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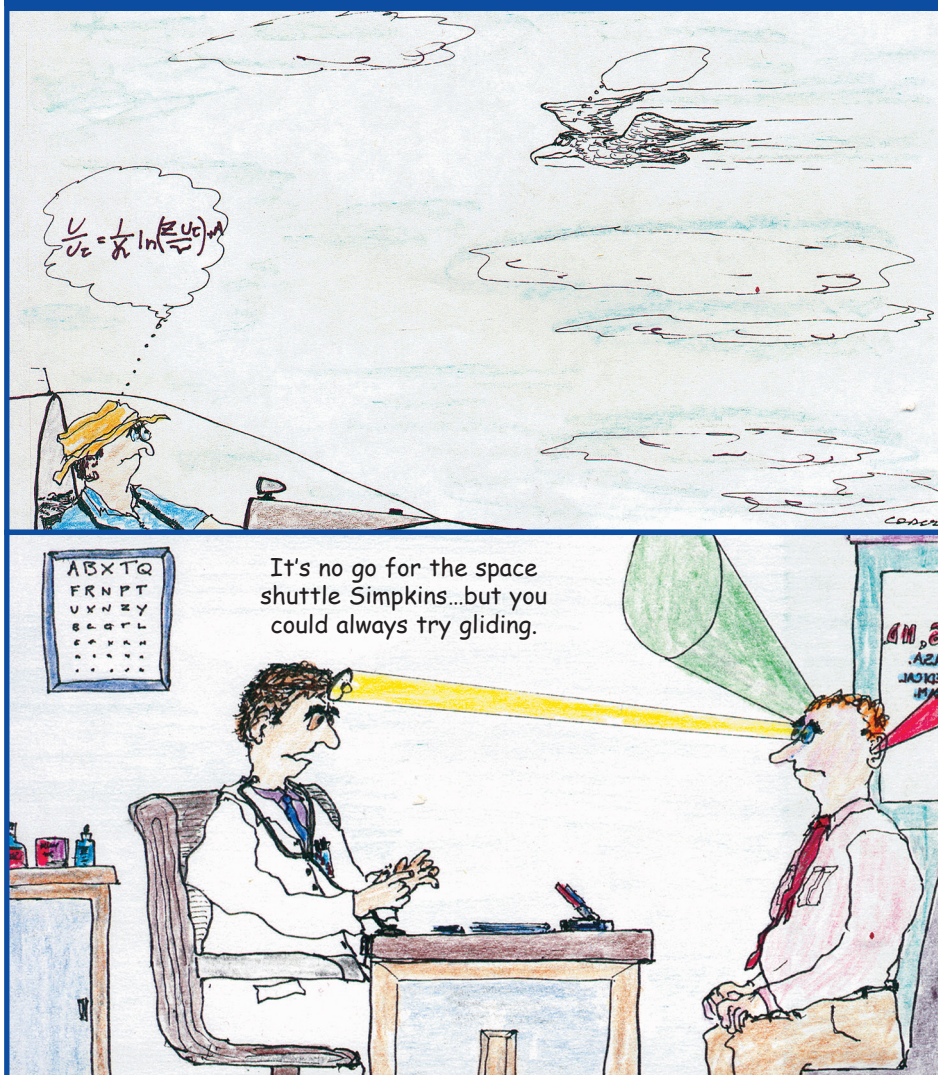
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Manfred's World Record Flight

"I flew alone for a very long time and got extremely far"

MANFRED RUHMER (Article courtesy of Icaro)

World Record Flight

On 17 July 2001 I set an Open Distance World Record in Hang Gliding, flying 700.8km (435 miles) from Zapata to Lamesa in Texas, USA. At time of writing (August) the FAI has not yet officially recognised this record, but all the necessary information and documentation has been provided.

How it all began...

I'm not sure if I got a message directly from Davis Straub or if I read it on one of his Oz Reports, but the point is that I heard about Davis, David Glover and Gary Osoba organising this trip to Texas to try and break some World records after last year's successful attempt. The expedition was called 'World Record Encampment (WRE)' (same as last year). David Glover provided all the necessary information regarding the local rules (ie, CTR, areas with difficult access, etc) and Gary Osoba's extensive knowledge of the weather in this area was very helpful.

I was immediately interested, but wasn't sure if I was going to be able to take part in it or not. Two trips were scheduled: the first one overlapped with the Worlds/WAG in Spain and the second one started about a week after that comp and lasted for two weeks. I was sure that if we were lucky enough to have good weather, we'd be able to make some excellent flights during the two weeks.

Our group wasn't big: around 15 pilots, including paragliders, rigid and flex wings. Most of them were from the US, plus André Wolf and Betinho Schmitz from Brazil, and Kathleen Rigg and myself as the only Europeans.

Apparently Davis' messages didn't get many pilots from this side of the globe interested, but after the great flights we had, I feel that is going to change.

Kathleen rang me up in mid-May to ask if I was going and if other Austrians were going too. Since it was just the two of us we decided to go together; she organised the plane tickets and everything. During the Worlds we got the news of Mark Poustinchian breaking the Class 2 Open Distance Record. First we heard it was 630km (391 miles), some days later they confirmed 590km (367 miles). I recall talking with André Wolf about how incredible it must be to fly so far and for so long. We came to the conclusion that it was definitely worth trying. At that time I felt really glad that I had signed up.

Right after the Worlds I didn't go home to Italy, but instead drove to England with Kathleen. We departed from London on 4 July with a direct flight to Houston. We picked up a rental car at the airport and drove for seven hours to Zapata. During our drive we saw from the cloud formations – nice cumulus – that the place would be pretty good; it wasn't hard to imagine flying long distances in the area.

When we got to Zapata we went to our hotel and thought it a good time to rest, but soon we heard from Davis that the next day could be good. I felt like I had no time to reassemble my glider (it was short packed) and get everything ready on time... I felt stressed at that point. Luckily the day, and the following ones, were not as good as we thought and we had some time to acclimatise; it took some days to get over my jet lag (seven hours difference), to get used to the conditions, to prepare all my equipment and to get to know all the rules and information regarding CTR, special roads, borders, etc. It was definitely important to have some time before we started flying really long distances.

We had an excellent retrieve driver, Don from Canada. Even though he had practically never seen a hang glider in his life before, he ended up working for both 2001 WRE's doing an excellent job. He was not only very nice and enthusiastic, but he already knew the roads, the little towns and the secrets of the area, which was just great for us!

The area

Why is Zapata an ideal place for such flights? Well, it is a small city located very close to the US/Mexican border, south from Laredo, the largest city in the area. The wind direction is practically constant between south and south-east, with the strength varying from one day to another, but constant throughout the same day. This last characteristic is very important when flying long distances. Zapata is also close enough to the Gulf of Mexico, which provides sufficient humidity for early thermal development and cloud formation. This gives you the possibility to take off quite early, which is one of the greatest advantages of this area. Even though you don't have much height to play around with, this thermal activity allows you to stay up. Moreover, as the day goes by, cloudbase rises. The area around take-off is flat and lies between 150-250m asl. About 350km north of take-off there is a hilly area that runs across Texas and is approximately 100km long. The area after the hills is flat again and lies at roughly at 700m asl.

You could say that there are places to land everywhere, but the retrieve is the tricky thing here. If you land in the middle of nowhere, it can take you a long time to get out, which is a good reason to consider such places not suitable for landing. Some other fields have access to them, but with lots of locked and unlocked gates to go through that make it a real hassle to get in/out of the place. Sometimes landing in a field only a few kilometres after take-off can mean a long retrieve. The first part of the flight is always the hardest because you have to use every metre of lift you encounter in order to stay high and make it past this initial area.

The day I flew the record was not the best day Texas had to offer. I am sure that if you have the opportunity to stay there for two months you could encounter a terrific day. If you have more tailwind, an earlier take off and make no mistakes, I think it is possible to fly further than I did... maybe even 800km!

The training days

The first days, I noticed some pilots would tow up as early as 8:30 or 9am, to 2,000m asl, well above cloudbase (around 1,000m asl). During

the training days I tried that as well. It was possible to start at that time because there were thermals already and the tailwind glide after releasing gave you immediately 20km extra, but we soon realised that the risk of landing relatively short and missing out on a great day was too high. I decided that starting at around 10am was a good compromise between starting early, having decent activity to stay up and making some kilometres while waiting for the day to develop. At this time the bomb-out risk was much lower. Of course this may change from day to day. It was also decisive to take off early in order to be able to get the best out of a good day.

These first flights were very important for me to get to know the area and the conditions, but it was also useful because I could get my equipment ready and adjust some of my flying habits. For instance, I have been flying without water for the last couple of years and have never flown with food during a competition. For the WRE I bought a new Camelbak and packed some food in my harness. I also had to use the radio in flight again. Some years ago I got to a point where I preferred to fly without a radio. As my helmet, with the headset and all, was stolen (three years ago) I just didn't bother to re-install a headset. I like it much better when I am alone up there with no contact to the rest of the world. However I knew it was necessary to fly with a radio during the WRE (ie, keep in contact with our retrieve) and I was glad to be using one during those two weeks.

The first flights

You had to learn quickly to classify the days. It was crucial to decide if you were going to go for it or if it was better to land, get back early and be ready for the next day. I think that you can fly between 200 and 300km each day in this area; but flying far and landing late (8-9pm) means going to sleep late and not being perfectly fit the next day. It was not always easy to make such a decision; a couple of times I felt like I should have tried to exploit a certain day more than I actually did. This happened especially towards the end of the first week. I felt somewhat disappointed in my decisions, not only because I had not flown amazingly far, but also because I wanted to improve my position on the Priority List.

There was a "Priority List (PL)" for towing at the WRE and it was important for me to be on it since this gave you the opportunity to get in the queue whenever you felt it was time to go. There was only one Dragonfly and I wanted to make sure to be able to launch at the right time. The order was established according to your longest flight ever. My longest flight was 210km, so I was towards the end of the list; therefore deciding to land early to be ready for the next day didn't help me improve my position much. At a certain point I found myself

November 2001

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being second to last on the PL and it was driving me absolutely crazy! When I would take off with the last group I was always stressed out because I wanted to catch up; sometimes this made me make the wrong choices. Luckily I was able to improve my position on the above-mentioned list and I was able to take off at the right time during the last part of the WRE.

Towards 15 July the conditions improved a lot and I decided to fly as far as I could on that day. I knew it was not a record day but I just kept going and I flew 360km (breaking my personal distance record), which made me skip several positions forward in the PL. It was a blue thermal day and I flew for almost eight hours. We got back to the hotel after midnight. The next day I was pretty tired...

The forecast for the next day, 16 July, was quite good, with better thermals and slightly stronger wind. On this day, I felt I could go for it. The first part of the flight went fast and pretty well, but after maybe 200km the air became drier and the cumulus formation stopped so that at 3pm I encountered my last cumulus of the day. I didn't know what to do because I had flown quite far and knew there was still plenty of time, thermal activity and sunlight left, so it did look like a record day. I flew further into the blue gap, finding blue thermals here and there. These type of thermals are not really suited for distance record flying; when you're not able to 'see' the next thermal, imagining where it would be according to the cloud above it, you tend to fly less aggressively and not as fast. You aren't able to have a clear idea of the path you'll follow. At least, this is how it works for me. I decided to land at 3:30pm, after four-and-a-half hours, close to the main road. Half an hour later, the clouds started forming again and I heard of a pilot flying past me... I thought, "Sch..., maybe today was THE day and I am stuck down here!"

This ended up being the best decision, because if I had really flown fast, and maybe broken the record by some kilometres, I could have not been back at the hotel on time to be ready and 'fresh' for the next day... THE day.

17 July 2001

This day looked really good already at 8:30am and the pilots were all ready to go. Mark Poustinchian and Davis Straub were the first ones to start on a double tow; Paris Williams and I were next, just before 10am. Most of the other pilots, who on the previous days started early and generally landed early too, this time were smart to wait. To take off at around 10am was my first right decision of the day.

We released at cloudbase (1,000m asl), not a high tow since according to the rules we could have towed up to 2,000m agl. There was a queue of pilots and the conditions were good so we released low. We encountered thermals of 1-1.5m/s and were able to advance without having to circle much, hopping from one little cu to the next. The first 30km were effortless; we were thermalling quite nicely, constantly re-centering the thermal's core and therefore having the best climb possible. Then came a blue gap (25-30km wide) and on the other side we could already see cloud forming. I told Paris that we should slow down and make sure we could get past it. The thermals in this gap were weaker and not as good as the ones we'd had before and the ones we came across during the rest of the flight.

Later on, I heard Davis Straub had had a problem with his zipper; he was forced to land and tow up again later. Mark Poustinchian, who was on his way early and on his own, had not gotten too far; he'd landed shortly before Laredo. So Paris and I were in the 'leading gaggle'. We got to Laredo after one-and-a-quarter hours (approximately 60km from take-off) with no problems and properly avoided the CTR. Cloudbase was already at 1,200-1,300m asl, with thermals at around 2-3m/s and a 20-25km/h tailwind.

At some point I told Paris that we had to forget about the roads and the possible landing fields below us and just fly towards the places with the best clouds and cloud street formations. So we flew a little towards the west and after a while back towards the east because the best clouds were there.

After about 100km Paris made a little mistake, or maybe was just unlucky. He flew to the west towards a cloud that seemed to be working pretty well, but unfortunately it wasn't. I flew even more to the left looking for the lift and found it (a decent 2m/s) at roughly 100-200m past Paris' unlucky cloud. He ended up having a very long glide while I was able to stay on a better course line. After this thermal I stayed on the right side because I saw him sinking a lot, and with my extra height was able to get to the next thermal and climb faster. Paris came to the thermal much lower and had to look for it for a while; he finally got it but not too long after he was one – strong – thermal behind me. It was a pity because we had planned to fly together and in this type of situation having someone to fly with is definitely helpful. Paris is an excellent pilot who makes very good decisions and whose flying style is similar to mine. I think he climbs fast and efficiently and glides very well. It was a real pity that he got behind.

I thought to continue going because maybe I would make a mistake and he could catch up with me again. Unfortunately he had a problem with his VG. He had made some adjustments, but the rope was not long enough so at the beginning of the flight, as he released it, it went into his downtube and he could not get it out. He flew most of the time with no VG at all! He thought of landing a thousand times but kept going, which was great because he still broke Larry Tudor's old record with no VG! This was a great performance, because when you fly over 50km/h with no VG you have so much bar pressure that it becomes unbearable, not to mention the lower performance of the glider in the transition between thermals.

I continued the flight on my own, making sure of never getting low, sipping out of my Camelbak here and there, munching on my muesli bars and properly concentrating. It was a very pleasant flight and I did not encounter many problems in the air. The biggest problem that day was coming in low to a thermal because it was often hard to locate its core and a constant lift due to the strong wind. I was able to stay concentrated throughout the flight and ensure making the proper decisions. The conditions kept getting better and better with big, steady thermals of 3-4m/s. I was flying between them at an airspeed of 60-70km/h plus the 25-30km/h tailwind.

I reached the hill country after 350km and for quite a while knew that if I were to land the retrieve would have been very, very tricky. Luckily it wasn't really a problem since I never got low enough to have to worry about it.

At approximately 500km I made a small mistake. Instead of flying to the nearest working cloud, which was a little to the left of my course line, I decided to keep flying straight,

through a blue gap, towards a cloud on the other side. When I got there it wasn't working anymore and I had to continue gliding until I reached the next thermal. That was the only time I got really low (400m agl).

When I passed the 500km mark, between 5 and 5:30pm, I knew I still had a couple of hours of daylight and thermal activity left, until about 8:30pm. I also knew that if I could make the best out of them I could break the 400 mile barrier (640km) that the US pilots, and especially Davis Straub, kept dreaming of. I had to maintain concentration and make no mistakes.

The conditions had improved even more with 4-5m/s thermals (I had a 6m/s integrated lift recorded on my vario as best climb) and 30-35km/h tailwind so I was pretty much 'hanging in loose' there. When I passed the 400 mile barrier at 7:50pm and switched my vario back to kilometres, I immediately thought it possible to reach the 700km mark. The GPS showed sunset time at 8:50pm, so there was still time. Even though the lift would not be very strong it would definitely be enough, since at around 7pm I was still climbing at 4m/s. I started flying faster and this is when I made the biggest mistake of the whole flight: I landed too early, I could have flown a little further.

I landed at 8:30pm, but could have flown for another 20 minutes. I did not climb all the way to cloudbase in the last 2m/s thermals. After my last thermal (1 m/s) I just glided to the ground and landed beside a farm called Todd Farms (927m asl). There were two farms and afterwards nothing, so I decided to glide as far as possible, but to land near an inhabited place. I reached Todd Farms with 150m agl, it worked out perfectly. I was conscious of the need of a landing witness in order to validate the record.

