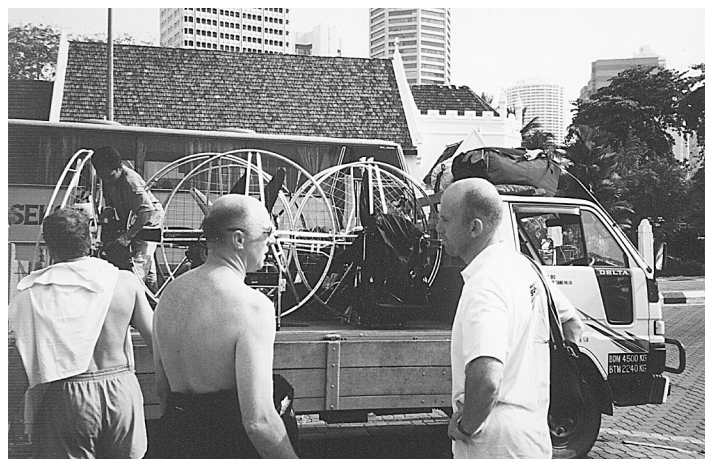
When we surfaced (at around midday) we were greeted by the familiar sound of an airborne two-stroke motor. Game on!

We put on the clothes that we'd taken off six hours earlier and ventured outside. The warm and humid light of day revealed that the hotel was indeed pretty swish, with a large outdoor pool and large outdoor dining area, etc. It was also positioned right on the beach. We followed our ears (and noses) to find around 20 or so paramotors all parked-up at the side of a field, with a couple of guys airborne.

At the time we thought that the field was decidedly dodgy, as the sides of the grassed area were lined with big trees, leaving only two take-off options, either out to sea or inland over some smaller trees and buildings. Little did we know that this was the best take off we would have on the whole trip.

The early birds had by now worked out that take off strategy was either inland over the smaller trees into the early morning land breeze, or out to sea when the late morning sea-breeze had cut in. This was to be an open session with no task being set for the day, and it gave everyone a chance to suss out the flying conditions and each other.

Adventure Paramotors predominated, with a wide array of ex-factory and after-market exhausts, as well as various other minor mods. There



Photos: Courtesy Sloth – Ewan and P1 ►





Multi-national gathering in Kuala Lumpur

were three of the rather striking Bailey Paramotors that looked very shiny and well put together, along with some mongrel paramotors that looked decidedly dodgy.

We got chatting and discovered that most of the guys had been flying already that morning. There was a broad spectrum of skills on display; from two or three Ruskies being talked through running in wild zigzags over the radio (I guess they were trying to take off) to the French, Brits and Col Basir taking off in a few steps, in virtually nil wind.

We watched a few people come and go as we got our own gear ready. During this time we discovered that there was one refuelling can for every-one to share. About this time, one of the Malaysians appeared from the direction of the hotel with his paramotor (complete with broken prop) over his shoulder. The story unfolded that he had crash-landed on the roof of our hotel... Oh yes... stay tuned for more on this gentleman later.

The light winds turned out to be a real bugbear for Sloth and I throughout the whole trip. Our non-paramotor, performance/competition gliders were not keen on nil wind launches in the humid conditions. However, with all eyes on us, we both got off after a couple of attempts. The flying was amazing. Gradually we got into the swing of things, and instead of climbing out to 500ft we boated around at 10ft above the beach, getting endless smiles and waves from the locals.

There was an official presentation at 2pm. Col Basir showed us a few of his moves - he was pretty good, it was the closest thing I've seen to real stunt flying on a paramotor. Olivier Symoens (Belgian paramotor instructor) and Guy Leon-Dufour (Mr. Adventure) then did a short double act where they flew in parallel and then as mirror images. We all got some airtime in after this - once the crowds had left. Unfortunately Sloth discovered after one flight that he had a blown cylinder head gasket, which needed replacing before he could use the motor safely again.

## Day 3, 10 February – Kuala Terengganu

The task for today was to fly up the coast about 25km to a roadside café. I got off after a few goes and followed John (British Paramotor Nationals pilot extraordinaire) and Jay Kemp (son of John). Sloth was stuck firmly on the ground.



A typical overnight stop off  
September 2001

There was the threat of rain during most of the flight and at one point it had all three of us starting to spiral down towards a suitable landing field. The rain, however, did hold off and we were last to arrive at the imaginatively titled "landing field". From the air it looked like a derelict building site. It was small, surrounded by trees and full of bricks, angle iron and all the other items of rubbish you could imagine; everything in fact, except the ubiquitous super market trolley. Another landing option was the very narrow, tree and scrub lined beach, beside the building site.

John, Jay and I all chose the building site. It was certainly do-able, with a reasonable approach devoid of large trees, and it was, at the very most, only just slightly damp and not at all salty compared to the South China Sea.

Our three landings were very uneventful in comparison to three of the low airtime Russians. Picture the scene: Sasha – their main man – was attempting to talk them into land over the radio by approaching over the building site, between a couple of trees and onto the beach. The first guy overshot and had an early salty bath. The second one undershot and used the low scrub adjoining the beach the same way a jet fighter pilot uses an arrestor hook on an aircraft carrier to slow himself to a stop. And then Ivan Gorbechev (all of the Russians were given nicknames that started with "Ivan") treated us to a demonstration of the Russian Maypole Dance. He was apparently fixated on Sasha (who was standing on the beach) and failed to see one of Malaysia's tallest palm trees. His left wing then hit the tree, the glider started to turn, Gorbe put on the power (perhaps thinking that he'd hit a bit of rough air) and the rest, as they say, is history. Andy, the BBC cameraman, got it all on film. The noise of the motor disintegrating when it hit the ground at full power was awesome, but it paled into insignificance next to the screaming of Gorbe's wife. After all that, big, old Gorbe walked away, almost unscathed.

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We then had our bit of scoff at the café. The rain started to come on pretty heavy, so we moved the paramotors under cover and into the café. The rain passed and our thoughts turned to take-off for the return leg.

P1 (Flight

Lieutenant Paul Mahoney, British competition pilot and

UK altitude record holder) decided that he'd give it a go from the building site, aiming between the trees and climbing out over the sea. He impressed everyone by his low level zigzagging between the trees. The throng of local kids who'd been sheltering whilst watching us scattered like scalded cats as he flew straight towards them at head height, before climbing out over the sea. It transpired that Paul had lost one of his brakes during take off and looked up to find it. When he looked back a tree was looming up directly in front of him. In the style of all good paramotor pilots he gave it a large handful of throttle and used the trees as a slalom course.

Not everyone who had landed tried to take off, as the viable launch options were few and the weather was closing in. I managed to get off first time with a committed forward launch from the beach, towards the sea – my feet stayed dry, but only just. I was so pumped-up after the take off that I decided that an impromptu, low-level flying display of my own was in order. This finished abruptly when I almost ended-up making a nest out of the top of one of the palm trees.

On the way back, my highly tuned flying senses detected that the wind had picked up, as two small boys (riding the one bike) were able to keep up with me on a footpath that ran parallel with the beach. I now doubted that I'd get back home on my five litres of fuel. I climbed to about 800ft to clear a large river mouth. As I got to about halfway across the engine cut out. No probs, I had enough height to glide to the wide bit of beach at the mouth of the river. As I approached I noticed a glider laid out further down the beach. I managed to stretch my downwind glide to reach it. It was one of the Malaysians; he'd also ran out of fuel and had already radioed in to the support vehicle, which had just turned up as I'd dropped in.

We both got fuelled up and both tried in vain to get our F3s to fire up – the usual story with my F3 when it's had a nice long run. I did, however, know what to do. I turned the



The finer points of paramotoring are discussed

motor to face into the cooling breeze and relaxed for 10 minutes. I then primed the carby and it started straight away. The Malaysian and the ground crew guys on the other hand had been tugging away at the other paramotor all this time to no avail and it was looking like he'd have to stick it in the back of the truck. I said my goodbyes, reverse launched and flew the last five kilometres back to base at a relaxing 10ft above the beach.

On approach to the hotel I witnessed a paramotor and wing being dragged up the beach. My immediate thought was, "Russians". But no, it was P2 (Paul Bailey, designer and maker of the Bailey Paramotor). The story ran that Andy had radioed ahead to P1 and P2 to get them to line up two abreast, as low as possible, as they came down the beach towards his camera. P2's wing and motor combination was slightly faster than P1's. Because of this, P2 had hung back and judged the distance so that they'd be dead level when they reached Andy's camera. As P2 drew almost level, P1 turned in front of P2. The only option for P2 to avoid a collision was left and down, into the South China Sea. The glider and motor – once rinsed and dried out – apparently suffered no lasting effects, but the electronic gear that P2 was carrying didn't fare so well. The list of written-off equipment was long and expensive and I'm sure I've missed some stuff: Two-metre radio, digital video camera and GPS. P2 would make a point of referring to the incident – with P1 in earshot – on a regular basis for the remainder of the tour.



**Sub-ed note:** Tune in next month for the next installment of Ewan's Malaysian paramotoring adventure! Some highlights are:

French, backwards ground handling display – Ewan's paramotor goes AWOL – Another one of the Ivans makes heavy contact with a large, immovable, wooden object – Prohibition order ignored on Kapas Island – Malaysian paramotor safety regulations, fact or fiction? – Roof-crashing Malaysian reveals his secret.



# Joy of the Dune Goons

TISH McLELLAN

Since moving to Newcastle I have been given the biggest treat imaginable and it is none other than... Dune Gooning! I have been encouraged and inspired by Conrad who has resurrected this dying art.

**M**any of Australia's top pilots are from the coast (including the Moyes and Duncans) and many have a long history of Dune Gooning, but I heard and saw little of it until Conrad dragged me to the beach one howling winter day when I thought a hot bath might be more fun.

How wrong I was. Along with Mickey, JR and Selmesy we started learning all the tricks of the dunes. We used a low performance glider and because we weren't very confident we spent the first goes hanging on to each other's side wires in the strong wind, too scared to let ourselves get picked up off the sand.

After a bit of practice, we learnt all about launching and landing on the base bar, to get the extra control, and then launching and landing on our stomachs. We also learnt moonwalking. Then we had the confidence to let the bar out and soar. It's an amazing feeling to become comfortable flying slow close to the dune when we have "speed is your friend" drummed into our heads for inland flying. Many times we had to put one foot down to push ourselves back into the air, but I reckon we spent quite a few hours airborne that day, when everyone else thought the weather wasn't on. And, guess what... the dune was only three feet high. Though we do have local dunes that go up to 60ft.

From that day on we have been to the dunes as often as possible and each time we learn more. Don't get me wrong, I am a fanatic XC pilot and get lots of hours a year



inland, but the dunes give me such a buzz they bring lighthearted fun back into flying.

Being a lightweight girl previously meant that I was a bit apprehensive about the weight of gliders and ground handling was a bit scary for me. Not anymore. Being happy to pick the glider up by the base bar, launching and landing cleanly has transferred itself across to all other aspects of my flying. I'm still a careful pilot, we can't afford not to be, but now my flights aren't marred by the panic about launch and landing.

Now I am comfortable flying the glider close to the ground. Learning to top land has done more for my flying than my

longest XC flight did.

Many of our friends have now joined us on the dunes (Russell Ferrier has become a true dune goon). We sometimes take two gliders and have six or seven of us taking turns flying, so it is a very social event. Many of our mates are experienced advanced pilots and they love it just as much as the inexperienced ones. Oleg Bondarchuk spent a few hours hooning on the dunes with us. He was so excited about it he wanted photos taken to prove what he was doing to his friends back home. And flying is supposed to be his serious job.

So, now I'm hooked. The joy of the dunes has got me. We keep our own low performance glider so we always have a 'dune basher' on hand (as opposed to the Borah Basher at Manilla).





# The Year of the Volunteer

BERYL HARTLEY

**G**liding in Australia is a sport heavily reliant on the effort of its volunteers. All clubs seem to be experiencing a drop in their volunteer numbers and the level of time donated by the volunteers. As the very structure of the GFA is based on a high level of volunteer effort, changes are being experienced throughout all sections of the gliding community. Australia is not alone in experiencing this change, a recent article in *Soaring Magazine* by the President of the SSA states:

*"The good old days of voluntarism are long gone. SSA, like all other non-profit and volunteer associations, is seeing a dramatic shift in the nature of volunteer activism in the USA and this shift is effecting the SSA and how we do business. In this era of downsizing, re-engineering, two income families and the like we are finding it more and more difficult for people to volunteer in the same way they used to in the past. That*

*is, people no longer have the time to make open-ended commitment to an organisation. There is less and less personal time available and it is completely understandable that people, all of us, are carefully evaluating all the claims on our time in order to establish some sort of reasonable priority for what we do".*

This change in society values come as no surprise, much has been written and discussed in regard to the changes being made within the GFA and the restructure proposal presented to the membership this year is as a result of these changes. The GFA structure of management, from the member to their club, from the club to the association and through the association to the GFA council relies on volunteers to maintain a level of commitment to ensure competent management. The two larger regional gliding associations in Australia are struggling to meet the demands of management with the very low level of participation from their member clubs. In these states the

link between the clubs and the association is broken. Those few members who continue to attend meeting, organise state based activities, represent their regions at national meeting and carry out the day to day work of the association, struggle to increase their commitment with very little recognition.