I was surprised because right after landing, I did not feel tired! It was an extremely long flight – 10.5 hours. I knew I had just done something special, something just amazing... I was definitely euphoric. It was very different to winning a competition. This flight was unique. I had flown alone for a very long time and got extremely far.

When Don and Kathleen came to pick me up, I had a huge smile on my face, I was just exceptionally happy. The hours after this flight were simply incredible, I was really excited. It's truly hard for me to describe what I felt...

I like this type of flying very much. I like the idea of trying to get as far as possible, of utilising the day to the maximum.

The equipment

The glider I flew for the WRE was the same I had in Spain for the Worlds/WAG. I only took the carbon insert out of the leading edge because it would give me a better handling. I knew it

was important for me to fly on an 'energy-saving mode' because I had to make sure of being able to stay in the air for a long period of time. Since the insert only works at very high speeds, and I knew I would not be flying that much faster than 70km/h, I just removed it. My glider could not have been better.

I did not fly the same harness I had in Spain. I used my previous MR Tenax, which had a parachute on one side and pockets on the other (as most harnesses do). It was a bit looser fitting and had more space for things like muesli bars and water.

I used my IQ Bräuninger and a 12 Map GPS. It was never cold, even at cloudbase, so I was flying with a T-shirt and my speedarms all the time.

Ten-and-a-half hours


It seemed incredible that I was not tired after such a long flight. I thought it was just the excitement and that I would be practically knocked out the next day, but I still felt pretty okay the next morning.

Previous to this day my longest flight had been six hours; in a competition an average task is completed in three to four hours. The training flights and the first week's flying were crucial, given that I was able to progressively increase the duration of my flights.

I also modified my flying style. In a competition I fly most of the time with the VG on, or three quarters of it on. I regularly thermal with the VG partially on and this takes a lot more energy and work. In Texas I did it the conventional way: VG on only for the transitions. I have been more tired after a hard competition flight of four hours than after this one of 10.5 hours. I was pretty relaxed throughout the entire flight.

Lots of water. I made sure to drink enough throughout the flight. I also ate my four muesli bars in flight. It was the first time I ever ate in the air, but I knew it was important to keep my energy levels high.

Since it was important for me to be relaxed and concentrated at all times, I did not let anything perturb me, and therefore 'went to the toilet' three or four times.

Another very important thing was motivation; this was what really kept me going. 

Some values:

Average climb throughout the flight	3m/s
Strongest thermal	6m/s
Highest altitude	2,994m asl
Total altitude gain (in about 60 thermals)	34,879m

I think it is also interesting to see how I increased my speed with the day's development:

From 0-100 miles	3 hours
From 100-200 miles	2 hours 30 minutes
From 200-300 miles	2 hours 15 minutes
From 300-400 miles	2 hours 5 minutes

A Paramotor Cross-country with Interesting Sea-breeze Effects

GRAHAM SUTHERLAND

I had decided to make use of a prospective paramotor pilot's offer to drive for me. We drove out to Watts

Bridge airstrip near Toogoolawah and I flew the

83km back, landed on the beach and walked home.

I reverse launched into nil general wind but thermic conditions, where the breeze was coming from every possible direction, depending on where a thermal was breaking off. After buzzing my friend a few times (who wanted some good video footage) and flying around the hangars, I thermalled up to 2,000ft then headed off over the Mt Brisbane range to Lake Somerset. The thermals were not too rough but were sometimes peaking at up to 6m/sec but averaging more like 3m/sec. Not bad for mid July. I was mostly thermalling with cruise throttle as I didn't want to waste too much time hanging around just to gain height. I had planned to drop down and play around the edges of the lake but I kept hitting thermals that made me offers I couldn't refuse. The highest I got to was 1,200m (4,000ft). I could have gone higher but there was no need.

Going past the Woodford folk festival site I was flying at 100-200ft with my chase driver right under me. My ground speeds were varying from 35-45km/h depending on altitude. My chase driver rarely had to wait for me as I was taking the shorter route.

After taking up another offer of a free ride up, I flew through a couple of kilometres of sink. Paramotoring through sink is weird. The engine is racing, the canopy is sitting back due to your high throttle setting but you're still going down. Next I went through a couple of kilometres of good lift (1-2m/sec). Convergence! What is causing that? I asked my driver if there was sea-breeze on the ground, but no, there wasn't. I could see from smoke in the distance that there was sea-breeze closer to the coast. On the other side of the "convergence" the wind seemed exactly the same. So what caused the "convergence"? I think it was a wave effect (caused by the sea-breeze) that was propagating a bit faster than the sea-breeze itself (it was late in the day and the sea-breeze would have been backing off). The big area of sink in front of it seemed like how the water goes out before a Tsunami (tidal wave) comes in.

Sea-breezes seem to behave very similarly to water. In the last couple of years of paramotoring I have noticed three main sea-breeze effects. Firstly, the initial tidal flow type that builds up very slowly. As it pushes inland the first parts of it are slowed down (can even be stopped) by having to displace the inland air. So the follow up flow tends to catch up with the leading flow and the result can be a sea-breeze front. This is when you can get good convergence above and behind this front. Sometimes, and at certain times of the year, the sea-breeze gust front can be like a fist that splashes the air in front of it to many times the height of the sea-breeze flow itself. This type of sea-breeze convergence can be very rough.

The third effect I've noticed is wave effects. Have you ever watched waves in the ocean running over a sandbank? A broken wave rushing over a sandbank is like a gust front with a follow up flow. If it then runs into deeper water the front turns back into a green wave, which will later break again onto the beach. The energy of the wave can be transferred backwards and forwards between the broken type of wave with follow up flow

and the green type of wave (without much flow), depending on the depth of water. Sometimes sea-breezes can even produce multiple waves in a similar way that a river running down an incline develops waves.

At Peachester I buzzed my mate Buchy's place where he was working in his macadamia orchard. I was posing, flying around his big eucalypt tree when a too tiny cable tie let go and allowed my airbox (carburettor inlet silencer) to start lightly touching the prop near the hub. As a consequence I landed for a cup of coffee and a new and bigger cable tie. The prop wasn't appreciably damaged.

We threw the motor into the van and went back to a little grassy knoll where I forward launched, trying out my idea for using A's and B's held low (it's an idea to make forward launching high attachment point paramotors easier). It worked fine, but I'll have to make the effort to do more forward launches to further refine and test the idea.

Approaching the coast I could see smoke moving in opposite directions. I climbed to get above the sea-breeze and was rewarded with 50km/h ground speeds at 3,000ft. At one point I flew through a convergence with up to 3m/sec lift (with cruising throttle). It was a strong but narrow convergence. I think this would have corresponded to the splash type of convergence.

I landed on the beach just after watching a glorious sunset from 2,000ft. My driver was there to meet me, and home was only five minutes walk away. I had 10 minutes of fuel left in the tank.

Life is great. I wouldn't be dead for quits.



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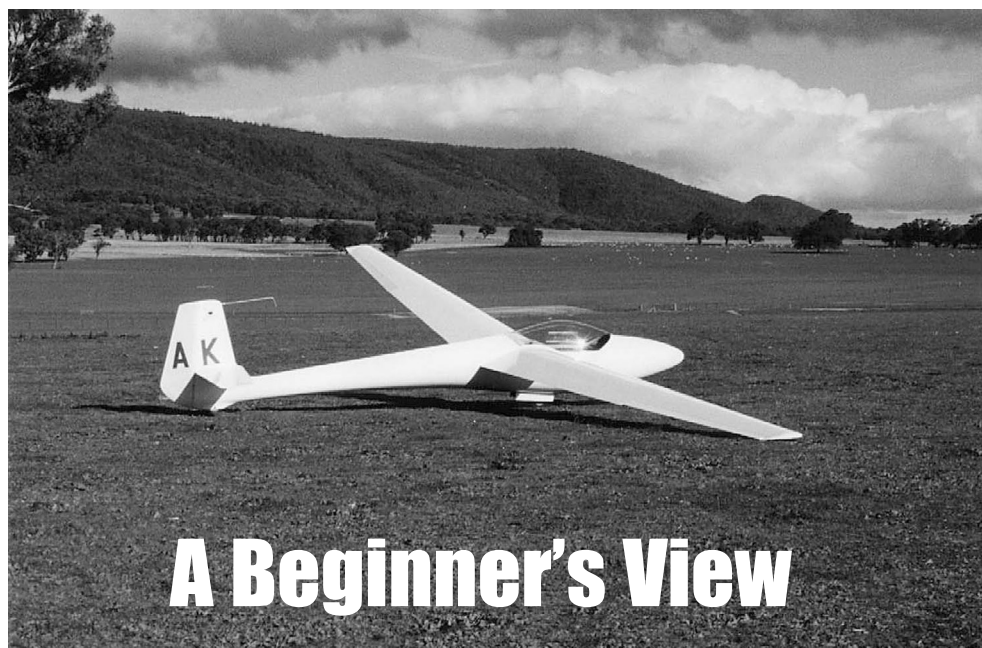
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Inter-service Competition



Nick Gilbert's trusty GAK
Photo: D Stewart

NICK GILBERT

I have been around the gliding competition scene for quite a few years, but was a bit nervous about making the transition from crew to pilot. I had planned to do some tasking out of Temora in January so the idea of going to the inter-service competition at Leeton seemed like a good idea. A quick phone call to Roger Browne confirmed that the contest was available to all-comers, not just service personnel, so the wheels were in motion.

Being relatively inexperienced I enlisted the help of my brother-in-law and fellow Libelle driver Scott Lennon, as well as my partner in the Libelle, Dave Stewart, who was to borrow a Mini-Nimbus.

As luck would have it, the first task was a five-hour Assigned Area task. The minimum task time for this day was 30 minutes longer than my longest-ever flight and a tad daunting, but I wasn't there for a haircut! Getting airborne at around 12 o'clock I got off tow straight into a six-knotter which took me to 8,500ft. With Scott leading the way, we made a start and headed towards Urana. Having never been this far west I was amazed at the countryside. From my perspective, the terrain around Urana looked more like the surface of the moon than I imagine the surface of the moon would. I arrived at Urana nice and high then pressed on towards Cootamundra. The day was now going to 10,000ft and the climbs were becoming further apart but reliable. After flying around in the blue at Temora the previous week it was a welcome relief to be in the shade under a nice big fat cu!

I arrived at Cootamundra at about 5,000ft and found a fire which showed that I had been pushing a headwind. Topping out once again at 10,000ft I saw Mark Bland who was attempting a 750 (which he completed) in the mighty GUK-Truck, his colourful Open Libelle. Scott had fallen in a bit of a hole around Cootamundra so I pushed on solo. Over Temora everything began to go wrong. At one point I had my hand on the undercarriage lever but

managed to scrape away in sub-standard lift with the Canberra Gliding Club Astir (thanks!). During this period I was overtaken by Scott, and never sighted him again. Ahhh, just when you think you are getting okay at this you realise that you still have plenty to learn! The weak lift over Temora gave me enough energy to join a gaggle I had been eyeing off that was clearly climbing better than me. Ten minutes later I was back in the shade again. At this point I probably had enough height to make it back to Leeton but was clearly under-time, so I followed Scott's advice and turned Yenda before making a very fast, very painful, but extremely satisfying fast final glide to Leeton. For the first time in my life I got to say *'Alpha Kilo, Ten K'* on the radio, and I think I got goosebumps! Post-flight analysis showed that I had done 483km at 95km/h, good enough for fourth place! Scott had gone a bit further, a bit faster and came second on the day at 105km/h.

The next two days were blissful. The second day was a three-hour Assigned Area task and I flew from Leeton to Erigolia (near Rankin Springs) to Bribaree and back for 317km at 105km/h, Second place! The third day I did Leeton – Rankin Springs – Stockinbingal – Leeton, 360km at 115km/h, good enough for first place on the day! This was probably close to the best fun I have ever had.

If anyone has been considering joining the contest scene and is wondering where to start, I would strongly recommend the inter-service competition. The organisers are friendly and helpful, and the nature of the competition is

very low-pressure. You never know, you might even win a day! I would also recommend taking along your brother-in-law for advice, if he knows anything about racing. I would also like to thank my crew Nicole and my sister Sarah for all their help.





The Monarto Gliding Museum during construction. Glider pilots from several clubs assisted in the work
Photos: David Easterbrook



A 1924 glider housed in the Monarto Gliding Museum
Photo: Simon Hackett

A Dream comes true

EMILIS PRELGAUSKAS

After years of planning, the gliding museum at Monarto was officially opened on 1 June 2001. It is situated in a former quarry, which has been rehabilitated as part of the bushland restoration of the Adelaide Hills Soaring Group flying site environs. The concept for a South Australian-based gliding museum was first conceived in 1971. In the thesis it was a more elaborate scheme and was a component of an integrated soaring centre.

As it was developed by the smallest club in the South Australian region, with help from glider pilots from other clubs, it is consistent with the resources available. The display is curated by the South Australian Gliding History Trust. The building is used as a permanent static gliding display for visitors, primarily tourists, going to the Monarto area for its range of attractions, including the wellknown Zoological Park. ✂



Keith Willis from Bordertown Gliding Club at the opening of the SA Gliding History Trust display at Monarto

Photo: Noel Matthews



▲ Monarto gliding field's east threshold
▶ Monarto Gliding Museum adjacent to the east threshold of the gliding field
Photos: Simon Hackett



▶ Emilis Prelgauskas, complete with his OFTH celebrated his birthday at the opening of the Monarto Gliding Museum
Photo: Noel Matthews



Super 18 – A new Nationals Class?

MAURIE BRADNEY

The 18m Class has now arrived in international competition. However, there are not enough 18m gliders in Australia to make a viable competition class. Even combining them with the Open or 15m Class, with or without a handicap, does not really provide a satisfactory competitive environment for this new group.

There are a number of gliders that have a very similar performance, but are not 18m wingspan to correctly fit in with these new gliders. These are the Open Class gliders of the mid to late 1970s, the ASW 17, Nimbus 2 and the like. These are 20.5m wingspan,

and there are 17, 18 and 19m gliders that would plainly be competitive in this group as well.

By allowing the inclusion of these older gliders there could easily be sufficient numbers to not only make a viable competition group but to also provide a very interesting comparison of the design shifts in the 20 or so years between the two groups. Even some of the newer two-seaters that are clearly off the pace for the current Open Class could be included in this class.

The Super 18 Class would allow two competitions. A class event and a League 2 handicapped event. If there are sufficient entries, this class will be competing in the forthcoming Multi-Class Nationals. ✂



A Wish Fulfilled

ALLAN ASH

**Wally Williams was involved in
gliding activities in Western Australia
for some 50 years and was treasurer
of the Gliding Federation of Australia
for 17 years.**

Shortly before he died in 1990, Wally told me of an event that he claimed was the highlight of his flying life.

It began one early summer morning with a telephone call to his home in Perth. The caller was a doctor at a hospital in the small country town of Kulin, some 250km south-east of Perth.

The doctor explained that a local man, dying from cancer, had expressed a wish to have a soaring flight in a sailplane before he died. The doctor said he had been told that Wally was president of the Western Australian Gliding Association and could arrange for the patient to have a flight.

Wally readily agreed to make the necessary arrangements and, when told the patient's name, remembered the man as having been, many years before, a founding member of a gliding club in Kulin. Wally also remembered that, for some reason he couldn't recall, the club had never reached the stage of doing any flying before it closed down and disbanded.

The man who was now a patient at the hospital had been a keen member, with a strong love of flying, but, with no other flying or gliding club in the district at that time, had set aside his ambition to be a pilot and concentrated on running his farm.

Now, it seemed, suffering a terminal illness he dearly wanted to fulfil his lifelong desire to fly, even if only as a passenger. In this small way, he felt he could satisfy a little of the great love for flying that had dwelt subdued in his heart.

Wally Williams fully understood this deep-felt love because he had shared the same emotion throughout his own life. But unlike the dying farmer, Wally had found outlets for his passion.

He had made his first flight during the 1930s as a young teenager. The aircraft was

a simple primary training glider, towed behind a car. The flight had lasted less than 10 second, but to the youthful Wally it had been an exciting mix of fear and triumph!

A few years later Wally became a member of the Western Australian Flying Club and obtained a licence to fly light aeroplanes. With the outbreak of war in 1939 he joined the Royal Australian Air Force and was among the early Australian pilots to fly with the RAF in Britain. During the subsequent conflict, Wally flew a Lancaster bomber on many missions over fortress Europe.

Returning to Australia after the war, Wally again became involved with flying light aircraft and sailplanes. He bought a Falke motorglider, a two-seat sailplane with a small engine up front and flew it happily over many parts of Western Australia.

He thrilled to the excitement of this form of flying that combined powered flight with the satisfaction of being able to close down the engine at times and soar for hours as a sailplane, climbing and wandering about the sky, suspended by the thermal currents and the surging forces of wind, cloud and weather.

After speaking with the doctor from the Kulin hospital, Wally decided that he would himself take the dying man for a flight.

On the day arranged, Wally flew his Falke to Kulin airstrip and waited for the ambulance from the hospital to deliver its patient.

He was shocked when he saw his prospective passenger. Remembering him as a tall, muscular man, able to fulfil easily all the strenuous tasks demanded of a farmer, Wally was saddened to see hobbling towards him, supported by two ambulance men, a shrivelled, bent invalid, half his former weight and looking far older than Wally knew him to be.

With difficulty, and not a little pain, the sick man was helped into the cockpit of the

aircraft. Turning a pale face to the pilot beside him, the man said in a weak but excited voice, *"I'm really looking forward to this!"*

After a smooth take-off, Wally circled the small township of Kulin, located a thermal and closed the throttle of the aircraft's engine. In lazy circles, like a soaring bird, the Falke began to climb. Below them, the brown earth drew further away as the sailplane gained height – 4,000ft, 6,000ft and then 8,000ft under a large, dark-based cumulus cloud.

In the light haze of the afternoon, the earth and sky merged into a filmy shimmer. Little surges in the air set the Falke bobbing and nodding like a dinghy on a rippling lake.

Leaving the cool shadow of the cloud, with occasional misty shawls drooping below the main base, they set off across the sparkling blue lake of air that lapped the edges of the tall islands of vapour.

Far below, the warm north wind created rippling patterns in the fields of ripening wheat, and here and there, where harvesting had begun, little swirls of dust and stalks rose in swaying columns. Amongst them, were the tiny dots of birds, darting and swooping about to feed on fallen grain.

The man beside Wally had said not a word since the take-off, but his head moved slowly from side to side and his eyes were wide in wonderment at the splendour of the scenery unfolding below him and the quiet peace that surrounded them. Two men and a small aircraft, suspended alone, high in a silent, sapphire skyscape between heaven and earth.

An hour passed, or was it a hundred? For the dying man, time had stood still, and yet had raced through more than four decades of his life, from eager youth, filled with dreams and ambitions, through middle age with its increasing recognition that the dreams were gradually slipping out of reach, to a weak and sickly premature old age when all hope of achieving was gone, and on to an all-too-brief moment of mental and emotional victory when his lifelong dream had become a reality.

Eventually, it came to an end and the Falke returned to the airfield. As he was helped from the cockpit, the man stumbled to find the words he needed to express his deep appreciation. Finally, he broke his long self-imposed silence.

"A flight like that," he said simply, *"has been my dream for years, and now I have achieved it. Thank you so very much. You'll never know what it has meant to me."*

Wally swallowed a lump in his throat as he watched the ambulance drive away. Several weeks later he had another phone call from the doctor at the Kulin hospital to say that the patient had died – a happy man. ✂



THE GLIDING FEDERATION OF AUSTRALIA

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Leonid Meteor Shower 2001

PETER ANDERSON

In 1833 a plantation worker in South Carolina, USA, wrote about events of the previous night:

"I was suddenly awakened by the most distressing cries that ever fell upon my ears. Shrieks of horror and cries of mercy, could be heard from most of the negroes of three plantations, amounting in all to some six or eight hundred. While earnestly and breathlessly listening for the cause, I heard a faint voice near the door calling my name. I arose and, taking my sword, stood at the door. At this moment I heard the same voice still beseeching me to rise, and saying, 'O my God, the world is on fire'. I then opened the door, and it is difficult to say which excited me most – the awfulness of the scene, or the distressed cries of the negroes. Upwards of one hundred lay prostrate on the ground, some speechless, and others uttering the bitterest moans, but with their hands raised, imploring God to save the world and them. The scene was truly awful for never did rain fall much thicker than the meteors fell towards the earth, east, west, north, and south, it was the same."

The editor of a Georgia newspaper, having witnessed the same shower, wrote: *"A most remarkable shower of meteors – we know not what else to call it, occurred this morning. We saw it about 5 o'clock but learn it was seen at 2. We never saw anything like it. We were waked by a neighbour, who had been aroused in a similar manner by one who supposed that the World was coming to an end, as the stars were falling. The whole heavens were lighted by the falling meteors, as thick and as constant as the large flakes which usher in a snow storm. We might say, it snowed meteors..."*

These are descriptions of the short sharp peak of the 1833 Leonid meteor shower, which was visible from the eastern United States. On the morning of Monday, 19 November 2001 between 3 and 5am Eastern Australian time (between 4 and 6am daylight saving time), Australian observers will get their chance to see a rich Leonid shower, though it is not likely to be even close to the fabled 1833 meteor storm with its estimated 100,000+ meteors per hour.

But where do these meteors come from and why do we have such occasional rich showers?

I will attempt to explain...

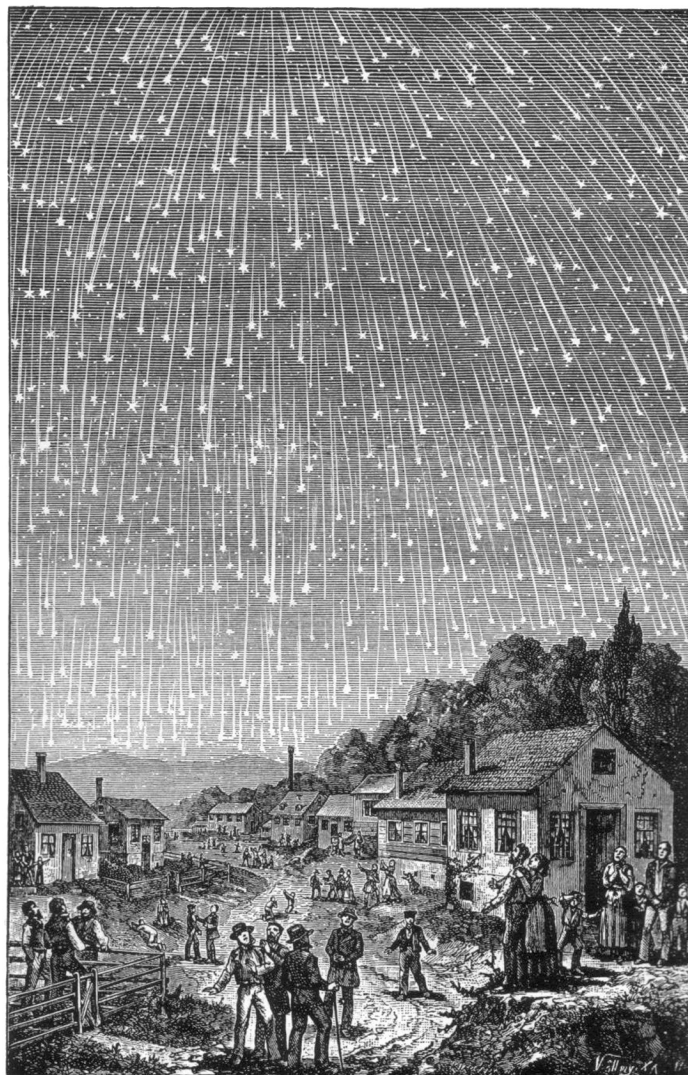
In its orbit about the sun, the Earth encounters many small fragments which burn up in its atmosphere as meteors. Since the front or leading side of the earth in its path around the sun is the side between midnight and midday local time, more (and faster) meteors are seen in the hours between midnight and dawn compared with the period between dusk and midnight when the meteors would have to catch up with the Earth to collide with it. (You have more insect spots on the windscreen of your car than on the rear window.)

There are two different categories of meteors, sporadic and shower meteors. The sporadic ones are not connected with any known shower and can occur randomly. The shower meteors are generally connected with a comet or decayed comet and a regular shower occurs each year when the orbit of the Earth intersects the orbit of that body. If the Earth happens to intersect the orbit near where the head of the comet is or was, then the shower is likely to be very rich. Because these shower meteors have a common orbit, an observer seeing them streaking across the sky, would be able to plot their paths back to a single point in the sky called the radiant, for obvious reasons. The name of the shower

is

derived from the constellation in which this radiant lies, in this case the constellation of Leo, making this the Leonids or Leonid Meteor Shower. (The radiant is within the bowl of the prominent questionmark-shaped star pattern also called 'the Sickle'.)

The parent body of the Leonids is comet Temple-Tuttle, which has a 33-year orbit around the sun. Enhanced activity has occurred around this 33-year cycle dating back at least to the year 902. The shower now occurs in the period 15-20 November each year and is capable of reaching a short sharp peak rate of 100,000 meteors per hour for a very brief period of perhaps 40 minutes. These high rates are called meteor storms and were seen in recent times in 1799, 1833, 1866 and 1966. In 1999 the shower was quite rich also, with a 3,000+ per hour rate.



This much reproduced illustration of the 1833 Leonid meteor storm was actually produced for a publication towards the end of the 19th century, well after the event. It nevertheless gives a good indication of the richness of the storm and the consternation that it caused.

Much work has been done in the last few years and the behaviour of the shower is now known with great accuracy. The year 2001 promises to be very good and some predictions have been made of up to 15,000 meteors per hour, 50% for a vertical radiant with other predictions virtually guaranteeing at least 6,000 meteors per hour. The time of maximum in recent years has not favoured Australia, neither will 2002 which has a further disadvantage of a nearly full moon. The year 2001 therefore stands out as the golden opportunity for Australians. It is our best chance, because apart from a possible display from another comet in 2022, there are no meteor storms predicted from the known meteor streams in the next 50 years or so.

However, as a counter to this hype, though the expected times of the peaks have not changed, one researcher at a conference in Sweden in August 2001 questioned the number of meteors that would be seen from our area of the world. If his new theory is correct, the number of meteors visible from Eastern Asia/Australia would be greatly reduced and the number visible from the longitude of the area of the USA enhanced. Nevertheless, even if correct, a figure of 2,000 meteors per hour is still estimated for Eastern Asia/Australia.

Observing the Leonids


The radiant of this shower in the constellation Leo, typically rises at around 1:30 to 2am local time (add an hour for daylight saving) and the light of dawn around 4 to 5am would drown out the chance of seeing any but the brightest meteors (called fireballs.) So we have an 'observing window' of two to some three-and-a-half hours where we might see the shower. Naturally the higher the radiant is in the sky the more meteors you might expect to see, so the nearer you are to the 22 degrees north latitude of the radiant, the better it is. In Australia, this means the north.

The next question is when to observe. It would be wise to observe on the day before and the day after as well since there would be enhanced activity. However the main effort should be concentrated on the morning of 19 November. Current predictions indicate two peaks which will reach Australia at 3:21am and 4:09am Eastern Time and it would be wise to observe from at least 3 to 4:40am Eastern Time (again add that hour for daylight saving).

Then there is the question of weather, which, as we free-flying pilots well know, is the 'wild card'. I am going to the Longreach/

Winton/Cloncurry/Mt Isa area which looks promising, having statistically a greater than 75% chance of clear skies. The further to the north and west along this run, the better for a later dawn and a higher radiant. If the skies are clear on the early morning of 19 November, virtually all of northern Australia will see it well and southern Australia less so, because the 'radiant' will be lower in the sky, and in the south-east, dawn will arrive before the peaks.

It is recommended that a clear dark site with low horizons be selected. Naked eye observations are probably the best because of the wide field of vision afforded. Binoculars could be handy to examine the trails left by some of the brightest meteors. Photography would involve a standard or wide angle lens (preferable), fast film and opening the lens at least as wide as F2.8 or full aperture and taking exposures up to several minutes duration. You will probably only be able to record the brighter meteors on film.

For people who are lucky enough to observe this event it will certainly be memorable. If you would like more information please access my internet site at [www.uq.net.au/~zzpeande] and look under 'Leonids Australia 2001'. 

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Tales from the Dark Side



JOHN REYNOLDSON

Building my lightweight soaring trike has resulted in a few unexpected benefits. As well as occasionally freeing me from

the tyranny of the hilltop and tow paddock, I'm continually discovering that mid-afternoon thermal flying is not the only soaring game in town. In fact, soaring, or "interesting" flying can be had on days and at times when most folks probably wouldn't bother taking the glider out of the shed. Here, to encourage future would-be self-launching soaring pilots (the Dark Side of hang gliding), are a few examples...

Flying the boundaries

One of the down sides of building your own machine is the need to test and tune modifications, and usually I like to do this in benign conditions. Cool, still air is just the ticket.

On 1 July 2000, after dealing all morning with the BAS and end-of-year financial stuff, I was feeling pretty deskbound so decided it was time to test out the re-built redrive on the Thistledown trike. (The Thistledown is a 30kg car-bootable trike that fits on my Fun 190). I'd also re-balanced the prop.

An old hang gliding and triking friend has a property at Moorooduc on the Mornington Peninsula. He has a "one way" strip running downhill to the west, which he uses for both his two-seater trike and his C180 (which he uses for skywriting). For a nanolight the strip is only useable in light winds. There was a very, very light easterly, but with my wheels I wasn't too concerned. It was quite cool and overcast, and seemed to be hazy.

To cut to the chase, I got the beast running (the 20-year old Solo 210 is a touch cantankerous) and headed skyward. It was a pleasant surprise to find the engine running smoothly with a distinct lack of vibration. The re-engineered redrive plus prop balancing made the machine a whole different animal.

By the time I climbed to about 300ft agl I noticed a curious phenomenon. To the east I could see for miles, right out over Westernport bay. However, the west was really hazy. In fact, just to the west of me, as I got close to it, it was obvious that the haze formed a wall running from Frankston north of me, down to near Arthur's Seat to the south. Along the wall thin tendrils

of cloud were gently forming and dissipating. I headed for the haze wall, and once I was alongside it the interface became really clear cut.

Cruising along the wall just into the forming wisps of cloud yielded lift, but only very gentle, and not quite enough that I'd have been confident to cut the engine. (When I did cut it before landing, I was getting an average of about 100 ft/min down (0.5m/sec) in the haze wall). The interface was not rough, with only gentle bumps.

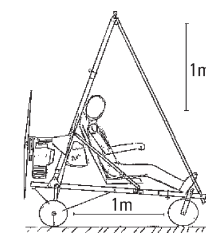
I had two flights in the afternoon. The haze wall moved about one kilometre east over the period of about an hour. Eventually I was surfing the wall directly over Devil Bend reservoir at about 1,500ft (which also coincided with the general cloudbase), maintaining height at about one quarter throttle. The haze wall was encroaching on the hills and valleys to the south, and thin fingers of haze would work their way up the valleys ahead of the main wall. I wish I'd had a camera, but the haze was probably a little too diffuse for a photo to do it justice.

Then, back down to earth, toss the machine in the station wagon, and off home for home-made stew for dinner.

The early bird gets the worm

Back when I first built the machine, I took it up to Birchip one weekend while Rohan Holtkamp was running a cross-country tour. I particularly wanted to take a look at the new Atos that Davis Straub was flying at the time. I arrived a day early and got some thermalling practice, but the strong wind and lack of a driver kept me in the environs of the paddock.

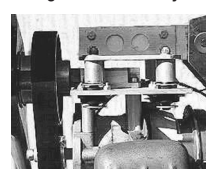
The next morning I attended the pilot briefing, then headed out to the paddock while the



General dimensions



Main gear: Styrofoam-faired tubing covered with Mylar



Revised engine mount with four captive Lord mounts



Front view: Kill switch is on seat frame on RHS of trike



Side view: This shows the original engine mount, since replaced with Lord mounts

◀ Steerable nosewheel: A generous amount of friction in the joint means it stays in the direction you point it, even if you take your feet off the pegs

crew were still loading up. By the time they arrived, at about 11:30am (daylight savings time) I was above their heads at 3,000ft with the engine off, and had been for the last half hour or so. Good lift starts out earlier than you think, some days!

Other fun

Other memorable experiences with the Thistledown include soaring the warmth from the Lysaght Steel works at Hasting for an hour on a totally cool day last winter, and doing a 40km out and return (power off) at Locksley one blue day when they weren't even bothering to take the sailplanes out of the hangars.

The down side

Power systems with tiddly motors have their own dark moments. Engine problems can mean that your day is fritzed. A worn reduction drive cut short a very pleasant day's flying with promising developing cu at the Rutherglen Fly-in this year. Failure of an exhaust stud blew a day at Porepunkah. And sometimes the stupidest things do you in. Set up and ready to go after a long drive one day, I was unable to get the engine started and had to go home with flying appetite unsated only to find in the workshop that the kill switch was upside down and I'd had the ignition off! I've no idea how it got that way.

Lightweight trikes are awfully vulnerable to dust devils when parked. I've had mine turned over twice, once breaking the trike nose strut.

To come...

My next self-launched soaring quest is to fly from Locksley to Jerilderie (162km), power off this summer. And maybe fly back the next day!

New Members? What now?