With all of these pressures on volunteer time, congratulation to the New South Wales Gliding Association program within their clubs to recognise the valuable contribution made by hundreds, indeed thousands of dedicated members. Each club has been asked to nominate a "Valued Volunteer". Those nominated are invited to attend the annual ACM/AGM Presentation Dinner as guests of the association in September. Times are a-changing and the nature of our sport will change however there is still a need for dedicated volunteers with an abiding interest in making a contribution to your sport.



## The Acceptable Standard

EMILIS PRELGAUSKAS

**I**n my professional life there is frequently the call to produce display material of an acceptable standard to 'sell' a vision, a concept or a plan. Often in that environment this means a full colour-printed, block-mounted and laminated panel or panels. Each of A1 size costing around \$500.

In gliding there is some talk from time to time about the acceptable standard in the way we present ourselves to the public. The contradictions are obvious. My little gliding museum has about three dozen A1 size display panels. At the prices noted above, the panel display cost alone at the acceptable standard would exceed our budget for the whole thing beginning from the building, through to the airframes and so on. Needless to say, instead, some calendar photos, particleboard and Blu-tak have had to suffice which doesn't help at all in establishing the acceptable standard. Just the one where things can actually get done, rather than the one where the talk is.

Nevertheless, the sport does have to increasingly deal with the consumer-view of an acceptable standard driven by the fact that others pay the bills – and where the focus is on featuring the sport's sophistication. For a few clubs this is possible by using a neat and trim modern sailplane as a centrepiece. This does, however, beg the question of what else is needed.

For starters, the insurance cover for the potential broken canopy or damaged control surface. Next, the sailplane sitting in a rainy display site surrounded by muddy tracks from the feet of interested on-lookers doesn't sound quite like the acceptable standard. So possibly, at a minimum, some matting seems indicated. Or is the acceptable standard the essential 20-metre span marquee? It can get a bit crowded around the cockpit. So some other additional focus points are needed. Display panels require stands. To spread the crowd, lots of display stands, which mean lots of display panels. What commonalities set the acceptable standard? Uniform size. Uniform orientation (portrait or landscape). Uniformity in pictorial and text content 'density'. Common logo. Full

colour. As already noted; mounted. Or laminated. Need some people manning the stand? Some lockers to safely store personal nametag enough? Or are colour co-ordinated jackets (with epaulets 'natch) the necessary minimum. Power dressing certainly seems more in line with an acceptable standard. Shoulder pads, wide (or is it thin) lapels, pin stripe, ties ending with the belt buckle. A dress code is certainly part of an acceptable standard. So the discussion inevitably turns to money. Where in the gliding club's priorities, after fleet/launch/site/support facilities, does interacting with the public sit? Does the budget extend to club members decked out in Armani, Fletcher Jones, or Cheap-as-Chips? Does this mean sponsorship? Motorsport has Castrol – do we approach Banana Boat? Boating has Ronstan – do we ally with Bullivants, or the Wheat Board? Show me the money.

No wonder most gliding clubs put the whole thing in the too-hard basket, which doesn't interrupt for a single moment the complaints from the sidelines about the lack of an acceptable standard.





# You Have Mail – Part 2

EMILIS PRELGAUSKAS

I have written previously about people talking to people. It is indeed heartening when glider pilots do talk to one another. After the introductory note about communications published in the July AG/SS, a rolling program of further possibilities made evident by communications continues to unfold. Below are ones I have become aware of.

A club was looking to ease its young pilots into flying beyond the local sorties common in the average club's flying day. At home it seems difficult to get the best two-seater, a decent proficient coach, and the tyro, let alone soarable consistent weather, together at the same time. The thinking within that club then stretched beyond its home resources to look at a neighbouring club where a reasonable two-seater and its owner might become a component piece in the club's search for resources to which youngsters could more easily be welded. No opportunity, however, comes without its price. OFTHs are renowned for being grumpy, short-tempered and hard to get on with. Similarly, recent solo pilots are known to not realise a boomer day is in the offing until it is almost gone, with the day being taken up with the scramble to find the map, drink bottle and sunblock. The idea has been debated between the parties, with the thought that it is worth giving it a go. The embryo of a win begins. Glider pilots know about their sport only from their own generation of involvement and experience.

This means that lessons available from earlier generations who dabbled in similar issues to those preoccupying us today are often invisible to us, unless a means of keeping and retrieving cross-generational knowledge is recognised and used.

A family holding memorabilia important to gliding discussed with their own band of glider pilots how that might be done. Thankfully, these pilots brought to mind other glider pilots situated elsewhere with suitable facilities, and drew these into the conversation. While in a country the size of Australia the physical distances involved may be large, electronic communications brings the parties closer together. A path to bring these people and resources

together is being negotiated. Beyond gliding, people in other spheres have also come across similar issues before. For example, at academic and national society levels, people have over the years been pulling together information collections. Discussions evolve where university and aeronautical society look to link with more specialised aviation collections, including gliding's private library and museum. From this, at present, a trial catalogue exchange is being activated, to see if such diverse resources can collaborate. The trial, which includes down to the nuts and bolts, also involving achieving compatibility of software, is being pursued.

Within gliding, a raft of clubs are now reaching their 50-year milestone or a similar one beyond. Club history projects are part of that review, looking back to the earlier generations as noted above. Where club collections of their minutes, newsletters and similar have been dispersed over the years, others sometimes have parts of the material needed toward putting together the time capsule. There seems to be a bit of a splash of such club history projects going on around the place.

It goes almost without saying that all these trials and initiatives are operating at individual pilot and clubs levels, rather than from, or in, the formal gliding structures who seem busy with other things. There are no budgets. Resources and time are weaned free of important things (including occasionally that of earning a living) to follow the question: "What if...?" and see if perhaps something special and unexpected can be occasionally realised.

In response to the July note on communications I received some cross-sport pilot responses complete with offers of appropriate business contacts. Thanks to you for thinking of us. We'd love to be able to integrate these; but until we win the lottery...



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# Final Glide

## Chris Bailey

### (1964 - 2001)

JOHN WELSH – 29 JULY 2001

When my wife Mary and I came to Australia in 1971, we were a bit bemused about the term “Mate” bestowed on everyone by everyone. Gradually we came to understand that the term has arisen out of the relationship of people in times of adversity binding together and, in some cases, ending up with ties equal to or exceeding those of family.

I am proud to say that Chris Bailey was my closest mate. He was a turner and fitter of some skill, and being mechanically challenged myself, I admired his ability to sort out “impossible” mechanical problems with the minimum of fuss. His workmanship was showcased for all to see in the magnificent RV-4 that he completed after four-and-a-half years of devoted toil.

Chris had many hurdles to overcome in his life, and Mary and I were pleased that we helped him to overcome some of them. We admired the gutsy way he took hold of his life and turned it into something like out of an adventure novel.

Our bonds of friendship started when we entered a partnership in our beloved Hornet Mike Yankee. Chris’ cross-country technique was very similar to mine: climb high, go fast, beat others. Together we soared the Stirlings Ridge and Wave and beat all others at Cunderdin in 1998.

Last year, we had a terrific expedition taking the Hornet over the Nullarbor to South Australia and Chris made many friends at Balaklava and Gawler at the Sports Class Nationals. One of the high points of his life was attained at Balaklava, when he flew Mike Yankee around a task of over 820 km, no mean feat for a Hornet. We were both disappointed that the weather at Gawler didn’t allow us to fully demonstrate our common technique (climb high, go fast, beat others).

Chris completed the RV-4 earlier this year, and took his other good mate, Greg Scott, right around Australia during a seven week adventure that would fill a book.

Only last weekend, he flew the Hornet for the two days in beautiful winter soaring weather. The campfire at Beverley was warm with his company and wit.

Last Wednesday, he was flying his RV-4 to visit his nephews, Cameron and Tristan, to whom he was a devoted and loving uncle. He was approaching to land at their farm near Mullewa, north of Perth, when he caught his undercarriage on powerlines. The aircraft broke up on impact and Chris was thrown clear. In spite of his terrible injuries, he spoke quite lucidly to his brother-in-law Robert until the ambulance came. He passed away en-route to Geraldton, where the Flying Doctor was waiting to transfer him to Perth.

When I first got to know Chris, he used to upset me at times, because he never would say “goodbye”, he would just pack up and go. He was a bit of a free spirit, as several aspiring young ladies found out to their cost. I think he thought goodbyes were a waste of time.

Well, he’s done it again...



## Going Flying

EMILIS PRELGAUSKAS

Looks like a nice day coming up. The mind turns toward the possibility of going flying. What will I need? Hat, suncream, a drink; possibly lunch, drive to the airfield... – Yeah, sure.

Ah, mental preparation for flying – am I feeling fit? Nothing been stressing me out lately? In current proficiency? That sort of thing – yeah, that too.

Oh, you mean if I want to local soar, perhaps cross-country, or take friends for a flip, or am on duty to instruct – the other kind of mental preparation – yeah, that as well.

Well what do you mean – yeah, think about it. Ah, you mean when I arrive, will the runway have been mown, the ground facilities protected from storm damage, the aircraft serviced, DI’d and washed, the launch be ready, and the crew... – you’re getting warm.

Oh, the other people. Yeah, gliding isn’t just about being selfish. Yeah, the others give camaraderie, as well as ground crew, launch help, fixing things, lunch under the wing, mutual flight when that appeals, bad weather shared in the workshop. Yeah, reasons to turn the mind toward the possibility of going to the airfield even if I don’t intend to fly – anything else? Yeah, others who keep an eye on me as I do on them; the quiet word when my flying gets raggedy; the look-over while hooking on at those things I can’t see from the cockpit; the collective skills to keep everything safe. Yeah – what about the paperwork?

No thanks, I get enough of that in my workday life.







## THE GLIDING FEDERATION OF AUSTRALIA

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## Japanese at Benalla

TONY DENNIS

Therese and I visited a trike club in central Japan four years ago and at that time invited club members to come fly with us sometime.

In 2001 we received an email – five pilots here they come! Kawashima (aka ‘the boss’) was the instigator of it all. Originally the Japanese had requested just to do some local flying, but we knew we could offer them more than that.

We organised Paul Haines from Sydney Microlights as an additional instructor and Atsuko Nott as our interpreter, and then set to work organising with some locals to make this a memorable trip. We had three Edge X trikes with Wizard wings for the five pilots, and we organised visiting pilot memberships with the HGFA for them.

In Japan these pilots are limited to a three kilometre radius and around 1,000 m above their airfield, so to take them over 100 km in a single flight was quite an adventure for them. All the pilots were very experienced trike pilots from 150 hours up to 900 hours in trikes. Two were instructors.

On their first day we took them for a flight to familiarise themselves with the Benalla area,



Group flying, Japanese and Australians. From top left clockwise: Tanaka Motoo, Stan Walker, Barky Wood, Ohara Yuka, Paul Haines, Kawashima Shinichi, Ohara Yuki, Therese Dennis, Tony Dennis, Akashi Hiroshi, Yajima Yasuhide, Iwasaki Tatsuo

just conducting a few circuits. The first night we had a welcome dinner at their motel. Barky Wood was up flying with us for the first couple of days – the Japanese could not work out how, if he was the boss of his company, he could have time off during the week!

The next day we took all the pilots for a flight around the lake to familiarise themselves with the training area and in the afternoon flew them out to Mark Harmer's farm and Lyn Harmer put on her usual serve of scones and tea. I think, when asking the pilots at the end of their time here, they remembered this as being a highlight.

Next day we organised a cross-country across to Bright. Bright was of course in

fantastic colour, and we received great hospitality from the pilots in Bright too.

A little incident on the way to Bright. Mr Kawashima, who was flying our school trike solo, announced halfway between Brown



Brothers and Myrtleford that he was in urgent need of a toilet stop (he spoke Japlish – a kind of Japanese English). A few anxious moments from myself as we flew around and eventually located an agricultural strip – the two trikes made a perfect landing uphill and there was much relief seconds later, I'm sure.

Japanese make a big thing out of social evenings and every night we had the opportunity to show them different Australian hospitality. We had a great BBQ at the gliding club on Saturday night. Thanks to all the trike club members who attended with us – the Japanese were so happy to meet the other pilots and to be made so welcome. Basically they had a great time all day, every day.

▲ Tony Dennis makes good ballast for Tanaka Motoo on take off from Harmer's farm (after all the scones and cream)

◀ Yajima Yasuhide flies solo cross-country





Yajima Yasuhide gracefully receives his HGFA visiting pilot certificate from Tony Dennis



Tanaka Motoo ready for flight with Tony Dennis at The Right Altitude in Benalla

Also, we had a spot landing contest on the Saturday night – hotly contested by both countries. Considering the prize was a cup of noodle soup some pilots maybe put a little too much effort in. The winners were Tony Unsworth and Rob Garner! Congratulations. Thanks to John Waite for judging (I would love to know the words that were spoken between Jeanette and Stan as their trike landed three times consecutively). I also had to explain to one of the

Japanese pilots, Yajima, that the Australian trikes do not have the soft suspension of the Japanese trikes when it comes to spot landings – especially when it comes to me sitting in the back as ballast. (My chiropractor has assured me that I haven't fused all my vertebrae together.)

All in all it was a great week and a fantastic experience for them and us. It was great to see people from the other side of the world out there doing exactly what we are doing – enjoy-

ing the fun of flying. Thanks again to all the people who helped make our friends welcome, and to the Japanese pilots for making the effort to come all the way from Tokyo to Benalla. I'm sure we will see some more Japanese here again next year, and I'm sure the offer is extended to all Australian pilots that if they would like to see Japan they would be made most welcome.



## FUNNY CAPTION COMPETITION

If you have a witty mind

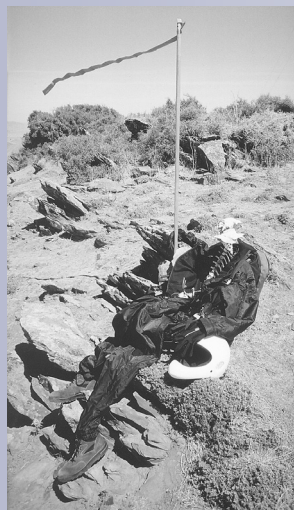
What funny caption can you find?

Send to me your words with haste

If HGFA caps are to your taste!

Send your entries to Richard Lockhart (C/O Blackheath Post Office, Blackheath NSW 2785, or email <skysail@ozemail.com.au>) by 25 September 2001.

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



Inspired by Shakespeare's well known grave side speech, the winning entry for the August comp is:

*Alas poor Yorick – I knew him Horatio. 'SFA' knew he of his L/D ratio. – John Williams*

Well done, John. Other notable entries were:

*Never call your wife's bluff, especially when she's the retrieve driver. – Mole*

*In the year 2477 archeologists discover the remains of human sacrifices: "Some disciples sat atop the mountains waiting patiently for death, while some simply leapt off the edge to their grisly fate."*

– Tom Roberts



## Great Mag!

▶ Just wanted to say thanks for a great mag. I always look forward to getting my Skysailor in the mail and read it from cover to cover, yeah even the gliding stuff.

Scott Tucker

## Here we go again...

▶ It seems hardly an edition of AG/Skysailor goes by without complaints and/or suggestions as to the magazine's format, eg a separate magazine for GFA and HGFA; a separate magazine for paragliders; make it available to the "general public" via newsagencies; etc, etc. These comments are not new – I've been reading them for most of my 25 years in the sport: The simple fact is that there will always be some (not insignificant) proportion of members unhappy with some aspect of the magazine.

Accordingly I make just a few observations on the recent letters:

1. Market the magazine through newsagencies. I have ascertained that there are about 1,500 newsagencies in NSW and ACT combined. This suggests there are around 6,000 Australia wide. If we supplied even 10 copies per newsagency, this would require an additional print run of 60,000, compared

with the current printing of about 8,000. How would we pay for this, assuming sales would probably not exceed 1,000 to 2,000? If only some newsagents were supplied, which would they be? Only those near major gliding and hang gliding sites? In any event, why do some members want to see their magazine on the rack next to surfing and motorcycle mags? Surely the main market for a "soaring flight" magazine is existing pilots who receive theirs in the mail every month. If the idea is that the presence of "AG/Skysailor" in newsagencies would significantly increase numbers taking up the sport, I think this is wishful thinking – the fact is gliding sports (whether 'real', hang or para) have always been and will remain 'minority' sports. In most developed countries of the world, the percentage of the population flying soaring aircraft is about the same – around .04%.

The risk to both HGFA and GFA is that members may not renew their membership and would keep abreast of developments and happenings in their particular sport by buying a copy each month. (Bad luck for third parties injured by such uninsured and/or improperly certified pilots!)

2. Splitting off gliding, etc. The call for a separate magazine is somewhat understandable. The question is, do we generally prefer a fairly high quality mag with plenty of (joint) pages, or would we rather have three separate magazines of lower quality and maybe only eight or 12 pages each month. In other words, supply of well written and interesting material would remain a problem. It is interesting to note that about 50% of "GFA" items are contributed each month by one person – Emilis Prelgauskas; on the other hand, we are informed by Ron van Bommel that "Australian Paragliding News" has lots of good stuff each month. One can only wonder why this material isn't sent to Skysailor.

To conclude, it seems that getting a magazine – no matter how big and colourful – with at least 50% content that is of no interest to some readers plus the lack of timeliness of news items, are the two major issues. My suggestion, for what it's worth, to address both of these issues, yet preserve something that would be attractive to both advertisers and potential new members, is as follows:

- Produce four "joint" high quality issues per year with plenty of articles, colour photos, information on schools, clubs, etc. These

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could be termed the Summer (December), Autumn (March), etc. editions. One each year could be a special "training/new pilots edition"; another could be aimed at comp pilots, etc. One edition would have a photo of a sailplane on the front cover; the next, a hang glider; then a paraglider; then a trike or motor glider.

- In between – eight times a year – GFA and HGFA could produce their own "newsletters" focusing on club and other news, safety issues, calendars of events, letters to the editor, items for sale, etc. HGFA could even do a PG and HG version. These would have (I expect) a much shorter lead time and be somewhat cheaper to produce (B&W only).

Martyn Yeomans

## Resignation – Why I no longer want to be a member of the HGFA

► After 25 years of continuous membership it is inevitable that for my own 'peace of mind' there is no other solution. I have been a loyal member of HGFA (previously TAHGA and TASSA) and school operator for all these years and injected probably 500 members into the organisation, many of whom became long-term members and some who

took leading roles in Queensland clubs and associations. I was also one of the founding members of QHGA and Board member when it became incorporated in the 1980's.

I looked long and hard at the piece of paper that invited me to rejoin and decided, 'NO'.

There are two basic reasons for this decision:

1. I have been denied natural justice and harassed by the 'powers that be' who run the HGFA, and most of the persons who precipitated and perpetuated this farce still hold their position. Also, the members who filed the original complaint about my 'unsafe practices' let their own membership lapse within the next year. I stand on my own safety record of over 26 years of successful flying. In contrast the overall HGFA safety record for the last few years looks pretty sick.
2. I could not agree to abide by the constitution of the HGFA when it allows the undemocratic behaviour that has happened in the last few months. This is explained very well by Graham Sutherland in a letter titled 'Board Replacements' in the March 2001 edition of *Skysailor*, page 30. In contrast I think the President's reply looked rather sick.

Briefly, I was the person referred to by Graham whom he and I and many others thought should have become one of the replacement Board members. I fail to see how any fair-minded and democratically inclined person could disagree with this point of view.

I continue to fly and instruct microlight and motorised hang gliders as a member of the Australian Ultralight Federation and will push a few members their way. I do not agree with the concept that the law should be able to force individuals to be members of an organisation that they see as unfair and undemocratic.

To the many friends who made hang gliding such a good experience until recent years, 'thanks for the memories'.

Stan Roy

► *It is with regret that Stan's resignation is accepted. I would like to thank Stan for his contribution to the sport over the past 25 years, and in particular for introducing many new members to the sport. I'm pleased that Stan will continue to be actively involved in aviation with the AUF, and on behalf of the HGFA wish him all the best for the future.*

Rohan Grant, HGFA President

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# Grand Prix Racing

JIM CARPENTER

A number of years ago Bruno Gantenbrink, the eminent German competition pilot, wrote an open letter to the IGC in an attempt to focus attention on the problem of gaggle flying. In his letter, Mr Gantenbrink advocated changing the scoring system to take away the advantage afforded to pilots who fly in the security of large gaggles. In this case, the term “security” refers only to the score a pilot might achieve by using this tactic, for the security, or safety, to use a better word, of the pilot is at increased risk while in the gaggle. Mr Gantenbrink’s letter to the IGC has apparently fallen on deaf ears, because gaggle flying is still very much with us and the rules have not been changed so as to have much of a discouraging effect on this practice.

**A**s competition pilots, we are all very much aware of the very real risk of collision while flying in a gaggle. Because of the blind spots, visibility from sailplanes is very restricted. We can all practice safer flying by wearing hats which do not hinder visibility, rely on audio variometers, freeing us to keep a vigilant lookout, but more has to be done by the Soaring movement itself to minimise the risk of collision. One place to start is to examine the rules and how they promote gaggle flying.

As Mr Gantenbrink pointed out, our scoring system is skewed to protect the majority. At times the gaggle will mill around in even gradually descending air, waiting for the leaders to show the way to the next thermal. If a pilot is exasperated with the inefficiency of the gaggle and decides to dash on alone, he does so at his peril. If his gamble results in an out-landing, and the gaggle gets back, this pilot will be not be given any speed points and any real chance of winning the competition will have been lost, because we have a scoring system which is terribly punitive.

---

**Do not land out; stay with the gaggle,  
or you may be severely punished.**

---

And what happens if the gamble pays off? If the gaggle corkscrews itself into a field,

or decides too late to start the task and our entrepreneurial pilot wins the day, once again the punitive rules protect the majority and this pilot will be punished by having his score devalued.

---

**Stay with the gaggle  
or you may be severely punished.**

---

Today we have basically two types of tasks: assigned and pilot selected.

An assigned task places a large responsibility on the tasksetter, who would like almost all, if not all pilots to finish, but if a pilot is unfortunate to burn around the task under two-and-a-half hours (this is a rule in the Canadian Nationals and may be different in other countries), punishment is once again doled out in the form of reduced points. (Perhaps the tasksetter should be punished, not the pilot.)

The same is true of pilot selected tasks, where the pilot would normally have more control over the duration of the flight, but in either case, if the best flight is under 200 km and there are no finishers, once again, the winner is punished and receives reduced points.

A pilot can be punished for poor performance while, on the other hand, be also punished for having too good a performance. Having a pilot’s score dependent on how well

his competitors do is just not logical. Is there any other sport where a winner’s score can be adversely affected by the performance of the majority of competitors?

If we are going to have a viable competition scene in 20 years from now, we have to take steps now to ensure our sport will attract new pilots. Younger pilots who aspire to contest flying are most likely to be discouraged, when they discover just how punitive our scoring system is.

Take an example of an aspiring pilot who decides to buy a glider for a specific competition. The investment is not small, particularly if the aspirant is serious. But all the planning, training and practice may be for nothing if the pilot is unfortunate to have only one out-landing. How many bouts of punitive scoring does it take to discourage a young pilot? Why discourage anyone? Let’s eliminate the punitive nature of our scoring system.

What takes place at a glider competition? Does the pilot who stays up longest win? Is the winner the one who flies highest or farthest win? We have all heard questions like these. We probably say that a competition consists of daily races, ranging in size from 200 to 500 km, with three or four turnpoints. Each sailplane is equipped with a GPS unit, linked to a flight data recorder which verifies the pilot completed the course; the winner is awarded a thousand points and the pilot with the highest point total at the end of the contest is declared the winner.

What kind of a race is it when all the start times are different, the distances flown by each competitor are different and even the sailplanes may be all different?

What kind of a race is it when, after seeing the exciting finishes in late afternoon, nobody knows who won perhaps until hours later, or even the next day?

We should take a serious and open-minded look at a much simpler type of competition, which is not punitive and would encourage greater participation. The Australians have already had two Soaring Grand Prix competitions and the pilots, their crews and the contest organisers who participated are unanimous in stating their preference for this style of racing. Why is this?

A Soaring Grand Prix competition is simple. The Soaring Grand Prix is a glider racing competition which involves racing in small groups around a pre-set task.

In Australia, no handicaps were applied, but a restricted range of competing gliders was allowed to ensure consistent performance of competitors. Eligible sailplanes had comparable performance and included the Discus a/b, LS8, ASW20/20b, Ventus a/b/c and the LS6.



Gliders compete in groups of six to 10, the actual group size determined by the total number of entries. Gliders are rotated between groups on each competition day so that each glider competes against every other glider at least once during the first six days.

A common start time is declared for each group, but the start point could be different for each group.

In Grand Prix racing, the place scoring system rewards excellence without unduly punishing a poor performance and scoring is simple; here is the complete text of the scoring system:

### Scoring

- **A place scoring system will be used.**
- **All gliders who achieve the minimum scoring distance of 60km will receive one point.**
- **One point is awarded for each pilot they beat or draw with.**
- **One bonus point is awarded to the pilot who places second.**
- **Three bonus points are awarded to the pilot who places first.**

*In the case of a draw, bonus points will be shared. Points will be awarded to the nearest half point.*

*If groups are of uneven size, scores will be adjusted so that the winner of each group achieves the same score (eg, points awarded for different group sizes).*

### Total scores

*In the case of a draw, places will be determined by counting back the relative placings when the pilots who are drawn competed against one another. If still a draw there will be a countback on the total number of first places achieved, then the number of seconds, thirds, etc.*

That's it. There is no 20-page manual full of formulas, impossible to understand. No computers, no slide rules and no engineers or mathematicians are necessary to determine the winner. The first pilot back wins, or the pilot who flies furthest wins.

Instead of the old traditional Standard, 15 Metre and Club Class contests, let's have gliders of comparable performance race one another in annual Canadian Soaring Grand Prix competitions. Pilots who really want to win will still invest in the newest equipment to gain an edge, but more important, pilots of modest income will be able to compete at a level appropriate to their investment. Such a competition could include easily include older sailplanes no longer considered competitive in the FAI 15 Metre and Standard Classes. Libelles and Standard Cirrus competed in the World Club Class contest and similarly they could compete in a Grand Prix with other sailplanes of similar performance. This would be good for our

sport and would surely be an incentive to more participation.