BELINDA HEAD

Got new members? Help them fit in and they'll stay.

The term 'relationship marketing' has gained considerable currency in the commercial world over the past few years, but can also be highly relevant to community sport. Big business has embraced relationship marketing through 'reward' schemes – spend money on your credit card and points accrue for things such as airline travel.

Smarter smaller businesses are using it more and more, recognising that developing a relationship with a customer can result in that customer returning time and again – as long as the relationship continues to provide a perceived superior level of service and product to the customer.

For community sporting clubs the notion of relationship marketing is simpler and much more fundamental.

Responding to an article in the local paper inviting joggers to have a go at an organised weekly event, a woman in her 30's turned out to participate in the first of a five week season of cross-country running.

She ran but didn't return the next week or any other.

At an unrelated social gathering over Christmas, she queried whether it was normal for new runners like herself to feel so alien in what was in her mind a long-established group. Old members formed cliques that did not welcome new members.

To what extent did the club embrace new members and make them feel welcome?

The message from the woman was that clubs must go out of their way to make new members especially welcome.

One strategy is to establish a small group of members whose job it is to approach new members, talk to them and do everything within their power to ensure those new members come back again next week – and the week after that.

Without establishing the most basic of relationships, too many potential members will be left feeling out of it. They won't come back.

Recently a survey was conducted by the HGFA to determine the reasons why some of our members had chosen not to renew their membership/pilot certificate in the last 18 months. Though the reasons varied, one very important issue became apparent. Not only did this survey highlight the need for a better sys-

tem for new pilots entering the club scene, but a member satisfaction survey conducted between May and June this year clearly illustrated an attitude amongst many current pilots "that if a person wants to fly, they will – regardless of any support or lack thereof within the clubs".

Now someone has to be wrong, and in this case the evidence suggests that many new pilots who are turning away from the sport are doing so because they have little to no confidence. This means it is our system that is letting them down.

To add fuel to the fire, we are competing in a society that has become very aggressive. Our competition is every single stakeholder in the leisure sector. We are competing against other sporting clubs, other recreational service providers and of course the adventure market, all of whom have had a head start on us and who understand the importance of a sound clubs' strategy.



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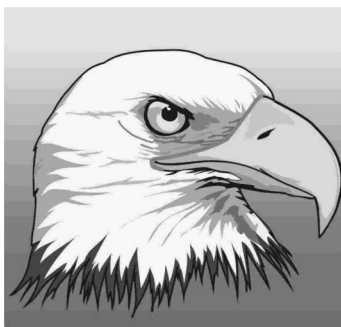
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Dennis Matthews celebrates 60 years of flying



Dennis Matthews in the Southern Cross Gliding Club's IS28
Photo: Courtesy Dennis Matthews

He joined the Air Training Corps on its

ANNE ELLIOTT

Hearing on the grapevine that well-known glider pilot Dennis Matthews was celebrating 60 years of flying last month I decided that this remarkable achievement should be recognised and warranted an article in the Australian Gliding/Skysailor magazine.

Deciding to get together an article is one thing – the actual task of getting it together is another, as I found out when I approached Dennis. Being the quiet, unassuming person he is, he couldn't really see why I was making such a fuss over the event! However Dennis is also a thorough gentleman and, instead of telling me 'to get lost', succumbed to weeks of nagging and finally gave me a brief summary of his distinguished flying career.

Dennis first became interested in flying at the age of 12 when he constructed his first rubber-powered flying model plane. It did fly – but not so well.

inception in England in 1940. On his 18th birthday he joined the RAF and had his first flight, in a Tiger Moth, in October 1941 at RAF Turnhouse, near Edinburgh whilst in the Edinburgh University Air Squadron. This unforgettable and enjoyable experience was the start of 60 years of flying.

Later on that year, at Booker airfield Dennis soloed in a Tiger Moth after just seven hours and 20 minutes of dual training. Booker airfield, situated just outside of London, was then just a grass paddock.

From there it was on to more flying training – this time in Oklahoma, USA on Stearmans and AT6As to Wings level. Dennis completed his training back in England on Masters then Hurricanes, and was posted to number 56 Squadron in October 1943 to fly Typhoons. For Dennis, D-Day, June 6, 1944, saw a change to the Spitfire 1X. In July, 1944 the first Tempest Wing was formed, shooting down the V1 flying bombs (he scored two).

A month later it was back to flying Typhoons when he was posted to number 197 squadron in Normandy. Dennis stayed with the Typhoons until he completed his operations tour after crossing into Germany in February, 1945.

Altogether, Dennis carried out 185 operational sorties, most of which were ground attacks, dive and low-level bombings, tank and train busting and hitting everything that moved on the German side of the bomb line. In recognition of his outstanding war service he was subsequently awarded the Distinguished Flying Cross.

Dennis first became involved in the sport of gliding when he was posted to Germany with the number 41 squadron flying Spitfire 21s. In October 1971 he wrote an article for the Southern Cross Journal telling about his first few flights.

“Two White Gulls”

“In the summer of 1946 it was announced that our squadron, together with number 91 squadron, was to serve a tour of duty with the Occupation Forces of Germany at Lübeck.

Lübeck is a quaint old fairytale-type of city on the shores of the Baltic Sea. Its aerodrome was just east of town and one mile west of the Iron Curtain.

On arrival, a tour of inspection of the station revealed that the end hangar was full of gliders: about six S38 Zoglins, four Grunau and two Kranichs, two winches and a whole stick of bits and pieces to keep them flying. The Luftwaffe evidently had used them for initial flying training due to the shortage of petrol.

One of the civilian employees on the station turned out to be an ex-Heinkel 111 pilot and gliding instructor, part of whose job it was to

look after the hangar and gliders. He was not allowed to fly but he was an expert winch driver.

Flying duties finished around 4:30pm and the control tower was vacated. We had the long summer evenings to devote to gliding, as it did not get dark until 10:30pm. If there were no tasks set on Sundays we also had the aerodrome to ourselves all day.

A few of the permanent ground staff officers had learned to fly the gliders, but it was up to the visiting squadrons to organise things. A pilot of number 91 squadron claimed glider experience so he was immediately elected OC – no joining fee, no annual subs, no flying fees, only a mutual agreement to help with the work and attend regularly.

It was decided that the pilots would do eight circuits in the Zoglins – the last two being spot-landing checks – then three circuits dual in the Kranich, and then okay to solo on the Grunau.

The S38 Zogling is a primary glider with the original 'see-through-fuselage', fully vented 'cockpit' consisting of a wooden seat and back, mounted on the keel and nothing at all in front of you. A wooden footrest pivoted in the centre also served as the rudder bar. The 'stick' was a piece of one-and-a-half inch square spruce rounded at the top to form a grip. A short lever under the seat was the cable release. Instruments were nil – except for the seat of your pants.

I can vividly remember my first flight. I climbed up onto the seat, thinking how slippery it was, then the aircraft adopted an acute nose-down attitude so it was decided I needed negative ballast. A seven-pound hunk of lead was bolted on to the strut in front of the tailplane, thus a normal attitude was obtained.

The briefing went like this: Pull your straps on tight (it is difficult to climb back on the seat if you slip off). Stir the stick to check full control, check for full rudder. Let it fly itself off, then gently let the stick come back on the climb and it will go up like a kite on a string. When the winch appears between your heels, pull the plug, 180 degrees left turn and head downwind until over the fence, turn into wind and zig-zag to lose height. The landing is easy, just the same as a dead stick landing in a Tiger Moth.

Right, off you go. *"Wait a minute, how do I know what speed to fly?" "Nothing to it, you can tell your speed by the way the wires vibrate. If they go twang, twang, you are too slow; zing, zing, zing, you are too fast; and me, me, me is just about right."*

The launch is quite smooth. I try a dab on the left rudder, then kick it straight, not a bad response. I rock the wings – a bit sluggish, but the ailerons work okay. The winch appears between my feet, I release and bank to port, apply rudder, more rudder, full rudder. At last the horizon starts to swing round. Gee! This

thing turns like an Anson on full flap with one fan stopped. Ah, downwind, now, straighten up, check the wings are level, okay, but what do you line up with in front? My toes are too low to use as a reference point with the horizon – now I know how a bird feels, nothing up front but its beak. Then I remember: listen for the wires. Zing? No! Twang? No! Why hadn't I learnt to play the piano. Sshusssh, heavens we are going downhill like a brick. Must be going too fast. Pull back on the stick – it won't come back. God, it's hard against the seat! We're fully stalled! Quick, ram the stick forward or the next thing you hear will be the angels playing the harp! I finally struck middle C at 200ft going downwind like a bat; a split A turn; then it sat down on the grass like a pelican skidding to a stop on a lake. Phew! That was great. Let's do it again!

In the log-book: flight number one, duration 45 seconds. Yes, we used a stop-watch for log-keeping; anyhow it was more than the Wright Brothers got on their first flight.

On subsequent flights I managed to stay airborne up to one minute 55 seconds. One of the boys claimed he could bet a 1,000ft launch on the Zogling so to settle the bet I stuffed an altimeter inside my battledress and on release, pulled it out, gave it two quick taps on top of the stick and saw that it read 800ft then put it back in my battledress. From then on he kept quiet!

Flights number seven and eight were the spot-landing checks with a maximum error of 10 yards from the blue flat laid out on the grass. On both these flights I finished up with the flag between the wing and the tailplane.

Then followed three most enjoyable dual circuits in the Kranich. It was a two-seat tandem with a shoulder gull wing, big, heavy and cumbersome compared with today's standard. The two-wheeled dolly had been permanently bolted to the keel for ease of ground handling.

At last I was let loose on the Grunau, a real fun machine. Our version had an open cockpit with only a windscreen in front so, being on the tall side, my head was just in front of the wing's leading edge. On my first landing I flared out quite nicely and was holding off just right when I felt my hair starting to lift and on the point of stall it was standing straight up, due to the slip-stream at the large angle of attack.

After a little practice we developed a type of launch which could be described as combination winch and catapult. Most evenings there was little wind and 700ft was the usual height obtained. But by applying full throttle to the winch all the way, the speed built up and up 70-80mph (there were no placards in the machines) and then when you were being wound back down towards the winch with greater loss of height than build up in speed, you gave a quick jerk forward on the stick. This

relieved the tension on the cable a little and warned the winch driver that you were about to release. He then throttled back to avoid overrun. The resulting release gave a whiplash effect and you zoomed up to minimum sink speed and reached about 1,100ft. Fortunately we had a good strong multi-strand cable and there were few breaks. The longest flight I had was 10 minutes 45 seconds.

We anxiously awaited each Sunday in the hopes of thermal activity, but unfortunately I had to return to England for two weeks for the only Sundays when it was on and the 'C' certificate was easily obtained by most pilots.

Some of our ground crew joined in the fun and were instructed on the Zoglins, Luftwaffe style. The flight sergeant rigger was coerced into having a go (he was the only one who knew the correct way to splice the cable).

The initial training consisted of facing the glider into the wind and balancing it on the skid with aileron control until it became an automatic reaction. Then the cable was hooked on and the glider dragged towards the winch. After a few goes the speed was gradually increased until it became airborne and then, slowing down, it settled back on the grass. This process was extended with each flight until a release at about 100ft with a landing straight ahead. Then up to 300ft, a gentle turn to the left and back again into wind and land. This was further extended and eventually a circuit was made. One white gull in the bag! The boys must have been very keen as we had no transport other than a Jeep to retrieve the rope, so the gliders had to be dragged back on the dolly for three-quarters of a mile to the launch point after each flight. By this method you virtually taught yourself to fly.

The Jeep used to retrieve the cable was hired from the transport section at six pence per mile on the clock, but after the first retrieve with a shilling on the meter a bright boy suggested we drive up to the winch in forward gear and then reverse back to the launch point. So, with 30 flights in the log, the clock only showed four miles – two miles to tow out the winch and two more to return it to the hangar. We tried reversing it with the winch on but this took too long.

Now for the subject of hangar flights – a means of concluding the evening's sport with the minimum amount of physical effort.

The maximum error allowed for the Kranich was 20 yards from the hangar doors – it was no effort to land on the tarmac with the twin-wheeled dolly. The Zoglins and Grunaus had to come to rest with the wing on the tarmac as close as possible to the doors. If you missed out it cost a bottle of beer a head to help put the glider away.



Dennis Matthews celebrates 60 years of flying

All this was a most pleasant way of spending our free time. We had nothing else to do anyhow except play poker as non-fraternisation was strictly enforced at that time.

Eventually I reluctantly said farewell to gliding and returned to England with the grand total of two hours 24 minutes in the logbook from 38 flights. No skin lost, no prangs, no penalties, no groundings, no instructors' panels, no safety records to worry about. It was understood by everybody, quite simply, that if you consistently broke the rules you must write yourself off in the end; it did not matter about the gliders, there were plenty more in the hangar. This was the general unwritten law of most fighter squadrons.

Some time later I received my FAI certificate from the British Empire Royal Aero Club, signed by Lord Brabazon of Tara, President, together with a blue badge with two white gulls. I wear it with pride and many happy memories."

Many years passed, then it was on to Australia. A chance meeting with Roger Woods in 1968 led Dennis to the Southern Cross Gliding Club where he was able to once more enjoy the sport of gliding.

In 1972 he completed an instructors' course and his two sons, Paul and Peter joined the club. Two years later Dennis, Paul, and Barry Wrenford formed a syndicate and bought Paul Mander's 19m Kestrel 70.

From 1972 to 1980 he flew in the NSW State Gliding Competitions and was joint Competition Director with Bob Hall in several of them. During that time Dennis became a senior instructor and for three years, from 1977, held the position of Chief Flying Instructor with the Southern Cross Gliding Club. In the following years he staffed at NSW State instructors' courses and organised several Sydney regional courses. From 1985 to 1990 he flew in the National Sports Class competitions.

Other positions held by Dennis include those of assistant RTO with Bob Hall from 1986 to 1990, NGS examiner from 1989 to 1992 and NGS until 1996.

Proof of his commitment to foster the sport of gliding is the fact that he has flown and instructed at Camden every Wednesday for the last 10 years, weather permitting and when not on holidays.

Dennis' logbook is impressive, to say the least. He has logged 3,600 hours of gliding and over 2,000 hours of power flying – and has enjoyed every minute. A total of 36 types of gliders are shown, from the S38 Zogling to the ASH25 and Stemme, and over 20 types of powered aircraft. He missed out on flying jets, but was lucky enough to have had sessions on the C130 and 747 simulator at Mascot.

When the time comes to say 'enough is enough' and he hangs up his 'flying suit', Dennis will turn to the numerous radio-controlled model gliders he has built over the years and enjoy a different type of 'flying'. Hopefully, this won't happen for many years to come.

Congratulations Dennis on 60 memorable years of flying.



Beyond the Flying

EMILIS PRELGAUSKAS

We 'go gliding' in the first place for the personal flying. Where that is the only reason however, I've seen pilots progressively drift into less regular or infrequent flying, and then drop out of the sport. 'Don't want to fly if it's only circuits' becomes 'done the flying and bought the T-shirt'.

Pilots who choose their flying days to be together with like-minded people optimise not only the enjoyment, but also seem to more often get the good flying because they are out there and ready to go when the conditions do convect contrary to forecast. And in small part because the past circuits give the skill to use the conditions that become available to their optimum. Days chosen at the club for support tasks rather than for personal flying can also increase personal flying overall. It seems to be easier to get a crew later on, and the gear is ready to use when needed. In more recent times it seems, however, to be increasingly difficult for clubs to include all glider pilots in the club's support tasks. The proliferation of rules, regulations, entry point requirements, restrictions issued from on high seem more suited to enforcing professional support in gliding activities rather than permitting everyone to have access and be involved, even at a minor level.

The communal aspects of gliding add to the essential sense of fun in the sport. With

the emphasis placed on the seriousness of previously joint tasks such as winch driving, glider ground handling, other things we can do together need to be found.

Some clubs have social activities both at the club and away such as après aviation meals, flying camps in tourist locations and commemorative dinners. Some clubs offer assembly venues for members to go together to experience other fun things. Film nights, social outings to risk activities like go-karting and rock climbing appeal to some. Some clubs broaden the things they do beyond the core-flying at the airfield, such as workshop and clubroom activities including history projects both at artefact and literature levels – mixed in with inevitable coffee breaks and banter. The result is that the reasons and attractions for being at the airfield are broadened. Where the day can be split amongst doing various interesting things to suit the weather, the personal energy, and mood of the day's crew, pilots get away from focussing on just 'is the weather good enough for my flying'.



Local News

Orana Soaring Club

The annual general meeting of the Narromine-based Orana Soaring Club saw the re-election of Michael Doyle as President and maintenance officer. Senior Vice-President is Arnie Hartley, who once again also took on the role of tugmaster, Keith Dixon is Junior Vice-President and equipment officer. The club's finances are again in the capable hands of treasurer Ken McAnally, who is also the CFI, and Anne Elliott was re-elected secretary and publicity officer.