Bruno Gantenbrink's objective of lowering the frequency of flying in gaggles can be achieved in a Grand Prix style competition where gaggle-flying is almost eliminated. Some congregating occurs prior to the start, but using a large start point helps to keep this to a minimum. (The start line could be a 10km portion of the circumference of a circle centred on the first turnpoint and the pilot would cross the start line when the GPS started the countdown of the first leg.) Having the start only 20 minutes after the last launch of each group also helps to minimise congregating in a gaggle, but out on course, gaggles simply did not occur. Followers followed, or chasers chased, but no time was wasted by anyone milling aimlessly around. This is unheard of in the traditional FAI assigned tasks, where large gaggles are the norm.

An additional incentive to more participation in our sport is the fact that novice pilots would be grouped with those of much greater experience, thus affording the novice a wonderful opportunity of having a tutor show the way. And what great thrill it is for an aspiring pilot to place higher than the pilot who has the winning reputation. In the traditional FAI class competition, if the majority of tasks are pilot

selected, some of the participants may spend the entire contest alone and this is not conducive to a positive learning experience, or encouraging participation. And the newest task, the modified Cat's Cradle is just another name for the Free Distance Task, a relic from the last century. If pilots want to do free distance flying, why go to a competition, they can do it alone at home.

We have been asked why we never see the results of glider races in the media. The answer is simple. Nobody wants to publish old news. Sometimes the winner is not known until days after the event. The results of a Grand Prix could be supplied to the media complete with the photograph of the winning pilot crossing the finish line virtually minutes after the event. This type of racing would garner much more publicity for our sport. Even spectators who know nothing about soaring appreciate knowing that the first sailplane they see cross the finish line is the winner. Pilots like the Grand Prix because it is truly racing, crews like the immediacy of knowing who won, and contest organisers love the Grand Prix because it is so simple to run. Sailors have been doing this type of racing for centuries... they just might be doing something right. If we want to call our sport racing, then let's start racing. ✂



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### FAI Report to 24 July 2001

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LAVERTY Ross	10557	Beverley
FLAHERTY Robert John	10558	Darling Downs
DOMAN James Alastair	10560	Adelaide
GOTHARD James Anthony	10561	Southern Cross
McNALLY Cassie	10562	Narrogin
JUROTTE John Charles	10563	Southern Cross

#### B Certificate

LEARMONTH Mathew	10532	Adelaide Uni
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#### A & B Certificate

KIRKHAM Gerald Douglas	10556	Port Augusta
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#### C Certificate

ANDERTON Paul Anthony	10437	Lake Keepit
McGRATH Stephen Michael	10363	Nthn Australia

#### B & C Certificate

STEWART John L McKellar	10489	Lake Keepit
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#### A, B, & C Certificate

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Beryl Hartley

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Narromine NSW 2821  
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02 6889 1250 (h)  
Fax: 02 6889 2933  
Email <hartley@  
avionics.com.au>

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petition entries to:

Chris Stephens  
PO Box W48 Wanniasa  
ACT 2903

Ph: 02 6231 4121  
email <poboxw48@  
dynamite.com.au>

### Airworthiness Advice Notice

#### GFA AN 86 Issue 3

Type affected: KR-03A Puchatek

This AN records airworthiness information which is useful to know. Items 2, 3 and 4 under "Defects" are new since the last issue.

### Gliding Publications

#### AUSTRALIAN HOMEBUILT SAILPLANE ASSOCIATION:

James Garay, 3 Magnolia Ave, Kings Park VIC 3021.

Ph: 03 93673694, [www.geocities.com/

capecanaveral/hangar/3510]

FREE FLIGHT: Bi-monthly journal of the Soaring

Association of Canada. A lively record of the Canadian soaring scene & relevant international news & articles. \$US26 for one year, \$47 for two years, \$65 for three years. 107-1025 Richmond Road Ottawa, Ontario K2B 8G8 Canada, email <sac@sac.ca>.

SOARING: Official monthly journal of the Soaring

Society of America Inc, PO Box 2100, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

**SAILPLANE AND GLIDING:** The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material & pictures with colour. Available from the British Gliding Association, Kimberley House, Vaughan Way, Leicester, England. Annual subscription for six copies £17.50.

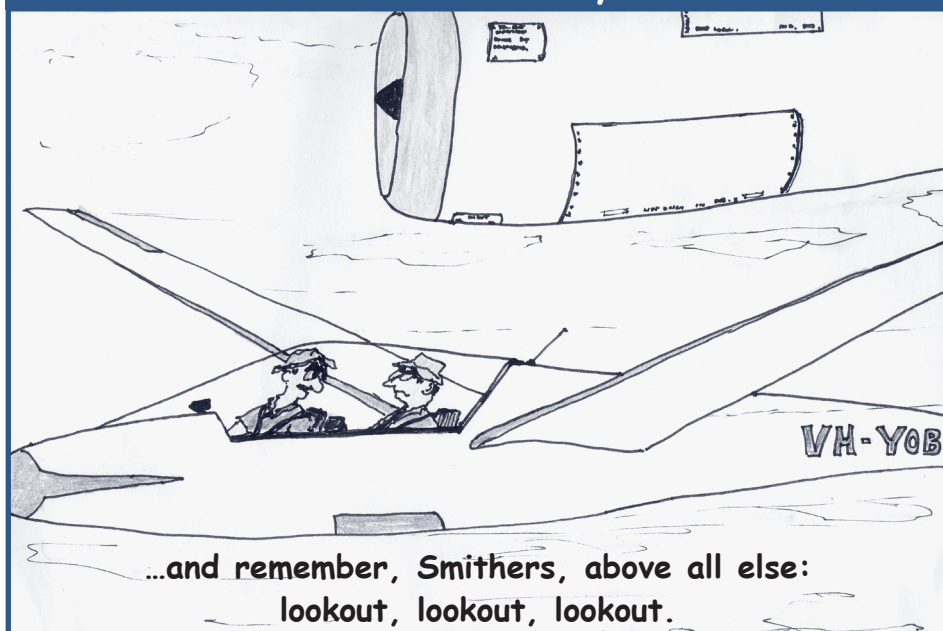
**SAILPLANE BUILDER:** Monthly magazine of the Sailplane Homebuilders Association. \$US29 (airmail \$US46) to 21100 Angel St, Tehachapi, CA 93561 USA.

**TECHNICAL SOARING/OSTIV:** Quarterly publication of SSA containing OSTIV & other technical papers. Annual subscription: 70DM. OSTIV c/- DFVLR, D82234 Wessling, Germany.

**GLIDING KIWI:** Official bi-monthly publication of the New Zealand Gliding Association, edited by John Roake. Specialises in up-to-date overviews of the world soaring scene & Omarama the NZ base for many of the current World Records. \$A44 annually (Send A\$25 for 12 months back issues). New Zealand Gliding Kiwi, Private Bag, Tauranga, NZ.

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### CARTOON by Codez







# Official Entry Form

# New South Wales State Gliding Championships

**Narromine Airport NSW – 1 to 8 December 2001**

PLEASE USE BLOCK LETTERS

Pilot Name:.....

Address:.....

.....

.....

Phone:.....

Fax:.....

Email:.....

Total Hours:.....

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, 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 360 channel VHF radio.

Please complete the indemnity form and return the entry form with payment of \$180 to K. McAnally, PO Box 240, Narromine NSW 2821, Australia no later than 30 September 2001. Cheques to be made payable to 'NSW Gliding Association'.

NB: Entries made after 30 September 2001 will be charged at the normal entry fee plus 25%. Credit card facilities are not available.

Enquiries to Eric Sweet - phone 61 2 9957 2372 or email <ejjsweet@ozemail.com.au>.

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, 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 a cheque/money order for \$180 (per aircraft) entry fee.

Pilot Signature:.....

Date: .....

## Office Use Only

Date received..... Payment received \$..... Rules posted.....

..... Signature .....

# Do unto others...

OLIVER RENNERT

Cherrabah, the place on top of the ranges I had been planning to land at, was beginning to become invisible under the spreading gloom cast by the shade of a vigorously ushrooming, trike-eating thundercloud. No way did I want to be anywhere near that, so on I went to Plan B, the deviation airfield, already in view in a welcoming wide valley to the half-right, and away from that menacing mass of cloud to the west.

**W**arwick! Never been there, but here goes! A bit of turbulence from thermals, chart says the strip is a bit out of town to the north-west. Let's see... ah. Follow the railway, that over there could be it. Yes! Let's get over there and out from being kicked around. Let's set it up nicely. Seem to be lots of gliders here, no wonder, look at these cumuli building. Make inbound call, bounce closer, announce downwind, no traffic in vicinity, base looks good, final is fine, pull plenty of speed on, that sock looked pretty busy, and touchdown without having to hide my head in shame.

I roll to a stop near a collection of old but well-kept hangars. There is an atmosphere of "everyone has gone to the party but it's not here". I pull the trike to a place where I reckon it won't be in anyone's way, and reach for my water bottle. Relax. I've arrived somewhere, even if it isn't where I planned to be.

The thunderstorm is still building and planning to be a decent-size local humdinger. Thank God I'm nowhere near it. It doesn't seem to drift this way, so I feel I can sit here for a while. But Warwick was not where I wanted to end up tonight – that's at a town still an hour's flight away at least. To get there I need to refuel, and it dawns on me that this field, so reasonably close to the town on the chart, is actually 13km from it. I could possibly enquire from the aerotug pilot if he is at some point going to need fuel today, and then hitch a ride. That could be some time in the future, though, and too late for me to push on. I may have to camp here.

I notice out of the corner of my eye a car slowly pull up beyond the rail fence behind the hangars. It rolls to a stop, and, taking his time, a man emerges. He lets the door slap shut, ambles over to the fence and then makes himself at home leaning on it. He doesn't seem to be in any hurry, has an air about him of just wanting to soak up the atmosphere of a country airstrip. I untangle myself from my flying suit and the kneeboard, and make my way over to the fence to say hello. I was told by an instructor once that it shows good manners to always say hello to someone when you arrive somewhere you've never been before.

There is something curious about this man. He seems to fit right into this scene and at the same time not at all. A human chrysalis, as it were, a personality in mid-change.

His name is Robert, and he is here to catch a ride with one of the glider pilots. No, my trike is not going to be in anyone's way, he assures me. The gliding will go on for quite some time, there won't be any ground traffic for a while here. Will the tug pilot require some fuel anytime soon? No, I think they are all fully set up for the day down at the end of the strip. But if I needed any fuel, he'd be happy to run me into town and back. Would he really? I'd really appreciate that! I would pay for the

trouble, of course. No, he'd do it just as a courtesy, would not dream of accepting payment. What a guy!

During the lengthy trip into town my hunch about Robert being a man about to change his life was proved right. He had been planning to get into flying for years, had been wanting to fly gliders and had toyed with the idea of acquiring his license and possibly a motor glider. Life had even offered him the financial means to do it. He had had lucrative jobs in several Queensland regional centres, and to top it off a chance had come up to buy just the right aircraft. But some other of life's considerations had caused him to hesitate on the purchase, and the chance had steamed on to someone else. Not long after, the good life evaporated around him as his jobs were sucked under in a minor eddy of the larger maelstrom of redundancies our grand economy is so fond of. But this had only sharpened Robert's view of what truly mattered to him. Now flying stood out even more clearly as something he needed to do in his remaining life than ever before, and his yearning for the air had begun to harden into a solid plan of action, which is why he was at the airfield. Somehow, if he hung around and got involved in some of aviation's myriad aspects, he assumed with some sort of wish logic, then aviation would eventually take him in like a long lost soul and he would find peace in the air. He didn't exactly say that, but he believed in a positive, fundamental truth of such a presumed fact, it was clear from the sincerity in which he offered me that ride to town. There was no ulterior motive – that term always seems to imply a negatively tainted profit agenda – but more the notion that if you are willing to take the chance to do someone a favour, make a small positive contribution when the relevant opportunity arises, then in turn you will be looked after and given a leg up when it is your turn to ask for help.

We cruised around Warwick, found petrol and were about to head for the airfield again when Robert suggested that maybe we ought to stock up on food. He reasoned that I might not get away that afternoon, might yet have to camp out at the strip, and I'd need food. I did have some small rations, but he was right, of course. So we stopped at a supermarket where I found bread and fruit, enough to squeeze into the scant storage areas left available on board the trike should I manage to push on, given that the storm might clear in time. Robert was quite happy to sit in the car and listen to the radio while I raced around the shops despite his laid-back comment not to rush. I was beginning to develop a deep-rooted gratitude for this stranger, who had helped me





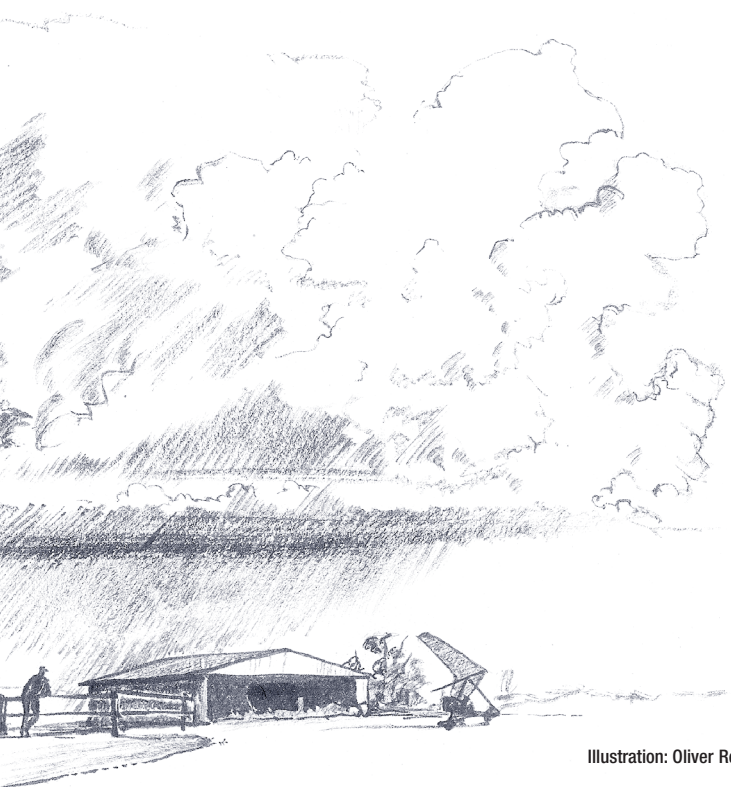


Illustration: Oliver Rennert

# Moyes Delta Gliders

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out even before I was fully aware of how dependant I was going to be on someone like him, stuck out on an airfield way out of town.

Back out there I refuelled, with Robert helping me by carrying a jerry can. We talked about flying tricks, flying in general and cross-country trips. I could almost see Robert's resolve to truly get into aviation somehow or other solidify as we talked. Meanwhile, a glider pilot had come up from the end of the strip and had come over, curious to see who the trike belonged to. She was a local, and when I told her my plans she laughed and said that these little storm cells were quite common around here and that they would dissipate as quickly as they blustered up. Things out west would be fine in, say, twenty minutes. With that, she wished me happy flying and disappeared into one of the hangars.

That decided things for me. I would make Inglewood after all. Ready to go, Robert and I shook hands and I told him how very grateful and relieved I was for the help he had so unstintingly provided. He looked at me with an expression of someone pushing a big load up a long hill, but who has taken a big step toward the summit and has thus done a good, honest day's work. He was content to be who he was, and where, in the scheme of things. He wished me safe skies, and I assured him that should he ever come near my home field and be out of fuel or food, it would be a pleasure for me to go out of my way to help. You can never know, he laughed, and, happy to have had this encounter, I fired up the trike and took off to the west.

Well, what goes around, comes around. Some weeks later I happened to arrive back at Tyagarah where, to my surprise, from 1,500ft I saw the field packed out with ultralights. A long weekend flyaway swarm had descended from Queensland, and they were ready to go when I landed. By the time I had taxied back to the hangar, only two aircraft from that swarm were left on the ground – a Sapphire with a flooded carburettor and a Jabiru. While the Sapphire pilot got busy de-flooding his carburettor, the Jabiru pilot turned out to be a retired gentleman who was almost too shy to ask for a lift to the nearest petrol station to get enough fuel to enable him to catch up with his mates who had left. Since I had to get fuel anyway I offered him the use of one of my jerry cans and a lift. I had never seen as big a smile breaking over a face as on this pilot's. He told me all about his flying in Queensland, kept apologising to anyone who would lend a kindly ear for all the things he didn't bring, and for not carrying more spare fuel. I just smiled, knowing how easily human perfection eludes me on a daily basis. A little later, as I watched him take off, I distinctly had the faintest of feelings that somewhere in the Universe of Good Turns a cogwheel had crunched forward one notch, and that Robert also, somewhere, was simultaneously closer to flying his glider.



# HGFA General Manager's Report

Firstly I must thank Stuart Coad. He has answered my call for a volunteer to assist with the HGFA Accident Database. Stuart resides in southwest Victoria and has only recently taken up hang gliding. I hope that between us we will be able to generate some worthwhile information from the database.

## Coronial Inquest into Stanwell Park Mid-Air

I recently attended a week-long inquest in Wollongong looking into the fatal hang glider/paraglider mid-air at Stanwell last year. Glenn Connor and Vitali Kouznetsov died and the passenger in the hang glider was seriously injured as a result of the mid-air above the point at Bald Hill. As the accident occurred within the legal separation distance from the road and members of the public, the Coroner broadened his inquiry to include the way in which flying operations are controlled at the site. It may be some months before the Coroner makes his findings public.

Many witnesses gave evidence at the hearing and a video taken by a spectator prior to the accident was shown. Conditions on the day were variable and at the time of the accident the southerly wind had eased slightly and gliders were not gaining a great deal of height in front of the hill. The video showed the two gliders prior to the collision. The two aircraft collided in front of the car park and fell into it. Reports of the gliders' height varied from 30 to 75 feet above the ground.

CAO 95.8 states that hang gliders and paragliders cannot be flown within 100 feet vertically and 25 metres horizontally from members of the public, roads or dwellings. Some years ago the Stanwell Park Club gained a reduction to these separation distances where pilots are landing in either of the two designated landing areas on top of Bald Hill or in the designated area on the beach. Where landings are being made in these areas separation from the public may be reduced to 50 feet vertically and 20 metres horizontally. It now appears that CASA is disputing whether these concessions, even if made, still exist. Pilots flying the site should be aware that the designated landing areas on top of Bald Hill are to the south-west of the monument and the area north of the toilet block. Landing anywhere else on top is illegal, if it involves landing within 25 metres of the car parking area or members of the public. There is also a local rule requiring pilots, once they take off, to move away from the launch area where the public are accustomed to gather.

At the inquest, the Stanwell Park Club's enforcement of the separation requirements was questioned, as was HGFA's efforts in this

regard. Our Operations Manual stipulates that clubs control operations at sites, though safety is the responsibility of every pilot. The role of the Safety Officer and Duty Pilot was also discussed at length. Stanwell Park is arguably Australia's highest profile site and over the 30 or so years the site has been flown, the various club executive members and safety officers have seen fit to introduce various site specific rules to foster safety at the site. Though the efforts of the current committee of the Stanwell Park Club in recent years have been considerable, the Coroner may suggest some changes.

Pilots have to understand that we freely take the risks associated with the sport. Spectators who come to watch do not accept those risks. Whenever there is a possibility of spectators being injured, it is understandable that public authorities will question the ability of the pilots to police their own activities. Local clubs should not only pass special rules, but also seek to enforce them as well, to ensure that these risks are kept to a minimum. The mid-air collision at Stanwell Park did not involve any injury to spectators, but it could have been catastrophic. There is no suggestion that either pilot in this case should have been disciplined in some way because of safety breaches in the past. However from time to time there are pilots who are not as responsible as others and these need to be dealt with in a swift and proper fashion. If accidents occur because of the known irresponsibility of a pilot and nothing has been done about it in the past, there is a very good chance that the system of self-regulation will change. This could involve the banning of hang gliding and paragliding from particular sites or the involvement of CASA or local authorities in such a way as to impose impossible restrictions on our activities.

The Hang Gliding Federation Constitution has been drawn up in such a way as to enable me to suspend a pilot certificate prior to a hearing before a Disciplinary Tribunal. However, I can only do that if I have a written complaint from witnesses as to what happened. While I can understand reluctance on the part of pilots to get involved in disciplinary matters, the future of self-regulation depends on pilots doing just that.

Each year I sign a contract with the Civil Aviation Safety Authority which requires the federation to "seek to ensure compliance" with our operating rules and regulations. Obviously as I sit here at my desk I cannot be expected to carry out this obligation across the country and therefore must rely on clubs and members to assist me in this task. Where necessary I am happy to assist clubs to develop site-specific rules. Newer members may not be aware of the huge amount of effort put in over the years, by

many past and present HGFA members, to establish and maintain a reputation as responsible members of the aviation community. We enjoy a high degree of self-administration, without which our ability to freely enjoy our sports could be threatened. I again ask that all members seek to ensure that their flying, and that of others, is conducted in accordance with our obligations.

## Uncertified Aircraft

I have had several clubs and members recently ask about HGFA requirements regarding aircraft certification. Pilots generally appreciate the safety benefit in flying tried and tested aircraft models, so requirements in this regard have been rarely needed. The HGFA Operations Manual Section 9 deals with equipment certification and maintenance standards; and Section 6.4 deals with equipment requirements. Section 6.4.1 states:

### Hang Gliders and Paragliders

It is strongly recommended that hang glider and paraglider pilots fly only aircraft models specifically designed to be flown by pilots with their level of experience and for the type of operation being conducted. Hang gliders and paragliders operated in accordance with this Operations Manual shall, where operations are being conducted by persons other than the manufacturer, his employee or bona fide representative; or involve tandem or training operations, the aircraft used shall be identical to a design that has satisfactorily demonstrated compliance to airworthiness requirements detailed in Section 9 of this manual.

In short this means that it is a requirement that all hang gliders and paragliders be certified, other than developmental models flown by manufacturer's test pilots. Once any modification to the aircraft is made that changes its certified configuration, it cannot be legally flown.

Weightshift microlights registered under CAO 95.32 are all certified and cannot be modified without any such modifications being approved by an aeronautical engineer. Microlights registered under CAO 95.10 (now called "experimental") can be home-built; but are single place only and are subject to some operational limitations.

## Accident Reports

### No 1

<i>Pilot:</i>	Microlight pilot
<i>Experience:</i>	369 hours
<i>Hours previous 90 days:</i>	32
<i>Hours on aircraft:</i>	369
<i>Aircraft:</i>	Two-place microlight
<i>Damage:</i>	Broken leading edge, pod, wheel spats and propeller
<i>Weather:</i>	5kt, nil turbulence
<i>Location:</i>	Cross-country outlanding



**Pilot injury:** Sprained wrist, grazed shins and wire laceration to forearm

**Description:**  
During a cross-country flight the pilot's flying suit became dislodged from the rear seat where it had been strapped in the lap and shoulder straps. The flying suit became wrapped around the propeller hub, stalling the engine. The chosen outlanding field turned out to be very rough terrain and the microlight rolled onto a leading edge near the end of the landing roll.

**Comments:**  
This accident highlights the need to have a landing available at all times when flying cross-country. Obviously the pre-flight check must include a check of all stowed articles for security.

## No 2

**Pilot:** Intermediate PG pilot  
**Experience:** 80 hours  
**Hours previous 90 days:** ~10  
**Hours on aircraft:** 80  
**Aircraft:** Motorised paraglider  
**Damage:** Damage to backpack motor and its frame  
**Weather:** 1-2kt wind, very light turbulence  
**Location:** Inland launch field  
**Pilot injury:** Compressed T8 vertebra

**Description:**  
Following a cross-country flight the pilot decided to carry out some low level manoeuvres over the landing field. During a low level turn under full power the wing tip stalled and the inner wing collapsed. Though the pilot maintained power and tried to level out, the full wing stalled and he was dumped on his back, on top of the motor, from around five metres.

**Comment from the pilot:**

"After a day in hospital, I now have to wear a back brace for six weeks. I had a similar problem over the

beach where the canopy wouldn't come out of a power turn properly; though in this instance witnesses suggested that I might have hit some turbulence as I flew behind a big tree. It is certainly time to replace the eight year old canopy with a newer model."

## No 3

**Pilot:** Advanced PG pilot  
**Experience:** 295 hours  
**Hours previous 90 days:** 30  
**Hours on aircraft:** 67  
**Aircraft:** Paraglider  
**Damage:** Line damage  
**Weather:** 10kt wind, light turbulence  
**Location:** Coastal soaring site  
**Pilot injury:** Broken arm, leg and torn stomach muscles

**Description:**  
On a hot day with weak thermals mixed with light ridge lift, the pilot was climbing very slowly in a light bubble, using flat figure of eight turns. As soon as he passed the top of the ridge he stayed in a turn to 360 over the trees; the glider fell out of the back of the thermal and hit the trees.

**Comments:**  
The pilot failed to maintain adequate room from the ridge to allow for the turbulence above the trees. He was also flying as slowly as possible to maximise the weak lift. An old general aviation saying comes to mind: "Too slow, too low and in you go!"

## No 4

**Pilot:** Restricted HG pilot  
**Experience:** 5.1 hours  
**Hours previous 90 days:** 1.6  
**Hours on aircraft:** 5  
**Aircraft:** Restricted/int. hang glider  
**Damage:** Broken control frame upright and leading edge spar; minor sail damage  
**Weather:** 2kt wind, nil turbulence  
**Location:** Inland towing field

## Notice

### HGFA Annual General Meeting

**Venue:** Tullamarine Airport Motor Inn –  
Presidential Suite  
265 Mickleham Road, Tullamarine,  
Victoria

**Date:** 23 September 2001

**Time:** 11am

**Business will be:**

- to confirm the Minutes of the last meeting; and
- to receive reports from the President, Treasurer, Auditor, Insurance Broker, General Manager and sub-committees of the Federation.

Members wishing to place any special business before the meeting should advise the HGFA Secretary immediately.

**Craig Worth,**  
HGFA General Manager

**Pilot injury:** Sprained shoulder and black eye

**Description:**  
The pilot was towed to about 800ft agl and flew back along the strip looking for lift. Finding no lift, he began height loss 'S' turns at around 300ft above the boundary fence. He pulled on speed whilst still in the last turn and lost more height than anticipated. He was forced to flare up over a low tree whilst still in a bank, the wing stalled and a tip hit the ground, quickly followed by the control frame.