The position of social secretary was again accepted by Beryl Hartley, much to the relief of all! Beryl has also carried out an enormous amount of work in organising the fitting-out of the club's new clubhouse, which is part of Narromine's Aviation Museum complex. While the museum is not expected to be completed for some time, the good news is that the clubhouse should be ready for next month's New South Wales Gliding Championships and the FAI Nationals in January, both of which are being held in Narromine.

Anne Elliott

Lake Keepit

The annual Keepit Safari is on again and will depart Lake Keepit for Narromine on Saturday, 17 November 2001. From Narromine the group will travel to Temora then Milawa where a rest day has been declared.

Co-incidentally, Milawa airstrip is on the site of Brown Brothers Winery, 30km east of Wangaratta. On Wednesday it will be off to Temora then to Haddon Rig, for another rest day. The safari will end with a flight from Haddon Rig to Lake Keepit on Saturday, 24 November 2001.

Ian Barraclough

Gliding Club of Western Australia

Congratulations to Kevin Saunders who has been granted Life Membership of the Gliding Club of Western Australia. Kevin started his gliding career in England and continued his involvement when he came to live in Australia in 1969.

After 32 years in the club Kevin is still very active in his chosen sport. During this time he has held the positions of President, Vice-President, Secretary, Log Keeper and CFI. He is currently the State RTO Ops, a C of A Inspector, Tugmaster, Flying Instructor Level 3, and examiner for tug pilot endorsements in Western Australia. Kevin also took out the standard class section of the WAGA State Gliding Championships in 1990 and 1993, and was one of the GCWA pilots who won the team trophy in 1996.

Rod Carter and Ray Baird

Southern Cross Gliding Club

The annual general meeting of the Southern Cross Gliding Club resulted in the re-election of Michael Bow as club President. Elected as Vice-President was Derek Ruddock. Peter Chapman again took on the role of Secretary, and Robert Nutman that of Treasurer. The club's CFI is Clive Potter and the Tugmaster is John Dall.

Other positions were taken up by Jason Armistead – Membership Secretary; David Callahan – Ground Equipment Officer; Bill Nixon – Operations Officer; Peter Chegwiddden – Aircraft Maintenance Officer; Don Palmer – Expeditions Officer; and Woody Woodthorpe – Club Journal Editor. Committee members are Sally McCosker, Richard Shemtob, Enzo Smith, Frank Crowe, Cecile Rickard and David Boulter.

Eric Sweet re-elected President of New South Wales Gliding Association

The annual general meeting of the New South Wales Gliding Association resulted in the election of the following:

President: Eric Sweet, 9/20 Rocklands Road, Wollstonecraft, NSW 2065; ph: (02) 9957 2372, fax: (02) 9957 2372, mob: 0419 612 641, email: <eajsweet@ozemail.com.au>.

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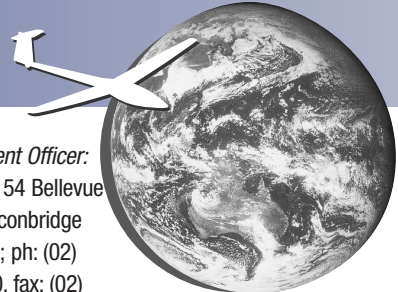
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Overseas News

S8 turbo in the pipeline

An LS8 turbo is in the pipeline and will be available early next year.

While the self-launching LS9 is now in full production, a new racing class LS10 is in the pipeline, with the computer-milled wing moulds [cut by Striefenender] having just arrived at the LS factory. A prototype is expected to be flying this (European) spring. The LS10 has the 15/18 option and will have a new plan form with a smaller inner panel similar to the Ventus 2.

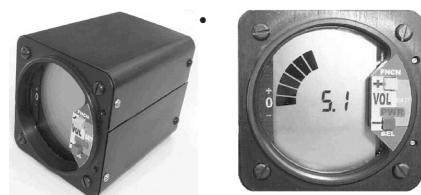
With a slightly modified wing plus computer-cut wing section, the LS10 is anticipated to be extremely competitive against any of the current performers in Racing and 18 Metre Classes.



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Electricity and your Trike – Part 5

More about Cables and Antennas

NED McINTOSH

We met our trike radio antenna and coaxial cable in the last article (July issue), now let's learn about how to keep them working well.

Our little quarter-wave vertical antenna is one of the most common high-band VHF antennas in use. Adding a small piece of wire from the mounting (clipped to the reflex-bridle) serves to improve the ground-plane and increase the radiation efficiency of the antenna. This can be done by using an alligator-clip, permitting easy disconnection when de-rigging the wing.

Ideally the antenna should stick straight up. A bend of less than 45 degrees doesn't make much difference but once the bend is larger then the antenna isn't working efficiently and you should straighten it out again. Keeping the antenna straight helps maximise the radiation pattern in the horizontal direction.

Now what about the cable? Coaxial cable has the vital task of connecting your radio to the antenna. Why wouldn't speaker-wire do just as well? The above diagram shows the principal parts: the inner (active) conductor, the outer conductor (the shield or ground), the insulation between them (the dielectric) and the outer jacket or sheath which provides waterproofing. The dielectric absorbs some of the radio energy as it travels along the cable. In fact, with two conductors separated by an insulator we have a capacitor which stores electrical energy. As the dielectric absorbs energy, it reduces the speed at which the energy travels along the cable. Most of it goes to the antenna but some is lost in charging the capacitance of the cable. The longer (and thinner)

the cable, the greater the loss. If we used speaker-wire, both wires would radiate because it doesn't have the coaxial structure which traps the energy. This would be even more lousy! As it is, the energy stored in the dielectric warms it up ever so slightly. (Very high power in a thin coaxial cable can and will melt the dielectric!).

Typically, the energy travels at two thirds of the free-space velocity – we say the cable has a velocity-factor of 0.66. A Teflon dielectric results in a velocity-factor of about 0.8 and if air is used then the velocity-factor is about 0.95. The higher the velocity-factor the smaller the loss in the cable. However, low-loss coaxial cables are expensive. Air-spaced cables are used for very high-power applications such as transmitters at your local broadcast and TV stations. They use aluminium tubing with bullet-shaped joiners for the centre-conductor, cable-clamps for the outer conductor joints and disks of teflon with holes punched in them to act as separators.

Velocity-factor has another implication as well. Remember we calculated the wavelength of our local CTAF frequency as 2.37 metres. That's the wavelength in free space, but in a cable with a velocity factor of 0.66 that reduces to a distance of 1.56 metres. That means that every 1.56m of cable contains a complete wavelength (two half-cycles) of radio energy at 126.7Mhz. Change the frequency and the length changes proportionally.

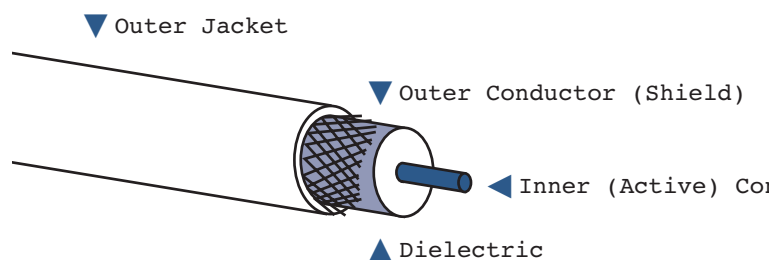
What's the point? Well, to really get an antenna working well it is advisable to have the cable between it and the transmitter equal

to a multiple of half-wavelengths at the frequency of operation. By so doing, the impedance at each end will be "seen" by the opposite end as if there were no cable between them, i.e. the antenna appears to be directly connected to the transceiver. What does this mean? Very efficient transfer of transmitter power to the antenna, and similarly with the received signal back to the receiver section of the radio.

All this is fine if you are operating on a single specified frequency, such as a broadcast station. In aviation we switch frequencies quite a bit. If we trim our coaxial cable to be an exact number of half wavelengths for one frequency it won't be that for another frequency. We have to compromise. However, we can choose our most commonly-used one and tune both the antenna to it as well as trimming the coaxial cable to be an exact number of half-wavelengths at that particular frequency. The error on nearby frequencies will be so small that it can be ignored.

Why would we bother with this anyway? You ran the cable supplied with your antenna, cable-tied it to the trike mast and your radio works fine. I have to admit, this is for perfectionists only. If you want a Rolls-Royce radio this is worth considering. If you're happy with your current setup, don't change it!

So, treat that skinny radio hose and the wire stick it's attached to with care, it's a little more complex than at first appears.



Coaxial cable construction (typical)

Malaysian Paramotoring Tour 2001



Approaching the Twin Towers and the Telecom Tower

— Part 3

EWAN McCABE

PHOTOS: COURTESY OF SLOTH

Day 10, 17 February — Putrajaya/Kuala Lumpur

We had a 6am wake up call for a 7am transfer to Putrajaya, the new Malaysian seat of government. We arrived at a soccer stadium, attached to a large college, where we got the gear sorted out and pissed around fuelling up 20 paramotors from a single eye-dropper (slight exaggeration).

It turned out that we were just one of the attractions on the list for the day. There was some sort of college celebration taking place, which meant that we were to be flying in front of by far and away our biggest audience so far. It's a good way to get a crowd up; just ask a group of students whether they'd rather go to lessons as usual, or watch some loonies attempt to hurt themselves and wreck their expensive gear? You're guaranteed a big crowd every time.

Sloth and I were standing around trying to look dead confident, but secretly fearing the worst. As Sloth and I had suspected, there wasn't even a squirrel's fart of wind. Bugger. My ageing DHV2/3 wing was proving a mega pain in the derriere to forward launch in humid conditions.

A few brave people attempted to launch with mixed results, mostly negative (even from some of the good guys). Rob ran half the length of the footy pitch before getting airborne. Jay, 17 years old, took off in about five steps — Symphony plus DK GT combination, ideal for a 70kg pilot.

We'd been lining our gear up on the running track around the edge of the soccer pitch, waiting for a clear launch run. My turn came, but my canopy either came up pissed or didn't come all the way over. It was warming up now and I was almost buggered, plus our window would close soon as the rest of the day's festivities took over the oval. Okay, here we go, this time we're going for it. Wing above me, Sloth gives me two thumbs up, power-on, concentrate on speed, start getting airborne, approaching small trees, aim for gap, fully airborne, trees cleared, buildings up ahead, aim down the road between the lines of houses, wave

to workmen on the roof, over the lake at about 100ft, start to breathe, heart rate starts to drop, climb out and relax. Apparently, I got the largest round of applause of the day. Yes, everyone likes a trier.

I flew around for a while on 6,000rpm, just to see how long I'd get on five litres of fuel, simulating the gradual climb out we'd have to do later on in the day from take-off to the Twin Towers at 2,000ft ato. I did a few laps of the Mega House of Parliament, the adjoining Mosque and the new city of town houses and skyscrapers (all built exclusively for the use of government employees), just taking in the views and sharing the sky with a few other paramotors.

Coming in to land, I left the engine on tick-over, just in case someone took off as I was coming in. Right on queue at 50ft agl, a glider inflated in front of me, so I powered on and went around again. This time landing was uneventful.

It turned out that Sloth had been unable to get up and Sir Rupert had slipped and smashed the prop and cage on his F4. More news was the model aircraft guys had been doing their aircraft and helicopter flying display whilst we had been doing ours.

We watched Col Basir come in on tick-over, with a long webbing strap dangling from his paramotor. When he was about 10ft above the soccer pitch, one of the young ground crew ran alongside and, James Bond style, grabbed hold of the strap and the pair of them flew off into the distance. On closer inspection he was actually wearing a rockclimbing harness and had clipped himself on, but it was impressive none-the-less. He flew off, apparently just holding on with one hand; he'd probably have lit up a ciggie if he'd remembered to take one. The pair flew off over the lake, around the PM's new house and the massive mosque that we'd started calling his garden shed (it was suggested by some that it would contain: a rusting greasy BBQ, old pots of paint and a wheelbarrow with



Twin Towers as seen from the Telecom Tower

a flat tyre). The dynamic duo now came in on their approach, just scraping the tree tops. Monkey boy touched down, started running, unclipped himself and took a deserved bow. He then ponced a fag and had a smoke.

Game over, time to put the toys away and head back to K.L. for a couple of hours before the main event. We went back to the hotel sans motors, which were to be trucked to the take-off field. We checked our insurance policies at the hotel, hung around and then got bussed out to the launch site.

The take-off was three grassy (and soggy in places) rugby pitches side-by-side. Not too bad, but as usual no wind, and what wind there was, was swirling through 180 degrees. The truck load of motors arrived and it was discovered that the precious cargo of flying machines was soaking wet. This was despite a tarp having been thrown over them, probably as an afterthought. When the rain started the Malaysians had probably initially thought, *"Bugger it, we can't be arsed to pull over and put on the tarp."* Then they probably remembered that a couple of the Poms and the Ruskies were rather large and looked capable of doing a fair bit of damage if angered. Now, mild mannered John Kemp falls into the above category and was far from impressed when he saw the pool of water sitting on the seat of his paramotor – where his arse would be shortly. Also, the carby intake of the Baily Motor faces the sky, so there was a fair chance that it had sucked in some rain. John voiced his displeasure to the appropriate people, in a very controlled manner, but nobody gave a shit.

Anyway, usual story – 6,000,000 paramotors and a single eyedropper to fuel them with. This was starting to get on everyone's pecs by now. We could hear thunder and large black clouds blocked our view of the Twin Towers. The rain came on, so we stuck our motors under the cover provided by the nearby rugby changing rooms and dunnies. We were rather disturbed to find that there was no facility to flush the toilets; each cubicle had just a normal tap, attached to a long piece of thick plastic tubing... I wouldn't have fancied sheltering from the rain there at night.

We had from 5 to 5:45pm in which to take off, in order to comply with the flight clearance that Basir had obtained. Plus we had to get down by 6:30pm, as it would be dark by then. The rain had reduced to an occasional fine drizzle. There were still black thunder clouds around that we could see (and hear) but the Twin Towers were now faintly visible through 15km of damp evening air. Sloth and I lined up our paramotors so that if the worst came to the worst, we'd have the width of three rugby pitches for our take off run.

Basir took off bang on 5pm and climbed out. John took off, climbed out, flew around and came in to land, saying that the conditions were unsafe. Guy Dufour didn't even take off, declaring that, *"He was a professional and he was not going to fly."* Olivier echoed this sentiment. As Olivier had been planning on doing a tandem flight with Andy on Basir's F4 (the only working F4 now left in Malaysia) this meant that it was now potentially "Game On" for Rupert. It was an easy job for someone of Rupert's skills (he rakes through skips for knackered old furniture and sells it on as antiques) to blag the use of the F4 for this flight to the Twin Towers. Ten minutes later, Rupert was lining up alongside Sloth and I – another man up for a long run, if the need arose.

The skies were now very dark, with distant thunderclaps and rain falling all around us. However, Rupert and I weren't going to let a pissy little thunderstorm spoil our fun. So we went for it. We tried and tried and tried, but the usual story, we couldn't get airborne. If the wing did come up straight, then the resulting run was producing no lift from the wing. And yes, we both ran the complete length of the take-off field once each – they were talking about minting a special medal for the occasion.

Sloth got assistance from Jay and Mr Adventure to get airborne. He looked almost embarrassed as he sailed passed the sweating wrecks that were Rupert and I and climbed out for his assault on the now invisible Twin Towers.

Just as I was considering giving up – forever – Olivier came to my rescue and offered me his Elle wing and Adventure harness. I was pretty stoked by this selfless act. I got myself sorted out with the new gear in record time, as we only had another 10 minutes left for take off clearance, and strapped in with the glider laid out behind me. With the motor ticking over, I started to walk backwards towards the wing in order to give it a big yahoo. Olivier signalled and motioned that all I should do is take up the tension and then lean forward to get the wing up. *"What does he know?"*, I thought, but as it was all his gear I did what he said, just to humour him. With light tension on the lines, I leant forward and within two steps the wing was up. I powered on and within 10 more steps I was away. *"Bugger my butt cheeks, I've got to get one of these Elle wings,"* I thought.

I climbed out slowly as I circled the take-off field. *"Next stop the Towers"*, I thought. But the climb out just wasn't happening. After two circuits of the field at full power, it dawned on me that something wasn't right. I played with the Elle's trim tabs and my seat position and tried different combinations of brake and trim. I was looking for something that wasn't as it should be. It was then I noticed that the motor unit was angled ever so slightly down, effectively pushing me towards the ground. I did another couple of laps at full power, gaining no more height, and decided to call it a day. On landing I explained to Olivier what the problem had been. He then told me that for take off he has the harness shoulder straps very tight, so the Adventure motor doesn't hang too low and flap about. Once airborne, he slackens off the shoulder straps with a couple of quick release buckles. He said that I should try again. My mind ticked over. *"New wing, new (complicated) harness, flying for the first time over a city of four million people... Nah."* I bottled it. Anyway, by now the take-off window was firmly shut and the Malaysian ground crew were getting the remaining pilots to pack up and get back on the bus to K.L.

There was a light drizzle as Rupert and I both packed up. We were spewing. We consoled ourselves with the fact that at least three of the most experienced pilots (anywhere) – John, Guy and Olivier – had decided it was too risky to fly. Plus there were half a



Returning to the landing field. Note the big flag pole

dozen others like us who'd tried and failed to get airborne.

Rupert called me over to see Basir's F4, which Guy and Oliver were now examining. The top pulley bearing was so shot that the prop had been scuffing against the engine casing and the belt had jumped two grooves on the top pulley. I can't speak French that well, but I believe that this was about the worst state that they'd ever seen a flying Adventure motor in.

On the bus taking the no-flies back to the K.L. landing site, I sat beside Rupert staring out of the window. We were both shell-shocked. I said, *"It's like waking up on Christmas morning, finding no presents and then being told that Santa hadn't been and that he might come next year, but there was no guarantee."* I arranged with Olivier that he would get me a second-hand Elle from Belgium at a good price; he also suggested that I should get an F4 Cage and prop, as the F3 was not powerful enough for my weight in these conditions. Rupert's mental anguish may even have been greater than mine, as his UK two-metre radio was picking-up what the flying pilots were saying; things like, *"I'm just going around the Towers again for a sixth time,"* and, *"You go round again and I'll get your photo as you come through between the Towers"*.

The bus ride did have a good point, though. The Russian we had christened "Ivan Mad Eyes" (no explanation required there really) told us of how he'd taught himself to paraglide by getting towed up on a rope tied to the back of his dad's car (no weak link, etc). Apparently one of the tows did end up with him discovering what "lock-out" was first hand, with him crashing and being unconscious for a fair while and in hospital even longer. And so it was in such a fashion that his empirical learning continued. The occupants of the bus were now hanging on to his every word, as he went on to describe further bone-crunching

incidents in his very eventful process of teaching himself to paraglide and then teaching himself to paramotor. We soon began to realise that it wasn't just his eyes that were mad.

By the time we got to K.L., I had just about regained the ability to smile – if I really tried. At the landing field we discovered an understandably happy bunch of campers, with no real problems encountered, except for a bit of turbulence for those brave souls going between the Towers lower down. Jay was grinning from ear-to-ear, understandably so – not a bad effort for the 17-year-old. Again Sloth was almost embarrassed about being able to do the flight and said that, *"it wasn't much really and it should have been me, as he'd only come on the trip to keep me company."*

About this time, I heard a rumour and double-checked it before I got too excited. The original scheduled time for the Twin Tower's flight had been Sunday morning and I had just assumed that it had been brought forward to Saturday afternoon. But no, Sunday was still on as originally planned! Today's flight had been a bonus, thrown in just in case the weather on Sunday morning was unsuitable. I'd been given a second bite at the cherry!

I didn't go out on the piss that evening with the lads, for two reasons: one, I didn't feel like I'd earned my wings, and two, I wanted a clear head and a fully functioning body for tomorrow. So I got an early night, made sure I was hydrated and that the Adventure battery was fully charged. Tomorrow would be do-or-die...

Sub-ed note: Tune in next month for the final installment of Ewan's Malaysian paramotoring adventure! Some highlights are: A tossing Russian saves the day. A certain pilot proves he is "no girlie". Sloth reveals his party tricks... some of which may or may not involve animals encountered during a night on the piss in K.L.

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Tango Tango Whisky 'Rolling'

LYDIA MERRILL

Watching a group of about 25 glider enthusiasts waiting for these words was a sight to behold.

It was my first trip to Gloucester and my first experience of a 'gliding camp'. We arrived on a Saturday afternoon to find wind raging across the strip. Peter Rundle apparently had spent the afternoon rigging his K6, hoping that the wind would die down (it got worse and the Sunday forecast was for more of the same) so he de-rigged his plane and set off for home. Wouldn't you guess it, the wind died, the sun came out and we had a wonderful day's flying.

The camp consisted of about 14 Central Coast members, about 10 from Southern Cross, a couple from Warkworth (including our own Mike Cole) and a couple from Richmond. The Southern Cross team brought up a few single-seaters and an IS28. Glen McLean and Ian from Richmond gave their Pik 20 a run and our old UV and the Puchatek were introduced once again to 'ridge flying'.

The first day's briefing was scheduled for 10am and Dennis Meyer (our illustrious leader and organiser at the time) reported on whether we had clear airspace and also gave the weather forecast. On that first day the Southern Cross boys requested that we start the briefing at 9am which would give them more flying time – they were certainly keen. On a couple of days we had to stop flying as Williamtown were doing exercises with Hercules and F18s, meaning we had to amuse ourselves with other things. Several members went off to climb The Buckets, while we had an interesting tour of the old gold mine. On another day we couldn't fly due to high winds so more 'tours' were considered. Some of the more energetic members went walking, yet again, and we decided to go with Mike Woolley in his four-wheel-drive to see 'Gloucester Tops'. Wouldn't you know it, at the top of the hill we had a puncture! This was a sight to behold as four intelligent, experienced men tried to find the handbook to see if they could then discover the 'jacking point'. I was

amazed, knowing that men read instructions when all else fails. The tyre was duly changed and we could see that the puncture had been caused by a large stone which was still embedded. Mike dropped in at the local one-man garage, showed the proprietor his problem and, in his typically English-cultured voice requested an opinion. At this point he was greeted in typically Australian fashion with, *"She's rooted mate"*.

Our tug pilot was Bob Foster with his plane Tango Tango Whisky, Bob worked his little socks off and did over 150 flights. On the first day, after about four hours the wind began to get stronger and Bob was having continually difficult landings so declared a break. Everything stopped! There was the line of gliders, pilots in their parachutes waiting to get in, and no tow plane. Disappointment was obvious, but they realised that the conditions were difficult. After a couple of hours break and with the wind dropping, out came Bob who jumped into Tango Tango Whisky and announced he was 'rolling' again. The group of happy pilots was a sight to behold.

Most of us were staying with Kay and being kept fat and happy with huge breakfasts and two home cooked meals complete with sticky date pudding and custard. Each day she drove to the airfield and dispensed hot date muffins. The nights were arranged so that we could take advantage of the epicurean treats of the local eateries, ie the local Chinese (not bad), the local pub (adequate), the local motel – we requested an Indian curry and got stew with curry powder but it went down well – and of course the local 'caff'. We certainly made an impression on Gloucester and increased its up gross annual budget by several points. However, the cost to the Government may be pretty bad when you take into account the cholesterol levels of us all after this food feast. Alby Mather arrived mid-week and kept all the waitresses happy with his endless compliments; all, except one lady who reminded him that, *"he had used the same line last year"*.

Then of course we had evening entertainment. When the daily gliding discussions stopped the jokes started, and if you think Mike Woolley is the quiet gentleman ask him to tell you the 'Chop Chop' joke complete with Chinese accent; the Mr Banajee story in perfect Indian, and the Scottish joke about 'The Pretzel'. Richard Pincus also

◀ Camp co-ordinator Dennis Meyer and Mike Cole, a member of Warkworth and Mangrove Mountain gliding clubs at outlanding practice on the final day of the camp
Photo: Lydia Merrill

proved that he has a humourous nature and was in fine form and I think Mike Cole finally surprised us all with the Viagra joke of the week.

One non-flying day Richard Pincus, Peter Hewitt and Andrew from Camden decided to tell us about the joys of 'Wave Flying'. After explaining that it is great but a 'bit cold' – *"your feet could drop off, your nose could ice up and your fingers could freeze"* – not too many of us wanted to go anywhere near a 'wave'.

We did get some outlanding practice. Dennis suggested to several pilots that an outlanding could be attempted on a small airstrip close to where we were operating. Everyone interested took advantage of this opportunity and found it to be very challenging.

What did I achieve, apart from the 'Camp Character Award'? A great deal of experience watching a gliding camp in action; a couple of long flights along with some ridge flying; and tried aero tow, but spent most of my time alongside the tow plane instead of behind it. I also saw the gliding camaraderie in full flight. It was truly wonderful to see so many different clubs all working together and socialising happily in an extremely pleasant environment.

Thank you to the organisers Dennis Meyer, Brian Giersh and Murray McKinnon – you did a great job and **more please!** ✂

Temora gets ready for Club and Sports Class Nationals

TOM GILBERT

The Temora Gliding Club advises that preparations for the upcoming Nationals are well advanced. The contest web site is now operational at www.users.bigpond.com/szd55/ The rules can be downloaded from the site.

Entry is available on-line or an entry form can be downloaded. For those of you who have not come to grips with the internet, entry forms are available from Geoff King at the Temora Gliding Club, PO Box 206, Temora NSW 2666. Please note that the contest starts (practice day one) on 31 December 2001, not 30 December 2001 as advised in some earlier information. The final day of competition is 11 January 2002.

There is an operational limit of a total of 55 competing aircraft at Temora. That is a total of 55 including Club and Sports Class aircraft. It is hoped that the situation does not arise whereby we have to decline to accept entries from any pilot, however, on the basis of a maximum of 55 aircraft we will apply the following:

Please note that the normal closing date for entries is 30 November 2001,

ie, entry forms received and fully paid by 30 November 2001.

Case A

If at the end of November less than 55 total entries are received, then those entries are accepted.

Entries received after the end of November will be accepted in order of date of receipt up to a maximum of 55 (late entry fee applies).

Entries subsequently received (ie, after total 55) will be placed on a reserve list in order of receipt.

Case B

If at the end of November there are more than 55 total entries, then at that time all those entries will be ranked in order of handicap – with lowest handicap declined first, irrespective of entry application date, until the maximum of 55 is achieved. Entries so declined will be placed on a reserve list. Entries received after the end of November, in this case, will be declined. Appropriate notification will be given. ✂

Pressure Valve

EMILIS PRELGAUSKAS

Writtenshortly after 11 September 2001

Everyone I talk to has been out of sorts, sleep deprived, tense – even though the events we have been informed about (with graphic TV vision) have been happening on the other side of the planet. Inevitably we talk about such mutual reflections when we gather, even if the joining is arranged for us to share our mutual interest in sport flying, including the personal response (who says blokes don't talk about how they feel) to this global change.

So, knowing how we are feeling, we approach the flying day cautiously. No rush, no stress. One glider out to the strip at a time, plenty of time between launches, push backs and climbing in for the next sortie. Plenty of sailplanes out at the launch point for the day's crew. Everything is done communally today, including simple routine tasks such as cutting out frayed launch cable out along the strip.

By early afternoon I swap the winch enclosure for the cockpit seat, take the launch and climb in a weak winter thermal which is being pushed across the landscape in the day's brisk breeze.

I relish the glide capability that permits the long drift eastward downwind, with reserve in hand for getting home.

South of our position the next cloud-line across has a low base, aligned south-west with its northern edge and face sloping back with height. I climb to my local individual cloud base which is in front and well above this adjacent cloud edge, then glide toward it, and settle into a westward cruise along the cloud-face.

The power of the sea-breeze is at work across the day's general weather pattern wind.

A trip begins winding in and out of the cloud valleys and ridges, occasionally clipping the ridge edges with wingtip or nosecone, because this landscape is soft. Home is obscured by the frayed edges below, but the electronics tell me it is okay. Glide is available for home anytime. Time to marvel once again, even though this experience isn't new, about the privilege of being permitted this rare view of things – the access from which ground dwellers are forever excluded.

This ridge billows in and out, forms lentils above and below, changing the passage of patches of sun rays, then shadows and the views which vary from moment by moment.

Little cameos of landscape come and go with intervening curtains of cloud, some opaque, some translucent. And clear sharp vistas are only available when the air is moist.

The weather cycle ends; the sea-breeze cleans out the day's convection. I glide down at the diminished sink rate such air permits, and land. The pageant of hangar flights then follows, the closing of hangar doors, the winding down of après aviation coffee and chat. In a week of seeing the worst side of man, a little healing has been offered by the best the planet has to offer. ✂



Farewell to Phil Hearne

TEGAN CUBLEY

I'm writing this to say goodbye to my best pilot (BP), good friend and second father — Phil Hearne.

Phil, you were one of the most inspiring people I have ever met; always full of encouragement and wisdom. You were never afraid to say what you believe, and you were always there to help.

You would always smile when you saw me at the gliding club and be first in line for a hug. You were my second father — always looking out for me, telling me who I should be dating and who I shouldn't, what piercings were okay and which ones were not.

Although having a second father was great it also had its down points because everywhere I went in the gliding world one of you would

be there, making sure I behaved myself. It was even worse when the two of you were there together. However, I am glad you were there because I knew I could always count on you for help and support and most importantly, for those fantastic hugs.

I loved tucking you into your Libelle before a big day because you would always have such a big smile on your face anticipating the wonderful day ahead. When you returned I would always ask, *"Did you have a good day Phil?"* without fail you would reply, *"Tegan, you know I had a good day... I always have a good day when I'm flying."* That's why you deserve the rego Bravo Papa (best pilot) because whether you were winning or not, you were always having fun.

I loved it when we stood out on the field watching the cu's develop, itching to get up there and fly. We always had some crazy thing to talk about, whether it was about wing fillets,



gagging techniques, coaching weeks or just some stupid jokes that we would share to make each other laugh.

"You're only as old as your mind," you would say to me and I knew you were a 20-year-old man inside because you had so much energy and loved every minute of life.

I'm going to miss you so much Phil, even though I know you will still be there making sure I behave and hopefully helping me with the odd final glide. I am really going to miss those wonderful hugs that you always gave. ✂

Final Glide Phil Hearne (1943 -2001)

EDWIN GRECH-CUMBO

Some weeks ago Phil dropped in to see me, as was his usual custom, to discuss ideas he was probing to promote gliding via the Victorian Soaring Association.

He was keen to gain the clubs co-operation by taking an active role in promoting gliding and aviation to young men and women completing Years 11 and 12. After an hour or so of debating some of the ideas, objectives and values, he announced that he would not be dropping in on me the following week, because he was going to Port Hedland with Carla to take a break from work. On 19 August 2001, Phil was unanimously elected President of the State Association.

On Sunday 9 September 2001, I was called by one of my colleagues informing me that Phil had his final glide while away in Queensland. That call was later followed by a phone message from Carla to inform me of Phil's untimely passing away. The Beaufort Gliding Club was really shaken by this news.

Phil started his career as a fitter and turner, he progressed through various career paths within this field and later studied metallurgy and

properties of materials. During this period he developed a keen interest in aviation and commenced building model aeroplanes. He specialised in model RC gliders. He was a keen competitor and took an active role with the club of his choosing. This progressed into full-size gliding. During 1982 both Phil and Carla proceeded to Waikerie, South Australia to learn how to fly. Flying gave Phil new horizons and goals.

During the last 25 years Phil worked in the unique field of Non Destructive Testing with Ansett Australia. The knowledge he gained on aircraft structures and composite construction was gladly shared with any gliding club or glider pilot. Without his contribution to gliding many Blaniks would have had to be retired before their full life cycle was attained.

His keenness to compete was well known around Australia and he believed that coaching combined with proper physical, mental and spiritual preparation would give pilots a better edge to win. He organised several coaching camps over the years with Maurie Bradney guiding and advising those who attended. This year he planned three camps at three different sites to make sure that coaching

was available to all clubs and not limited to just a chosen few. The first of these camps will take place at the Bendigo Gliding club this month. He had strong feelings about introducing a youth scheme that promoted gliding and teamwork amongst the clubs. His positive ideas, though sometimes controversial, on how to increase the number of members in each club and the contribution that the club committee's could make were on the drawing board — all being progressed in one way or another.

He also had plans on how to approach the State Government to award some of the sporting grants to the sport of gliding. Phil also was negotiating with a number of State Government officials who conduct courses for volunteers that are involved in managing clubs and association incorporations. He had a view that training the officials in a correct manner would result in a better focus towards their members and customers.

Phil was active in all aspects of the sport and his contribution to the area of non-destructive testing will be sorely missed by the GFA, clubs and individuals. ✂

Flying an ASW 28 in Australia

HARRY MEDLICOTT

The development cost of gliders is such that it is seldom a substantially new design becomes available — after all, with a waiting list of two years or more for existing models — why bother?



The latest Schleicher product, the Standard Class ASW28, is proving such an outstanding success that almost immediately after release, there was a long-term backlog of orders. Having flown one for over 50 hours I can understand why. The superb handling and high performance, coupled with the innate safety of modern gliders is a credit to the small independent companies, mostly German, who pour their resources and most of their profits into what can only be a labour of love.