**Comments:**  
Turns at low level are not recommended. Far more desirable is a long, level final approach, though this can necessitate a carry. I am unsure as to whether this was a factor in this one, but cannot help myself: never let convenience compromise safety.

**Fly safely,**  
**Craig Worth**

## CMAC National Cross-Country League Winter 2001 – 18 July 2001

Pilot Name	State	Flight 1			Flight 2			Flight 3			Flight 4			Total
		D	T	P	D	T	P	D	T	P	D	T	P	
1 Jon Durand Jnr (Adv, HG, Litespeed)	QLD	66	OD	66	100	OD	100	90	T	360				526
2 Andrew Horcher (Adv, PG, Bonanza)	QLD	64	OD	109	23	OD	39	50	DG	109				257
3 Russell Ferrier (Nov, HG, Fun)	QLD	48	OD	192										192
4 Mark Plenderleith (Adv, PG, Sigma 4)	QLD	49	OD	83	29	OD	50	17	OD	30	17	OD	29	192
5 John Piercey (Int, PG, Atlas)	WA	20	DG	90	21	OD	63							153
6 Dave Tonks (Nov, PG, Bolero)	QLD	6	OD	30	19	OD	95							125
7 Jamie Oorshot (Adv, HG, Blade)	WA	65	OD	78	35	OD	42							120
8 Damien 'Tex' Gates (Adv, HG, SX6)	QLD	48	OD	58	33	DG	59							117
9 Andrew Medew (Adv, HG, Stealth)	VIC	47	OD	47	47	OD	47							94
10 Peter Bowyer (Adv, PG, Nova Argon)	ACT	36	DG	92										92
11 Mike Dufty (Adv, PG, Proton)	WA	30	OD	51										51
12 Pete Leach (Adv, HG, Shark)	WA	20	OD	24	20	OD	24							48
13 Grant Heaney (Adv, HG, Litespeed)	ACT	40	OD	40										40
14 Phil Knight (Adv, HG, SX)	WA	12	OD	14	20	OD	24							38
15 Gavin Nichols (Adv, HG, Blade)	WA	10	OD	12	14	OD	17							29
16 Dave Worthington (Adv, PG, Omega 5)	NSW	15	OD	26										26
17 Phil Wainwright (Adv, HG, Shark)	WA	15	OD	18										18
18 Karl Ruckriegel (Adv, HG, XS)	WA	15	OD	18										18
19 Max Browne (Adv, HG, XS)	WA	12	OD	14										14
20 Gordon Marshall (Adv, HG, Litespeed)	WA	13	OD	13										13
21 Mark Thompson (Adv, HG, Litespeed)	NSW	10	OD	10										10



## Product News

### Moyes launch "Zoom" control frame

Responding to the demanding environment of top class competition Moyes have produced the new low drag "Zoom" control frame, giving a significant drag reduction while meeting the latest structural definitions of the FAI.

The downtube section is based on the carbon ones used by Gerolf Heinrich (2nd in the Worlds). It gives minimum drag over a range of angles of attack. Downtubes are produced as an economic aluminium extrusion with an internal strengthening web, finished in black powdercoating.

The Zoom base bar shape reproduces the grip position of the Standard and FAST bars with comfortable grip sections so pilots can switch and feel comfortable straight away without modifications to hang height or harness position.

Frame corners, produced by precision investment casting, were designed with 3D CAD solid modelling techniques. The intersection between base bar and downtube gives the correct angles for minimum drag and pip pins have been reworked so as not to disrupt the airflow.

VG operation has been improved with the use of free running ball bearing pulleys throughout. This has enabled a reduced gear ratio to be used for the same pilot effort.

The Zoom control frame fits directly to Litespeed gliders in a few minutes using the same rigging wires and heart bolt.

## Club News

### Blue Mountains HG Club, NSW

The Annual General Meeting was held on 7 July at the Ivanhoe Hotel in Blackheath along with our annual Yuletide Party. We had 42 people in attendance, 26 of whom were current members.

An election of the new committee was held with great enthusiasm. Final results were:

*President:* Peter Burkitt, who holds on to the position for his second term.

*Secretary:* Jim Grant. We welcome Jim who takes the pen from Alan Bond who retires from the position after six years.

*Treasurer:* Allan Bush. Allan takes over the financial reigns of the club from the long appointed Dolores Sempredoni, who has been doing the job since the club was incorporated in 1990.

*SSO:* Dave Petrie and Allan Bush; both took over the position from David Middleton last October.

*Newsletter Editor:* Alan Bond, keeping up his literacy skills by taking over the job from Michael Rees-Evans and Mark Robertson who was the publisher.

*Site Development Officers:* Paul Hunt and Mark Madden, both keen to find new sites in and around the mountains area as were previous holders Richard Lockhart and Derek Toulalan.

A big thank you to all leaving committee members; their input to the club has been invaluable over their many years of service. I extend a very warm welcome to the new committee and wish them luck over the next year.

Anybody wishing to make contact with any of the above please refer to the club contact details at the end of this magazine.

**Peter (Burko) Burkitt, President**

### Conondale Cross-Country Flyers, QLD A Funny Story

Bruceski and some of the other hangies nearly had seizures when Geoff Petigrove told them that Jean-Luc had flown Eggins the previous day and had done something that resulted in the closure of the site by the landowner. It did sound a bit strange as the previous day had been blown out! Graham (myself) had told Jean-Luc that we were mostly closing the site to paragliders because we don't want to endanger it for the hangies. Jean-Luc had told Dave Cookman on the previous day. The next day Dave Cookman told Geoff Petigrove, who told all and sundry. Unfortunately the story changed a bit with each telling such that it ended up completely different to the real story. Jean-Luc hasn't flown the site for years. I spoke to all concerned and got them to repeat what they had said. It seems everyone didn't say all of what they had been told and had made little assumptions that were added. Even

I didn't tell Jean-Luc 100% of the story as it had just been in passing, which encouraged him to make assumptions. No one was responsible but the result was the most classic example of the rumour mill generating bullshit. The amazing thing is that it takes so few people to completely change the meaning. It's human nature, no one repeats verbatim what they were told, so stories cumulatively change with the telling.

**Graham Sutherland**

### Skyhigh Paragliding Club, VIC Mystic Cup – Paragliding Competition

Interested in competing in a weekend paragliding competition as training for your assault on the National Championship? Then the Mystic Cup is for you... seven weekends of competition starting in December 2001 and concluding in March 2002. It's free, it's fun, and it's run by the Skyhigh Paragliding Club from Bright, Victoria. The main purpose of this event is as a training series for pilots competing in the National Paragliding Competition and as a first step for pilots moving into competition flying.

The tasks will range from 20km to 60km, using GPS verification and scored in line with GAP2000 scoring system. Only a pilot's best six tasks contributing to their overall series score.

A handicap scoring system will be run in conjunction with the Open Class scoring to reward

pilots who fly above themselves. No pun intended. Tasks will be run on both Saturdays and Sundays depending on the weather.

The event will be free. The day's results will be displayed in The Alpine Hotel after 7pm for each day's competition.

Pilot requirements: Garmin GPS, variometer, HGFA membership, Mystic pass, minimum 50 hours inland experience, radio (comp channel will be 17), reserve, Epirb (optional but recommended).

Event dates: 1-2 December, 15-16 December, 29-30 December, 5-6 January, 12-13 January, 26-28 January (Australia Day Weekend), no events in February due to Bright & Manilla paragliding comps, 2-3 March.

For more details contact Geoff Guest at <gguest@fox.net.au> or phone 0409 250342.

**Geoff Guest**

## FAI News

### Slovenian bid to host World Air Games

The FAI Executive Board met in Seville on 24 June 2001 and considered, amongst other matters, the bid from Slovenia to host the World Air Games in 2005.

The Board took note that the Slovenian Government was prepared to help finance only international sporting events that had already been attributed, but not bidding procedures, and that, without government assistance, the Aeronautical Association of Slovenia (AAS) could not proceed further with its bid. The Board also took note of the AAS's request for immediate signature of a contract in which the FAI would conditionally award the 2005 World Air Games to Slovenia.

After careful consideration, the FAI Executive Board unanimously decided that it was unable to satisfy this request. The necessary information needed to complete a full evaluation of the Slovenian bid was not yet all in FAI's hands. It was unfortunately not possible for FAI to enter into a contractual relationship on the basis of partial information, some of which did not meet FAI's minimum requirements.

The Aeronautical Association of Slovenia has therefore now been officially informed that it has not proved possible to accept their bid on the terms they required.

The process of evaluation of the II World Air Games is already well under way. The 94th FAI General Conference in Montreux (October 2001) will be invited to decide, on the basis of the information that will be made available to FAI Members by that time, how to proceed with regard to bids for future World Air Games.

**Max Bishop, Secretary General FAI**

### World Record Claims

FAI has received the following Class O (Hang





Gliders) record claims:

**Sub-class 0-3 (Paragliders) – Multiplace  
Claim number 7024:**

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

*Course/location:* Oetz (Austria)

*Performance:* 27.1km/h

*Pilot:* Burkhard Martens (Germany)

*Co-Pilot:* to be advised

*Paraglider:* Airea Cargo-S *Date:* 27/6/2001

*Current record:* 24.31km/h (14/8/00, Mark Hayman, UK)

**Sub-class 0-2 (HG with a rigid primary structure/movable control surface(s))  
– General Category**

**Claim number 7025:**

*Type of record:* Straight distance

*Course/location:* Zapata, TX (USA)

*Performance:* 595km

*Pilot:* Mark Poustinchian (USA)

*Hang glider:* Air Atos *Date:* 28/6/2001

*Current record:* 559.7km (10/8/00, Davis Straub, USA)

**Claim number 7051:**

*Type of record:* Straight distance

*Course/location:* Zapata, TX (USA)

*Performance:* 695.2km

*Pilot:* Manfred Ruhmer (Austria)

*Hang glider:* Laminar MRx *Date:* 17/7/2001

*Current record:* 495.0km (1/794, Larry Tudor, USA)

**Claim number 7052:**

*Type of record:* Straight distance

*Course/location:* Zapata, TX (USA)

*Performance:* 651.6km *Pilot:* Davis Straub (USA)

*Hang glider:* Air Atos *Date:* 17/7/2001

*Current record:* 559.7km (10/8/00, Davis Straub, USA)

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

**Claim number 7039:**

*Type of record:* Speed over a 50km triangle

*Course/location:* Mansfield, WA (USA)

*Performance:* 28km/h *Pilot:* Mia Schokker (Can)

*Hang glider:* Stealth KPL 14 *Date:* 10/7/2001

*Current record:* 21.02km/h (23/7/92, Anneliese Müller, CH)

**Claim number 7053:**

*Type of record:* Straight distance to declared goal

*Course/location:* Zapata, TX (USA) to Rocksprings, TX (USA)

*Performance:* 350km *Pilot:* Kari Castle (USA)

*Hang glider:* Wills Wing Talon *Date:* 20/7/2001

*Current record:* 306.72km (19/6/98, Tiki Mashy, USA)

The details shown above are provisional.

When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).

ROHAN GRANT, *HGFA Board President* <president@hgfa.asn.au>

Continuing the occasional series of articles on the association, the way its organised and structured and the way it gets things done, I thought I should spend some time early on looking at the Board. In particular how the Board sees itself, understands its role and chooses the big things to be done.

The Constitution states in fairly broad terms what the association is expected to do (and a few things that it may not do) on behalf of its members, and what its powers are. It also describes the management committee, also known as the Board, and states how the Board is to be elected by the members, its term and how it may be discharged. But after that, it gives very little help (or open slather, depending upon how you view these things) as to how the Board should conduct itself. Consequently we are left to look to other sources of contemporary management science as to how The Board should get things done.

“Steering, not rowing” is fast becoming an overworked maxim. But it describes very succinctly contemporary understanding of the role of governing boards of management. The expectation today is that boards are responsible for setting direction, for monitoring progress towards the objectives that have been set, and for taking corrective action when progress is not satisfactory.

More specifically, a board's role is to:

- *Observe the Constitution or Articles, corporate law and other controlling instruments as apply at any time;*
- *Ensure that the expectations and requirements of members are met;*
- *Consider ideas and issues raised, observed or predicted that may or will affect the membership;*
- *Help balance conflicting priorities and*

*demands upon resources (to make “political” decisions), and to reconcile differences of opinion that arise from time to time;*

- *Provide guidance and direction to staff, volunteers and other project members;*
- *Review the progress of projects and the delivery of services;*
- *Take (ultimate) responsibility for any project, service or activity;*
- *Check that project activities and services adhere to standards of best practice, both within the organisation and in a wider context.*

Boards are not expected to do all the work, “the rowing”, towards those objectives. For one thing, they don't have the time, the resources or in many cases the skills. Rather, they are expected to exercise diligence, and indeed have a duty of care, to see that the vessel is headed in the right direction, that the oarsmen are rowing in time, and that the oarsmen both understand the objective, and are fit and capable of achieving it.

So how does this expectation apply to the HGFA and its board? In the broadest terms the Board sets long term objectives for the association by looking both at the expectations of members and the external environment using a structured search technique. The results are compiled in the HGFA's rolling Five Year Plan. The Five Year Plan is reviewed each year to assess progress towards those objectives, and to detail activities for the year to come. And every five years or more frequently the search phase is conducted from scratch to ensure relevance and accuracy.

So what happens each autumn at the Board's annual planning meeting? Each Key Result Area (KRA) is examined in detail, first to determine whether it is still relevant and required, second to determine whether the stated objectives are still desired or have changed, third to determine what progress has been made so far, fourth to determine what resources are required to complete the remaining objectives, and fifth what is it reasonable to expect can be achieved in the year to come? The process is repeated as each KRA is visited in turn.

Then comes the difficult part, the ranking of the objectives and the comparison of

## Skyhigh PG Club Phoenix Cup Masquerade Event

**3-6 November 2001 – Bright Victoria**

The event is flying in costume and is open to all pilots. Great Prizes.

Run in conjunction with the 'Not The Vic Open' cross-country competition.

For information contact

Malcolm 03 9444 1185 (h) or <phoenixcup@

optusnet.com.au>

# Schools in Australia

opportunity costs; that is, deciding which projects will be implemented and which objectives must be deferred or dropped for want of resources. This frequently causes another review of the KRAs, and detailed discussion and debate about the relative merits of competing objectives and the best methods of achieving them.

It is against this background that all subsequent discussion and debate by the Board occurs. And it is within this framework that all "good ideas" are dealt with. As you can imagine, a proportion don't even get past first base, because they are outside the scope of objectives that The Board is working to in the Five Year Plan. The great majority, however, despite being consistent with these long term objectives simply don't have a well developed business case to support them – they are just good ideas, nothing more. And so they don't stand a chance of being accepted, let alone being implemented, because the benefits to the membership aren't clearly defined, the costs aren't fully estimated, they don't have a funding source and they don't have a project manager or sponsor to guide them to fruition. And in the five to 15 minutes or so that a good idea might have in front of the Board, it's most unlikely that all these criteria can be satisfied to the point where the Board is prepared to make it happen.

The lesson here is that if you have a good idea then give it the support it deserves. Check it against the Five Year Plan, or make sure it has validity in its own right. Present it in the form of a business case that clearly demonstrates the benefits to the membership, preferably a month or so before the Autumn planning meeting. Be prepared to attend the planning meeting personally to sell the package. And be prepared to present it a second time. All great ideas have great timing, and the right time is not always the first time.

Fly safely,



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## ACT/NSW



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## New South Wales



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## New South Wales continued

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02 6629 0354, mobile 0427 615950,  
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## Queensland

### Rainbow Paragliding

Established since '96, Rainbow Paragliding School is based on the Sunshine Coast and Hinterland. The school has access to 25 sites and holds a permit to operate in the Coolool National Park, allowing us to fly all year around. 60km x-country have been achieved in winter.

PG License Course – 8 to 10 days intensive with new equipment.

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Intermediate, Advance, tandem or paramotor endorsement. We have the sites, the weather and the knowledge.

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Your instructors: Jean-Luc Lejaille – Chief flying Instructor and Senior Safety Officer, over 2000 student days experience, instructing since '95. Neil Sutton – Tandem instructor and Safety Officer.

Phone Jean-Luc : 07 5486 048 or 0418 754 157  
email <[intheair@ozemail.com.au](mailto:intheair@ozemail.com.au)>

Check web site: [[www.ozemail.com.au/~intheair](http://www.ozemail.com.au/~intheair)]  
PO Box 227, Rainbow Beach QLD 4581

## Victoria



ALPINE PARAGLIDING

Alpine Paragliding has introduced over 2000 customers to paragliding since it began operations in 1988. The school is located in Bright, which is nestled in the foothills of the Australian Alps. It is an ideal location for Paragliding with conditions and flying sites suitable for beginners through to experts. Bright is also a popular destination for overseas pilots and hosted a Paragliding World Cup event in 1998.

#### Courses offered:

- 1 and 2 day Introductory courses
- HGFA approved licence courses
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- SIV clinics
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We also offer a full range of Paragliding equipment and services.

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4 Ireland Street, Bright VIC 3741

Ph: 03 5755 1753 Fax: 03 5750 1153

email <[alpnpara@netc.net.au](mailto:alpnpara@netc.net.au)>

web [<http://alpineparagliding.netc.net.au/>]



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Jim: 0417 366766 James: 0419 129234

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## Australia

### 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 accom. available at caravan parks at the entrance to Chapman Valley. More details on the hotline (08 94873258) & <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 94873258) & <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 info contact Bernie Zwahlen on 07 40965593, <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 comp to be held on the waterways around the Hunter Valley. Your chance to be part of the largest games held in Australia! Requirements: tow endorsed, need radio, GPS, camera, chute, etc). For further info contact Billo 02 49213804 (w), 02 4942 3131 (h), <William.Olive@hunter.health.nsw.gov.au>. The Master's Games will also incl. PG pilots 35 yrs & older who enjoy easy tasks incl. speed, duration, nearby TP's & accuracy, using Newcastle coastal & Hunter Valley sites. Tasks will allow several flights daily. Entry incl. Masters Games social events; \$182.50 before 7 August & must be made on the Masters Games entry form to PO Box 5199, Newcastle West 2302. Ph: 02 49748777, fax 02 4974 8778, web site [www.nhevents.com.au]. The PG events are separate to the HG 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 + \$40 site fees. GPS mandatory. Int rating with inland exp. 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]. Based on Mt Tamborine with HQ at St Bernards due to their continued generous support: Accom. from night of Fri 12th to Sat 20th at: motel – \$450 dbl or \$500 twin (fully self-contained); hotel – \$300 dbl 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). Call Ray at St Bernards to book, 07 5545 1177 or <sales@stbernardshotel.com.au> or visit [www.stbernardshotel.com.au].

### Hughenden Competition

#### 20-21 October 2001

Hughenden airstrip. Cost: \$20. Open to HG pilots. Counts towards North Queensland Championship. Requirements: Tow endorsed. For more information contact Clint Smith on 0415 181 042.

### Not The Vic Open Competition

#### 3-6 November 2001

Bright, VIC. This fun competition, run over the Melbourne Cup long weekend, is open to everyone. We herald the new season with this comp & it covers various activities incl. balloon dropping, slalom racing, XC comp, spot landing, expo, etc. The Phoenix Cup is a new competition that runs under the Not The Vic Open comp (see below). For more details email <skyhigh@vhpa.org.au> or see [www.vhpa.org.au/Skyhigh].

### Phoenix Cup Masquerade Event

#### 3-6 November 2001

Bright, VIC. Open to all pilots. Run in conjunction with the Not The Vic Open, fancy dress flying is the purpose of the comp & the best costume wins. We'd like to see as many entries as possible to make the event spectacular. For info pack contact: Malcolm 03 94441185 (h) or <phoenixcup@optusnet.com.au>. For pictures of a similar event see [www.coupe-icare.org/2000/concours\_photos.html].

### Canungra Cup 2001

#### 3-10 November 2001

Canungra, QLD. Canungra HG Club invites PG pilots to participate in the 2001 Cup. Event has HGFA AAA sanction, CIVL Cat 2 status & is the first sanctioned PG event of the Australian season. Entry fee: \$150, if registration & payment are received before 30 Sept. 2001 (\$30 late fee applies after that date) & incl. maps, comp T-shirt, presentation dinner, site fees for duration of the event & a chance to win up to 450 national ladder points each day (\$5 HGFA Competition Committee levy is not incl. in the entry fee & will be collected from all pilots at the event). Last year's successful organised retrieve system will be operating this year if there's sufficient interest amongst pilots. Cost of this package is \$160 for the 8-day event. To reserve a place in the retrieve system, notification must be made on the registration form & payment received before 30 September. For pilots new to comp flying we offer a series of workshops to enhance comp flying skills. These will run all week & incl. on-hill briefings, post-flight analyses & hopefully contributions from the leading pilots. They're free of charge to all pilots flying in their first comp. Expressions of interest have to be incl. on the registration form. For more info visit [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, <chpgpc@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@1earth.net>.

## Bogong Cup

### 20-27 January 2002

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

## Australian National PG Open 2002

### 16-23 February 2002

Bright, VIC. FAI Cat 2, HGFA sanction AAA. Entry fee: \$180 (\$40 discount if payment received before 1/1/02). Organiser: Karl Texler, ph: 03 57501733, fax: 03 57501153, email <brightvt@netc.net.au>, web [http://home.netc.net.au/~alpcmp/BrightOpen2002/].

## Overseas

## Korea Paragliding Open

### 22-28 September 2001

This event is sanctioned as CIVL Cat 2 & 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 & souvenirs. The autumn from September to October in Korea is the best season to fly & to tour. Soo Y. Lee, 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://fleg.com/indonesia/~sumatra.htm] or [www.paragliding.indonesia.com], email <anwisata@cbn.net.id> or call us on +6221 8841915, fax: +6221 7970924 - 8841915







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

## Hang Gliders & Equipment

### New South Wales

**Airborne Fun 160** nov, as new, 8 hrs airtime, \$2,900 ono. Harness, suit 5'2"-5'6", VGC, \$600. Icom handheld radio, 3 yrs old, \$300. Parachute, \$300. Bräuniger vario, 2 yrs old, \$400. Small helmet. Moyes tow bridle, \$50. Car radio, \$100. Tow pressure gauge, \$100. Moyes XT145, yellow & blue, VGC, 50 hrs, \$2,000 ono. Ph: Patricia 02 49551669; 0414 587217; <patricia@idl.net.au>.

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

**Airborne Shark 132** adv, 70 hrs old, white/lilac U/S, GC, 2 DTs & batten profile incl., all for a bargain price of \$2,300. Moyes Tracer harness, blue, suit pilot 175-180cm, ideal for nov, \$300. Ph: Andrew (Port Macquarie) 0402 301499.

**Airborne Sting 2 175 XC** int, 90 hrs, VGC, one owner, less than 12 mths old, green/blue US, white TS, 2 spare DT's, \$3,000. Ph: Paul 02 49326772 (h); 0427 251137 (w).

**Desire 151** adv, dismantling, most parts airworthy, available & very inexpensive or make an offer for whole glider. Also, complete set of Skysailor magazines from 2/1985 to present, prefer to sell as set, best offer. Ph: David (Penrith) 02 47378463; <dsempreboni@dingobluenet.au>.

**Moyes Sonic 165** int, blue/black US, VGC, speed bar, 2 spare DTs, \$2,600. Possible delivery Canberra, Sydney, Blue Mtns. Ph: Kath or Lee 02 64561590 (h); 0427 220764 (m); <gonegliden@ozemail.com.au>.

**Moyes XT-PRO 165** int, WHT, \$3,000 ono. Xact pod harness, 5'10" blue/black, \$500 ono. Ph: 0413 675291.

**Skyline Contest harness**, high performance, slider, side mounted parachute, lightweight, aero-tow loops, suit small-to-medium pilot 5'8"-5'11". All black with groovy European-styled side panels, very comfortable, continuous webbing, lots of internal pockets, looks like new, \$650 ono. Ph: Mark 0417 764571.

**Wanted to swap** – my EW Combat II (152) adv, EC, for your Gyro 180, Aero or similar large single surface glider. Ph: Martyn 02 99559211 (w); 0411 877745.

**Xtralite 147** adv, low hrs, EC, \$2,000 ono. Moyes Flex harness with chute to suit 190cm pilot, \$500 ono. Ph: Bill 02 99640311 (w); 02 99576730 (h).

For the below equipment contact Jason Turner in Newcastle at <jasonturner@iprimus.com.au> or see [www.flynow.com.au]:

**Airborne Fun 190** nov, 50 hrs, clean, no patches or damage, purple LE with yellow & white. Beautiful glider, been to 10,000ft & 120km flight. 7 mths old. Bag, profile, manual, \$3,200 incl. GST. No freight. Have some FUN in springtime thermals.

For the below equipment contact Tony Armstrong on 0417 939200:  
**Rage 143** int, excellent condition, 20 hrs, flown by retired gent who can no longer fly due to ill health. All offers considered.

### ACT

**Airborne Blade 141** adv, GC, all new underwires, \$800 ono. Moyes Xtreme harness, \$500 ono. Ph: Gary 02 62942233; 0408 472374.

### Victoria

**Desire 151** adv, low hrs, crispy sail, \$500. **Combat II 152**, sweet flyer, \$500. DT, manual, batten profile & spares for Combat buyer, \$200. Ph: Steve 03 98766227.

### Queensland

**Airborne Blade 144** adv, red/grey US, \$600. Also, Magic 3 155 adv, \$200. Ph: Roger 0402 011397.

**Airborne Fun 190** floater nov, 20 hrs, GC, \$2,300. Also, **Moyes CSX5**, VGC, \$2,700. Ph: Bob 07 49452851.

**Moyes XR 149** int, 50 hrs, sail still crispy new, spare DT, immac. cond., \$2,500 ono. **Ford Falcon XR6** sports manual ute, navy blue, 50,000km, immac. cond., \$19,000. Ph: 07 33516505; 07 3225 8380; <jeremy\_richards@hotmail.com>.

**Moyes Xtralite 137** adv, fluoro yellow, fluoro red U/S, VGC, one owner, great glide, superb handling, good XC glider for the smaller pilot, manual & batten profile, \$1,700 ono. Ph: Scott 07 3273 7065; <s.tucker@qut.edu.au>.