The new ASW28 is a particularly fine example. The designer, Gerhard Waibel, has addressed the factors which are important to we pilots. To name a few, it has a crash resistant cockpit, a large main wheel with disc brakes as standard, automatic coupling of controls, an excellent ventilation system more than adequate for hot Australian conditions and of course an extremely comfortable cockpit. After using water ballast bags for many years Schleicher have changed to integral wing tanks. Additionally to ease of operation, the extra glass stiffens the wing and minimises shrinkage particularly near the spar. It is no fluke that one seldom hears of a modern glider in an accident. The ASW28 is almost unspinnable unless you take drastic purposeful action. Fully stalled it still has a degree of aileron control and mushes rather than do anything unpleasant. Its performance? In local competitive sink tests with another modern standard class glider it proved superior at the same wing loading, particularly at high speed. The last Standard Class Nationals was won by a 60-year-old gentleman flying an ASW28. That the guy was Ingo Renner makes sense, he, like all top pilots flies the best glider he can procure. Ingo says that if he comes back into this world sometime in the future, he hopes it will be as a pelican — that epitome of soaring skill and grace. I rather fancy he was a pelican in a previous life, there's not much those birds could teach him!

I mostly fly by myself, even in competitions, so it is difficult to be precise but my experience is that when crossing a large blue hole between clouds I always seem to arrive at the next one with more height than expected. The aerofoil is quite different to those on competing gliders. Lars Boerman, who designed and tested it, reasoned that performance in turbulent air, such as occurs in the real world, is more important than the laminar flow in a wind tunnel test. This concurs with my own experience. Flying a Nimbus 3DM, an older aerofoil section, an L/D of 54 was regularly achieved over considerable distances in the smooth early morning air above the thermal layer when setting out on distance attempts. As soon as the turbulence associated with thermal development is encountered the sink rate increases by 30% no matter how carefully one flies. The ASW28 wing profile definitely minimises the degradation

of performance associated with turbulent air. Does it have any faults? Well, I haven't found any, but it would be an advantage to have a sustainer or self-launching option. Outlandings are always an inconvenience and pose a risk especially for someone like myself who is always trying to extend the limits on distance flights. I understand from Bernard Eckey, the Schleicher agent, that there will be a turbo model and an 18 metre variant over the next year or so.

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Review: Litespeed 3

CLAIRE PAGEN

The thought of hang gliding competition stirs the juices. Some pilots swear by it, some are envious, others loathe it. Clearly competition is time-consuming and requires a commitment that many cannot make, but some of those who strongly dislike the idea may have a few misgivings about the activity. The following is often heard from pilots who do not wish to compete: *"I don't have a competitive spirit."* I believe this statement is disingenuous, for who does not get an ounce of satisfaction from being on top of the stack, staying in the air longest in marginal conditions, or flying the furthest on a given day? Have you noticed how your home site eventually gets boring when you don't have anyone else in the sky to whom to measure up? While competitiveness is found in many levels of intensity, I'm afraid it is innately human.

Competition is what makes us strive for improvement. This is true in hang gliding just as in any other occupation. The enhancement occurs on the personal level, but also with equipment design. Those who deny these facts or all trace of competitiveness must be blindfolded not to see the benefits they indirectly reap from hang gliding competition and how it is intricately linked to the survival of our sport. What does all this blabber have to do with a glider review? My point is, without competition, the Litespeed 3 would never have seen the light of day. And I'm so grateful it did.

The making of a small glider

I took delivery of the small Litespeed in March, but poor weather prevented me from putting

many hours on it before the Florida competitions. Surely, 14 straight days of cross-country tasks with over 100 other pilots would give the glider a fair test in April. These events also allowed me to interview Gerolf Heinrichs, aerodynamicist and developer of the Litespeed. My conversation with Gerolf showed how much thought and attention to detail went into the small Litespeed.

Developing the smaller version of an existing glider is not as simple as it seems. Simply scaling a glider down often results in a spirally unstable glider. Also, Reynolds numbers and the relative stiffness of shorter spars for the same tube diameter conspire to give designers a lot of grief. But Gerolf first had plenty of practice scaling down the Litespeed 5 to obtain the

A traditional view of the planform. Note the loose sail at the root with VG off, which allows for good handling. This looseness disappears in flight

Litespeed 4. This medium size was going to be the one he would use with the ultimate goal of outflying Manfred Ruhmer. The Litespeed 4 was the result of many modifications including less root area, more area on the tip to obtain a more elliptical planform and a sail area reduced down by four percent.

When he had the Litespeed 4 exactly where he wanted, Gerolf went on to develop the small size. To make a long story short, he again scaled the glider down by four percent, played with sleeves in the tubes to control bending, added area on the tip to allow more washout and create more lift and redistributed battens along the span to save weight. At this stage, the test flying began. It was mainly performed by factory pilot Craig Coomber with the impetus of light competition pilot Corinna Schwiegershausen and other occasional light pilots who are not professional test pilots. This latter point was critical to insure that recreational pilots would also enjoy this high performance glider. Armed with the feedback earned from the test flights, the designer made the last adjustments including wider sheer webs and airfoil refinements to give birth to the current Litespeed 3.

Physical attributes

The Litespeed 3 is a copy of its larger brothers when it comes to nuts and bolts, set-up and breakdown. The glider uses the traditional Moyes hardware, but also exhibits the innovations developed with the Litespeeds 4 and 5.

The Litespeed 3 dropped a few battens and a few pounds as a result of its smaller size. The advertised weight of 68.2lb must not include pads or bag, for it feels a bit heavier on my shoulder. But the glider is perfectly balanced and easy to ground handle. At 5ft 5in, I have no trouble with the standard size downtubes (65in long with a 54in basetube). Shorter pilots may want to consider the smaller control frame option which will be available (62in downtubes with a 52in basetube).

The sail of the glider I fly is made out of the new PX5 Mylar. This Mylar is lighter than its PX10 predecessor (used previously on larger gliders) and helps keep the overall weight down. It was originally developed specifically for the sailboat industry and is designed for minimum stretch and UV/salt water resistance. The Moyes factory claims that the lighter PX5 allows for better handling without any loss in performance. The sail can also be ordered in standard Power Rib Dacron.

Behaviour

Some finishing school must have taught the glider good manners. I immediately felt comfortable on my first flight and it was a pleasure getting acquainted. It took me the usual 10 to 15 hours of airtime to get totally used to a new

PHOTOS: DENNIS PAGEN

Top to bottom:

Amish boys and girls watch with intrigue as the author prepares to take off from Jack's Mountain, Pennsylvania

Proning out after launching from Kennedy, Pennsylvania

Soaring Pennsylvania's Bald Eagle Ridge with the Litespeed

wing's characteristics, but the whole experience went smoothly and was confidence inspiring.

Launching the Litespeed 3 is as uneventful as can be. Handling it in the air is like riding a well-behaved thoroughbred. No surprises, and the performance is there (see below). The bar gives solid pitch feedback at VG full off. I found the glider's sweet spot to be with the VG one quarter on. This is the setting I now use for taking off, flying in anything but rough air and landing. I find this position most comfortable as I don't have to fight the pitch pressure as much when encountering a thermal. The roll response is light and turn reversals are easy with my body-weight of 110lb and no ballast in the harness (now all readers have two of my vital statistics, but I have no intentions to go any further).

I enjoy the thermalling characteristics of the Litespeed 3. I find that some high siding is required at higher banks, but it is very manageable and allows quick reversals. This high siding is also a function of the pilot's weight. Someone at the light end of the weight range will wash out the sail less and therefore have to high side more. The glider can be trimmed to satisfy a pilot's preference. Both the mid-section leading edge junction and the fibreglass tip plug are eccentrics. This characteristic allows the pilot to play with the dihedral of the wing by rotating the tubes and leads me to mention the excellent chart Moyes has published about the Litespeed tuning. This table indicates how various characteristics of the Litespeed (gliding, thermalling, fixing a turn) can be affected by different tuning methods (sprogs, eccentric junctions, CG, tip camber, leading edge tension). The document is extremely useful to put finishing touches on a glider and adapt it to your flying style. You can find this document on the Moyes America web site (see address under Litespeed Tuning).

The glider's VG range is very impressive. When the VG is pulled on, the bar position goes from chin height to chest level and the bar pressure becomes very light. This makes long glides very comfortable. The handling, on the other hand, becomes quite stiff with VG full on. But I like having all these options available and can always loosen it a bit on the very bumpy glides. The glider has a very fast top speed. I have flown faster on the Litespeed than I ever have before.

The Litespeed 3 is a pleasure on landing. The control bar position surprised me a bit when going back to the downtubes during final on my first flight. I quickly got used to it and realised that having one quarter VG on, as





The Litespeed's very clean sail after launching from Jack's Mountain, Pennsylvania

mentioned above, makes the glider easier to manage in pitch and prevents the glider from slowing down too rapidly. The flare timing is almost brainless. I landed the glider in a few miles per hour of tailwind on one occasion and it felt like a no-wind landing on any other glider. I'm afraid Moyes may have found the perfect trick to get pilots addicted to their brand by designing a glider too easy to land.

I had plenty of opportunities to tow the Litespeed 3 in Florida. The conditions ranged from light to pretty strong winds and from fairly smooth to way too rough for my comfort (I'm more of a foot-launch pilot). The Litespeed did not show any surprise in any of these conditions. In fact, it inspired confidence on the tricky days where breaking a weak link down low was an option one had to consider.

But does it perform?

Most light pilots are used to the facts that new designs show up a year later in their size and that sometimes the small models are not as high performing as the large ones. While smaller wings usually climb as well as anything else, they often fail to deliver performance on glide. This fact involves a bit of adjustment of

flying style when you are conscious of a bit of a handicap. Well, those days are over with the Litespeed 3. While I have absolutely no complaint about how it climbs, I am very satisfied with the way it glides as well.

The Florida competitions had us fly crosswind and upwind in 20mph winds. Before the Litespeed 3, I didn't stand a chance in these types of conditions because of my bodyweight and/or the glider's performance. With the Litespeed 3, I was very pleasantly surprised to see that I could make progress on such a day and that I could keep up with other pilots who have natural ballast. Faster glides brought a grin to my face that would not have been there with my previous gliders. I should also mention that I did not have the fancy control bar and that my harness belongs to the dinosaur age.

But how does this apply to recreational flying? Basically, you don't have to fly XC downwind anymore. Many possibilities open up when you can go on crosswind or even upwind legs, even in a fairly stiff wind. Heavier pilots may think that they have been doing this all along since topless gliders came on the market, but feather-weights have less options in this regard. With the Litespeed 3 there doesn't seem

to be any handicap in glide. In fact, I came on top of glides with other pilots plenty of times. A very welcome change.

While competition may have given birth to the Litespeed and most recently to the Litespeed 3, there is no need to enter competition to find advantages in flying one. The glider is so comfortable and user-friendly that it can be enjoyed by any recreational pilot of the proper license rating and weight (see below). You'll find that your competitive side, whether well-developed, suppressed or on the friendly side, will find satisfaction in it. You may also realise all the options the glider opens up in your flying. It is truly an amazing machine. I am now the proud owner of the glider that was just handed to me for a glider review.

Glider specifications

Sail area	138ft ²
Aspect ratio	7.14
Advertised weight	68.2lb
Maximum speed	68.2mph
Nose angle	130°
Optimal pilot weight	132lb
Pilot's weight range	99-165lb
Span	31.5ft

COMPANY: Moyes 9316 4644

SIZE, COLOUR: Full page B&W

CONTENT:

New ad

to be supplied



John Fairburn of Queensland receives the Hoinville Award on behalf of Trevor Bange from ex-President of the GFA, Mrs Beryl Hartley

Bob Hall from New South Wales is the Gliding Federation of Australia's new President. Executive Vice-President is Maurice Little, Victoria, and the new Treasurer is Mrs Beryl Hartley of New South Wales.

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GFA Annual General

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Pictured at the annual GFA presentation dinner were Redmond Quinn, South Australia, Owen Jones, Western Australia, Kym Bennett and Peter Robinson, South Australia

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Aaron Stroop, NSW, Phil Organ, Victoria and Bob Hall, new President of GFA at the annual presentation dinner



Gliding Federation of Australia Recognises Outstanding Performances

The Gliding Federation of Australia's 2001 annual presentation dinner was held in Sydney on 22 September 2001. Awards were presented for the following outstanding achievements:

Flying awards:

Wally Wood Trophy for the longest distance flown in the calendar year 2000 – Chris Woolley, Queensland, 730.59km.

Bob Irvine Trophy for the best handicapped distance flown in 2000 – Chris Woolley, Queensland (a different flight), 566 points.

Martin Warner Trophy for the best height gain in 2000 – Rick Agnew, Canberra Gliding Club, 17,600ft.

Decentralised Competition awards – Summer contest:

Australian Gliding Trophy for the best overall performance – Michael O'Brien, Queensland, 2,056 points.

Sportavia Trophy for the best overall performance runner-up – Matt Anglim, Queensland, 2,023 points.

Bathurst Trophy for the League 1 winner – Miles Gore-Brown, New South Wales, 1,568 points.

New South Wales Gliding Association Shield ("Bathurst Shield") for the League 2 winner – Michael O'Brien, 2,056 points.

The National Two-Seater Trophy for the League 3 winner – the best club two-seater performance – Southern Downs Aero and Soaring Club, 444 points.

Corfu Accommodation Trophy for the best performance by an under 200 hours pilot – Morgan Sandercock, New South Wales, 321 points.

Non-flying awards:

Wally Wallington Award: The most prestigious GFA award, only given for many years of outstanding service to gliding – Robert Christopher Moore, OAM, Adelaide Soaring Club and South Australia Air Training Corps Gliding Club.

Hoinville Award for national or international recognition of contribution to gliding generally – Trevor Bange, Queensland.

In addition to the GFA awards and trophies, the NSW Gliding Association honoured its outstanding *New South Wales "Volunteer Of The Year"* – Ken McAnally, Orana Soaring Club, Narromine.

Rob Moore and Trevor Bange honoured

The Wally Wallington Award for many years of outstanding service to gliding was presented to Rob Moore of the Adelaide Soaring Club and South Australia Air Training Corps Gliding Club at the Gliding Federation of Australia's annual presentation night held in Sydney on 22 September.

Rob's interest in flying commenced at the tender age of eight after seeing a friend's model aircraft. In 1953 he had his first flight in the prototype Kookaburra with Geoff Horwood at Point Pirie. Then followed an outstanding career in the sport and administration of gliding:

- 1960 Joined the the Air Training Corps.
- 1961 Promoted to the rank of CDT Warrant Officer.
- 1962 Joined the Adelaide Soaring Club.
- 1963 First solo on 9 January.
- 1964 First cross-country flight.
- 1965-1998 Gliding instructor.
- 1964-1994 Competed in his first Nationals at Benalla in a K7. This was followed by another, followed by another 28 in succession. Best placing was fifth.
- 1964-1985 Committee person, President and CFI of the Adelaide Soaring Club during these years, promoting most modern aircraft, cross-country and competition flying for the club.
- 1965 Crewed at the British World Gliding Competition, South Cemey for Malcolm Jinks.

Met Wally Wallington who was the meteorology man for the contest.

- 1966 Joined the Air Training Corps with the rank of Pilot Officer.
- 1968 SAGA state gliding competition champion
- 1969 Commenced SA Air Training Corps glider flying on a regular basis and became OIC gliding for the squadron.
- 1972 Started gliding courses for SA Air Cadets.
- 1972 Crewed at the Yugoslavian World Gliding Competition, Versac, for Maurie Bradney.
- 1973 Crewed at the Australian World Gliding Competition, Waikerie, for the Italian team.
- 1978-1985 Convenor of the SAGA competition advisory committee.
- 1980-1992 Inaugural member of the GFA Competition Co-ordinating Committee. The convenor was Wally Wallington (This is now known as the Sports Committee).
- 1980 Member of the International Competition Organising Committee until it merged with the Sports Committee.
- 1980 Official GFA team co-ordinator and crew man for Maurie Bradley at the German Pre-World competition.
- 1981 Team Manager for the Australian team to Aunges, France International Gliding Competition. A team did not attend the German World competition due to a South African boycott.
- 1983 Team Manager for the American World competition at Hobbs. This resulted in the best performance of an Australian team since Australia started competing in 1952 with Ingo Renner being placed first in Open Class and John Buchanan third in Standard Class. This comment still stands in 2001.
- 1984 Crewed at the pre-World Gliding Competition in Rieti, Italy for Paul Mander.
- 1985 Crewed at the Italian World Gliding Competition, Rieti for Ingo Renner who was gained first place in Open Class.
- 1986 A member of the organising committee for the 1986 FAI Nationals.
- 1987 Manager of the World Gliding Competition radio station at Benalla. This was a first at any world gliding competition.
- 1988 Crewed at the Austrian Pre-World Gliding Competition for Brad Edwards.
- 1988 SAGA State Gliding Competition Champion.
- 1989 Crewed at the Austrian World Gliding Competition for Bruce Brockhoff.