### Western Australia

**Airborne Shark 132** adv, VGC, 200 hrs. Perfect for pilots up to 65kg. Weighs only 28kg! White TS, white/yellow US. Trading up to topless. All offers considered. Ph: Phil 08 92424483 (w); 08 92455974(h); <jagcat@iinet.net.au>.

**Airborne Sting 154** int, including harness, purple/white/black, EC, low hrs, \$2,000 ono. Also BRS Rocket parachute, suitable for trikes, brand new, never been unpacked, bought new for \$5,000, sell for \$3,000 ono. Ph: 0415 601432; 08 93790469.

## Paragliders & Equipment

### New South Wales

**Nova Xyon 26** for good home: DHV2-3, VGC, 85-105kg, 130 hrs, blue/white, \$750 ono. **Edel Sector TX** for good pilot: DHV3, VGC, 85-105kg, 130 hrs, blue/white, \$750 ono. Ph: Ivan 02 95864414; 0412 446683; <ivan\_anissimov@hotmail.com>.

For the below equipment contact Tony Armstrong on 0417 939200:  
**Pacific NZ harness** with Firebird R2 rescue parachute, \$550. Hanwag Fly 2000 boots, size 8.5, only worn four times, in excellent cond., \$150.

For the below equipment contact Jason Turner in Newcastle at <jasonturner@iprimus.com.au> or see [www.flynow.com.au]:

**Edel Prim 42 DHV1-2** tandem PG, white with red & black prime logo. Suit new buyer or tandem operators. As new, spotless. 30 flights, no sand. 220kg max. World record tandem distance holder. Incl. UV bag, backpack, spreaders, split 'A's, rear trimmers, steel carabiners. Incl. GST & postage. Get high & go far with a friend, \$4,000 (retail cost now over \$5,500).

**Scorpio tandem harness**, as new, split thighs for comfort, rear chute container, storage. \$500 incl. GST & postage.

**Charley tandem paraglider reserve**, steerable, new, never thrown, packed once. 12 mths old, \$600 incl. GST & postage. Cheap life insurance!

**Firebird AT DHV1-2**, two for sale, royal blue, new, white tip on one side, very sexy, VGC. One is small, suit 55kg-70kg pilot, 30 hrs, unmarked, no patches or damage, \$2,700 incl. GST & post. One is medium, suit 60kg-75kg pilot, 2 hrs total air, flown thrice, \$3,200 incl. GST & post. Split 'A's, low drag risers, good colour-coated lines. Idiot proof inflations in all conditions, suit all level pilots seeking a stable wing with excellent performance. German made quality. Nothing comes close. Incl. backpacks & manuals. Retail \$3,800. Be quick, be very quick!  
**Edel Carona paraglider harness**, suit small/medium pilot, EC, black with red side pockets. Heavy duty bum material. Aero peak, heaps of inflight adjusters, storage & comfort plus. Good all round flying harness with comp features, \$550 incl. GST & postage.

## Trikes & Equipment

### Victoria

**Pegasus Quantum 582 (TR 789)**, white base with orange/grey wing. 300 hrs in VGC, never transported & always hangared. Electric start, 4-blade Arplast prop, 4:1 gearbox, full instrument panel incl. VSI, ICOM A22 radio system, GPS mount, Comunica helmets & coms, strobes, gloveboxes. Barry app. tie down kits. **Trike with the works!** 12 mth rego. 5 yr inspection compl. All for \$19,990. Ph: Andrew 0419 000850.

### Tasmania

**Airborne Edge Executive 503 T2-2801**, Edge wing, 188 hrs, custom trailer, intercom & helmets, flying suit, Icom radio, stone guard, full set of Airborne covers, EC. Just passed 5 yr inspection. Willing to deliver (within reason), \$15,750 ono. Ph: David (TAS) 03 63943858; 0417 268665.



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

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

## Sailplanes

### Single-Seaters

**Nimbus 3 25.5** Excellent condition 1,650 hrs. Refurbished, tailtank, S-Nav with mini instruments & chute. Komet clamshell trailer. Make an offer. Contact Kathryn 03 97627658 (h) or 03 86278629 (w).

**Standard Cirrus VH-GOT** with trailer & tow out gear, radio & basic instruments. 920 hrs, 480 landings. \$23,000. R.A.N. Gliding Association, ph: Bob Bowler 02 44552287.

**Cirrus 75 B 1/2** share for sale. In excellent condition. 1,900 hrs. Currently hangared Warwick Queensland, \$14,000. Ph: John 07 38681148 or 0407 365268.

**Club Libelle VH-GGQ** 3,000 hrs, good condition. Full instruments, radio, both releases. Open trailer, fair condition. Hangared Woodbury Tasmania. \$15,000. Ph: Thompson 03 62437508.

**201 Libelle VH-GBA** s/n 344 \$12,500 MR until 27/4/01, early survey completed. 2,696 hrs 2,560 launches. New C of A issued. Basic instruments, new harness webbing. Enclosed trailer, registered, handling gear. See home page [waikerie glidingclub.com.au]. Enquiries to <wisc@riverland.net.au> or ph: 08 85412644.

**Libelle 205 VH-GJF** privately owned, always hangared, no prangs, covered trailer, parachute, towing gear, lcom. In VGC, 1,700 hrs, new Form 2 completed \$20,000. Ph/fax: Noel 02 66492219 or <gliders@midcoast.com.au>

**Jantar Std 3** Equipment incl. radio with boom microphone, audio vario & speed director B21 & B24, good trailer with excellent fittings, tow out gear, dual battery system, custom canopy cover & full set of factory covers. Never pranged, always privately owned & hangared. Glider in top condition. \$37,500. Ph: John Orton 08 93644744 (h) or 0418 900494, email <J.Orton@murdoch.edu.au>.

**Jantar STD 2 UKU** Fitted with winglets, sealed & complete with 4.3 L Nav, Microair 720ch radio, Joey & aluminium clad trailer. \$29,500 ono. Ph: Ken Horlock 02 46571505 (h) or 0418 163307.

**Pilatus B4 PC11 AF VH-GJV** is in excellent condition & comes with a Cambridge vario, oxygen system, towing gear & a refurbished enclosed trailer. It has a tinted canopy & is ideal for early cross-country, wave & aerobatics. \$18,000

ono. Ph: Steve 02 62313135 (h) or 02 62629911 (w), email <schmidt@diabetesaustralia.com.au>.

**Jantar STD 2 IZV** with winglets. 1,600 hrs. Has done many long cross-country flights. Parachute, trailer, tow out gear. All in A1 condition. \$26,000. Ph: Ross Edwards 02 94776966 (w) 02 94493709 (h).

### Two-Seaters



**IS28B2 IUJ** for sale with leaseback option, maintained to the highest standard by T & J Sailplanes, 20 yearly completed 7/01, 7,000 hrs, no prangs, no winch launches, Borgelt B50, Terra TX720, rigging tools, etc. Sorry, no trailer as we need it for the other two. \$30,000. Ph: Don 02 46531146. Assistance with delivery can be negotiated

### Motor Gliders

**Touring Motor Glider ZBN** 12 litres/hr, 3 position prop, retract undercarriage, folding wings, toe brakes, strobe lights, 31:1 glide ratio, cruise at 110kt, 6 hrs endurance, 2 headsets, KLX 135 GPS, Skyforce GPS, dual flight instruments, low hrs, side by side comfort. Form a syndicate & see Australia. Ph: Barry 02 46366314.

**Stemme S10 GTS** Based Camden, two-seat, side by side, 50/1, every luxury item. My share for sale, \$27,000. Join a first class syndicate. Ph: Dennis 02 98991843.

**DG400** 1/4 share based at Camden. One person operation, T-hangar, trailer, parachute. Well equipped with B100 & GPS. Bargain at \$27,500 ono. Ph/fax: Terry 02 46477734 or email <terryoxborough@mpx.com.au>.

**PIK 20 E VH-XOI** 2,000 hrs TT, motor 170 hrs to run. Control surfaces fully sealed, Borgelt computer/vario, Garmin 55 GPS, Becker 720ch radio, parachute. Complete with factory trailer, all ground handling facilities, wing covers, spare propeller & other spares. All carefully maintained & in very good condition. \$62,500 neg. Ph: 03 98576951, email <gerlecox@msn.com.au>.

### Instruments and Equipment

**FOR THE BEST** Varios, TE Probes, GPS Nav systems, dataloggers & parachutes contact BORGELT INSTRUMENTS – ph: 07 46355784, fax: 07 46358796, mob: 0428 355784, email <mborgelt@tmba.design.net.au>, web [www.ozemail.com.au/~mborgelt].

**Schanz Compass** (Bohli type) adjustable for angle of bank. Cost \$700, sell \$200. Borgelt digital averager display for B40 vario near new \$120. Hank 07 54427448; 0427 427448.

**NEW PARACHUTES:** Short pack ATL M88/90 \$1,925. Slim line long pack ATL 88/92-S \$1,995 incl. GST. Airborne Avionics P/L Ph: 02 68892733, fax: 02 68892933, email <hartley@avionics.com.au>.

**SAVE! SAVE! ICOM IC-A22E VHF/VOR** handheld comm, incl. GA headset adaptor. Save \$100 special price: \$680, incl. GST. Airborne Avionics P/L Ph: 02 68892733, fax: 02 68892933, email <hartley@avionics.com.au>.

**ICOM UHF SALE!! IC-40 Jr** 40ch UHF handheld comm. Free cover. Just \$198, incl. GST. Airborne Avionics P/L Ph: 02 68892733, fax: 02 68892933, email <hartley@avionics.com.au>.

### General

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

1. **Hornet H206 VH-GMW** with trailer, radio & basic instruments, fair condition, REDUCED TO A\$12,000 ono.
  2. **SZD Junior VH-XOA** with basic instruments, no radio, no trailer, new canopy, REDUCED TO A\$19,000 ono.
  3. **IS28B2** damaged in heavy landing basic instruments & radio, no trailer, \$10,000 ono.
  4. **Arrow canopy** \$500 (never used).
  5. **IS28B2** (two piece) canopy front piece little used, main piece as new, never used \$700.
  6. **Kestrel** canopy front piece \$400.
  7. **Hornet** canopy front piece \$500.
- For further details contact Bob Gray, ph: 03 57621058, email <gcvbob@hotmail.com>.

**Due to high demand Lake Keepit Soaring Club** need two cross hired gliders next season. Contact Jim Stanley, ph: 02 67697514, fax: 02 67697640.

**Wanted – Ka-6** in good condition. Contact via email <sza@bluewin.ch>.

**Waikerie International Soaring Centre** is looking for two instructors and tow pilots for next season (mid November to end March). Hours are from Monday to Friday with some weekend work. Accommodation is provided & a remuneration package will be negotiated. Enquiries to <wisc@riverland.net.au> or ph: 08 85412644.

**Glider Trailer** \$3,000, fully enclosed box type metal frame, cladding & floor. Tandem axle set up for Astir CS 77, TDP-202, plenty of room, easily fit a larger glider. Enquiries to <wisc@riverland.net.au> or ph: 85412644.

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

**IS28b2:** HNN 6,200 hrs 15,000 launches. 20 yearly completed last year. Basic instruments plus radio, B20/B21 vario speed director installed. \$30,000.

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

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

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





## NEW SOUTH WALES

### Australian Air League

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

### Bathurst Soaring Club

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

### Byron Bay Gliding Club

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

### Central Coast Soaring

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

### Concordia Gliding Club

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

### Cudgong Soaring

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

### Forbes Soaring Club

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

### Goulburn Gliding Group

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

### Grafton Gliding

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

### Harden Gliding Club

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

### Hunter Valley Gliding

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

### Kentucky Flying Club

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

### Lake Keepit Soaring

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

### Leeton Gliding Club

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

### Orana Soaring Club

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

### RAAF Richmond Gliding Club

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

### RAAF Williamtown

RAAF Base Williamtown NSW 2314, ph: 02 4964 5062

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

PO Box A37, Naval Air Base Nowra NSW 2540,

ph: 02 4424 1333 or 02 4256 6018.

### Soar Narromine

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

### Southern Cross Gliding Club

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

### Temora Gliding Club

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

### Tumbarumba Gliding Club

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

### Tumut Gliding Club

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

### Wagga/Lockhart Gliding Club

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

### Warrumbungle Gliding Club

Kirriwa Gilgandra NSW 2827, ph: 02 6795 4333.

## ACT

### Canberra Gliding Club

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

## QUEENSLAND

### Boonah Gliding Club

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

### Bundaberg Gliding Club

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

### Caboolture Gliding Club

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

### Central Queensland Gliding Club

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

### Darling Downs Gliding Club

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

### Gympie Soaring

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

### Kingaroy Soaring

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

### Moura Gliding Club

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

### North Queensland Soaring

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

### QAIR Training Corp

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

### Southern Downs Soaring

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

### Tarwan Soaring

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

## VICTORIA

### Albury Corowa Gliding Club

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

### Beauford Gliding Club

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

### Bendigo Gliding Club

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

## CORANGAMITE SOARING

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

### Geelong Gliding Club

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

### Gliding Club of Victoria

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

### Grampian Soaring

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

### Latrobe Valley Gliding Club

PO Box 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.

### WA Air Training Corp

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

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