- 1990 Promoted to Squadron Leader (Air Training Corps) and became Staff officer flying training for the SA Squadron responsible for all flying activities carried out by the SAAIRTC.
- 1990-1991 A member of the organising committee for the 1992 FAI National Gliding Championships at Gawler.
- 1993 A member of the organising committee for the 1994 FAI Nationals Gliding Championships at Gawler.
- 1993-1995 A member of the World Gliding Competition Site Selection committee.
- 1994 Organised the National Air Training Corps Flying training Standardisation exercise incorporating gliding, power flying and, for the first time, parachuting.
- 1995-1997 Member of the FAI World competition 2001 bid.
- 1997 Started the SAAIRTC Gliding Club.
- 1998 A member of the organising committee for the Club Class World Gliding Championships, 2001.
Organised the National Air Training Corps Flying training standardisation exercise incorporating gliding, power flying and parachuting. Convenor of the 2000 Club Class Australian National Gliding Championships incorporating the Pre-World Championships Club Class. Reverted to FLTLT AIRTC as was AIRTC policy. Received an RAAF commendation for his services to SA AIRTC flying training.
- 1999-2000 CEO of the 2000 Club Class Australian National Gliding Championships incorporating the Pre-World World Championships Club Class.
- 2000 Awarded an Order of Australia Medal for services to youth by way of the Air Training Corps and gliding.
- 2001 An official at the 2001 Inaugural World Gliding Championships Club Class, also a reporter for the Club Class flyer magazine.

The recipient of the *Hoinville Award* for national or international recognition of a general contribution to gliding was Queenslander Trevor Bange.

Trevor started gliding at the age of 16 at the Southern Downs Aero and Soaring Club (SDASC) near Warwick in south-east Queensland in 1963. He was one of the foundation members of the club. Four years later he commenced and completed his powered aircraft flight training in a Cherokee and achieved his pilots licence. In 1967 he changed clubs and commenced flying with the Darling Downs Soaring Club (DDSC) which was then based at Oakey where, apart from his personal flying, he also took on tug pilot duties.

In August 1968 Trevor completed his instructors' course at Kingaroy and was soon on both the instructing and towing roster for the club. In 1969 the DDSC

moved to its present location at McCaffrey Field near Bowenville (approximately 20km further west of Oakey) and, in the same year, Trevor commenced his long association with the Queensland Air Training Corps. This was to last for 30 years.

In his role as a new gliding instructor he taught at his first Air Cadet training course at Warwick. During his 30 years as an Air Training Corps instructor he was a Flight Commander at Gatton and Oakey and an instructor at Toowoomba. In 1976 he was also appointed RTO/A for Queensland and held this position for approximately six years. During this time he was also instrumental in organising and running the airworthiness courses that were held at Kingaroy for nearly 10 years.

Trevor has held numerous positions on the committee of the DDSC over the last 34 years and is still an active committee member in his current position of tugmaster. Since being a member of the DDSC he has held the position of Treasurer (15 years), Secretary (two years), Airworthiness Officer (two years), President (one year) and his current position of tug master (one year).

Of the 34 years that Trevor has been with the DDSC, 32 years has been spent as a tug pilot and instructor. During this time he has still found the time to do some flying and has currently logged 1,300 hours in gliders and 1,300 hours in power.

Trevor has also been active in other areas of club management including the positions of Club Subsidies Officer where he gained the necessary financial assistance to acquire additional hangarage, Club Insurance Officer and is currently still a Club Director. He was also instrumental in organising the administration and smooth-running of the club training courses which were introduced six years ago and is very active in promoting gliding in the local area. An example of this was the large amount of work he carried out in getting the Youth Scholarship Scheme up and running within the club. This scheme has seen the introduction of four new young pilots into the club scene, all of whom are still flying actively within the club and are progressing towards a C Certificate and beyond.

Trevor has been an active member of the Sports Aircraft Association of Australia, Toowoomba Branch since 1975 and organises the annual fly-in at his private airfield near Clifton, south of Toowoomba, which last year saw an attendance of 135 aircraft. He currently owns and flies a Porterfield light aircraft that he has rebuilt. This aircraft was previously owned by Reg Ansett who flew it in the 1936 Brisbane to Adelaide air race as the winning aircraft. Trevor flew the aircraft in the 60th anniversary race in 1996.

In 1989 he was recognised for his services to the Darling Downs Soaring Club when he was awarded a club Life membership.

Trevor has worked tirelessly in the area of club administration and operation, and also in youth training and advancement which is the future of the sport of gliding.



GLIDING FEDERATION OF AUSTRALIA

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Cheque for \$302* is enclosed
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and initial registration is due
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TYPE

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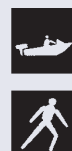
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Litespeeds dominate Norwegian Nationals

Hi all. Just thought you'd like to know that Litespeeds took out the four top places, and five in the top 10 at the Norwegian Nationals recently.

Results

1	Krane, Kjell Christian	Moyes Litespeed	1,861
2	Moen, Tor-Erik	Moyes Litespeed	1,859
3	Opsanger, Olav	Moyes Litespeed	1,764
4	Henden, Nils Aage	Moyes Litespeed	1,675
5	Bjølgerud, Sverre	Icaro Laminar	1,540
6	Ødegård, Tommy	Icaro Laminar	1,427
7	Hobblesland, Andreas	Wills Wing Fusion	1,381
8	Dahl, Svein	Icaro Laminar	1,348
9	Nilsen, Johnny	Airborne Climax	1,337
10	Ellefsen, Øyvind	Moyes Litespeed	1,261

Regards, Øyvind Ellefsen

Club News

Cloudbase Paragliding Club, WA

The Cloudbase Paragliding Club of WA has moved its meeting time and venue to Rosie O'Grady's Pub on Canning Highway, South Perth, first Tuesday of each month at 8pm.

It seems to be a great venue; we have a meeting room and plenty of food and drink available too.

The club winch has been rejuvenated thanks to a lot of work by John and Wesley and others, and should be more reliable and simpler to operate now. Funds have also been acquired to buy a tow car and the search is on for a suitable vehicle.

The end of winter has brought some great flying conditions, with cross-countries in August from the Hill and from tow; great conditions except for the cold hands.

Christmas and New Year Closure – Notice to all Pilots

The HGFA office will close for the Christmas/New Year period
as at Friday, 21 December 2001 – 4pm.

Pilots are urged to renew their membership prior to Friday, 18 December 2001, so that mail can be returned to them prior to the closure of the office. (Please note that anything received after 18 December 2001 will be processed in the new year.)

Instructors are also urged to purchase supplies prior to 18 December 2001, as delivery cannot be guaranteed after this date.

The HGFA office will re-open on 2 January 2002.

Craig, Margaret, Colleen and Karina wish everyone a safe and Happy Christmas and New Year.

It's also been good to see lots of new pilots, including some resident in the Margaret River and Albany areas. Remember to use the message bank (9487 5253) if you're going flying or want to go flying.

A number of pilots including Steve Watts and Aaron Massey have recently got their intermediate licences. The drought this winter doesn't seem to have stopped it raining every weekend, but hopefully it will mean great spring flying.

Mike Duffy

Sydney Paragliding Club, NSW

After a long break the Sydney Paragliding Club has reformed. On 6 September 2001, 29 of us had an interesting meeting at what will be our regular meeting place, the Marrickville Bowling Club, Sydenham Road, Marrickville. We plan to have only four meetings a year, focusing more on flying, and communication between us as to who is flying where and when via an internet link-up. The internet system is intended to allow us to send in a simple email saying what we are doing, which will then be sent to all the other members so we can join in, share cars, local knowledge and each other's company.

The office bearers are President: Enda Murphy, Vice-President: Paul Cox, temporary Secretary: Mark Mitsos, Treasurer: Dave Worthington and Dave Fowler will do the monthly Skysailor updates. After all the official bits we saw a couple of flying videos and socialised over a few drinks. You're welcome you to join

us for our mutual benefit. See [www.sydneyparagliding.com] or phone Paul Cox (02) 95571185, or email <mark@sydneyparagliding.com>.

Next meeting to be held at Coxy's Marrickville Bowling Club on 6 December at 7:30pm.

...and some flying news:

A great day was had at Stanwell on Monday, 10 September for the people that could get away from work with it being flyable from dawn to dusk! The wind came on nicely from the south-east in the afternoon to allow some pilots to cross the gap and head south, with Paul Cox and Enda able to get to Brokers Nose and back to Burning Palms, an out and return distance of 50km. Andy Unger made it down to Bulli in the Scenic tandem. Mitsi and Dave Worthington also went to Bulli and back later in the afternoon. It was also flyable all day Thursday, so spring is really in the air...

David Fowler

CMAC National XC League

Update – 19 September 2001 – Top 20

Pilot Name	State		Flight 1			Flight 2			Flight 3			Flight 4			Flight 5			Total
			D	T	P	D	T	P	D	T	P	D	T	P	D	T	P	
1 Enda Murphy (Adv, PG, Omega 5)	NSW		70	OD	119	53	OD	90	26	OD	44	30	OD	51	50	OR	213	517
2 Jon Durand Jnr (Adv, HG, Litespeed)	QLD		66	OD	66	100	OD	100	90	T	270							436
3 John Piercey (Int, PG, Atlas)	WA		20	DG	90	21	OD	63	50	OD	150	16	OR	120				423
4 Craig Donnell (Nov, PG, Arcus)	ACT		26	OD	130	15	OD	75	36	OD	180							385
5 Wesley Hill (Adv, HG, Litespeed)	VIC		55	DG	83	78	OD	78	39	OD	39	51	DG	77	29	OD	29	306
6 Mark Plenderleith (Adv, PG, Sigma 4)	QLD		49	OD	83	29	OD	50	34	OD	55	17	OD	29	44.5	OD	76	293
7 Andrew Horcher (Adv, PG, Bonanza)	QLD		64	OD	109	23	OD	39	50	DG	109							257
8 Ian McFarlane (Nov, PG, Bolero)	QLD		15	OD	75	16.5	OD	83	5.5	OD	28	12	OD	60				246
9 Mike Duffy (Adv, PG, Proton)	WA		30	OD	51	33	OR	140	19	OD	32							223
10 Brandon O'Donnell	QLD		32	OD	96	38	OD	114										210
11 Damien 'Tex' Gates (Adv, HG, SX6)	QLD		48	OD	58	33	DG	59	32	OD	38							155
12 Dave Tonks (Nov, PG, Bolero)	QLD		6	OD	30	19	OD	95										125
13 Jamie Oorshot (Adv, HG, Blade)	WA		65	OD	78	35	OD	42										120
14 Tascha McLellan (Adv, HG, Litespeed)	NSW		33	T	99													99
15 Andrew Medew (Adv, HG, Stealth)	VIC		47	OD	47	47	OD	47										94
16 Peter Bowyer (Adv, PG, Nova Argon)	ACT		36	DG	92													92
17 Russell Ferrier (Nov, HG, Fun)	QLD		48	OD	82													82
18 Tony Croft (Int, PG, Octane)	WA		18	OD	54													54
19 Pete Leach (Adv, HG, Shark)	WA		20	OD	24	20	OD	24										48
20 Grant Heaney (Adv, HG, Litespeed)	ACT		40	OD	40													40



Tasmanian Hang Gliding Association

The Annual General Meeting was again well supported with most members making the effort to travel to Ross in the middle of the state. It was a good opportunity to reflect on what we had achieved over the year and plan for the future. Thanks to all members in keeping the momentum of our club moving along. Anthony Mountain was elected as President and Stephen Bayley continued as Secretary/Treasurer, etc for the coming year.

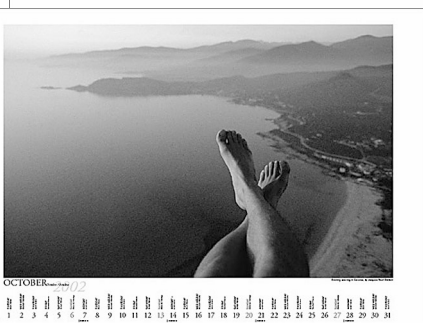
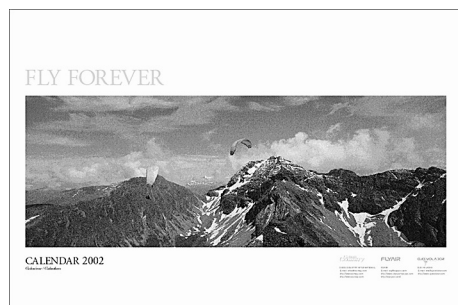
Members are reminded that our web site [www.thga.net] will become the main forum for communication between members for the future. Therefore it would be advisable to read the notices frequently and if you need to post relevant articles, please do so through Dave Luttrell who is the guru of this web site.

After the success of our first State Competition we will certainly be running another this year. We will expand the number of categories so all members can again enjoy this event. Please watch the web site for the calendar of events for the 2001/2002 season.

With the sea-breezes starting and temperatures hitting the low 20°C it is time to get your gear ready for another great season.

See you guys at launch, Stephen Bayley

Product News



"Fly Forever" Calendar

Hot off the press, "Fly Forever" is Cross Country's new calendar for 2002, and features the work of the cream of the paragliding and hang gliding photography profession. Thirteen mouth-watering prints by Andy Busslinger, Jerome Maupoint, Gerry Charlebois and others are captured in all their glory on 300 x 420 mm high quality art prints. "Fly Forever" is available to order now, priced at £12/US\$17/Euros 19, at our secure online store [www.xcshop.com].

Hugh Miller, Cross Country Magazine

November 2001

Funny Caption Competition

Due to a surprising lack of response (in submission of both entries and photos) the Funny Caption Competition will be withdrawn until further notice.

If you would like this feature returned in the future, please now post your funny photos to: Richard Lockhart,
C/O Blackheath Post Office,
Blackheath NSW 2785.

Airwave is back in Oz

GTL, importers of Woody Valley harnesses, are proud to announce the addition of Airwave gliders to their product list. Airwave's design philosophy of safety, handling, performance and long lasting materials has produced an exceptional range of gliders for all pilot levels.

The Airwave Sport (DHV1-2), 'the ultimate Sports Class glider', with its revolutionary stability control system (SCS), closed cell design and proven wing flex system, has been given rave reviews during its recent debut at the St Hilaire airshow.

Contact GTL now! and find out why Airwave is the choice of champions. See [www.gtl.net.au] or phone 0409 462 466.

The GTL Team

FAI News

Paula Bowyer – New CIVL PR Co-ordinator

I would like to introduce myself: I am Paula Bowyer, the new CIVL PR Co-ordinator and WPRS administrator. I have taken over from Sarah who is now working as a Sports and Performance Psychologist (those interested can contact Sarah at <sarah.fenwick@ntlworld.com>).

I have been flying hang gliders for 12 years, including competing in World and National Championships. During this time I was involved in helping to run the British National League and was a member of the Competitions Committee as well as training to be a hang gliding instructor. I have occasionally been seen on a paraglider, which is always a lot of fun.

The following are just a few of the topics you may need to contact me about: World Pilot Ranking Scheme, Pilot Qualifications, Category 2 sanctioning, Media related issues, CIVL Meetings, Bids for Category 1 Championships, etc. If in doubt who to contact within CIVL, please feel free to get in touch with me via email <paula@fai.org>, phone +44 1495 785775 or fax +44 1495 785773.

I hope to meet many of you at the Plenary meeting next year.

Paula Bowyer 



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Competition Committee and CIVL Report

MICHAEL ZUPANC, *HGFA Board member, Competition Committee conveyor, Australian CIVL delegate*

For explanations/clarifications of any of the points raised below, feel free to contact me on 0408 662 328, 07 5532 5895 or <hang_glide@hgfa.asn.au>.

Australians at International Competitions

The World Air Games were held in Spain during the past northern summer season with Enda Murphy flying extremely well in the Paragliding World Championships, being near the top of the placings for most of the competition. In the Hang Gliding World Championship, Rohan Holtkamp made a name for himself with a superb fourth place in the event. These results have been the best for Australians in FAI Category 1 events for some time.

Competition Scoring – International

From the international point of view, competition scoring and pilot ranking are ongoing issues for development. I notice with some mirth, the recent comments on CNN (aka Davis Straub) regarding scoring issues, and in particular, the “Early Bird Bonus”. When this concept was first introduced, there was widespread opposition to the idea and so it was initially introduced in a minor fashion. In the ensuing years it’s effect has been steadily increased within the scoring system, however apparently not fast enough (!) as now there is widespread opposition to the apparently small scale of the concept. Increasing the effectiveness of this system has been an ongoing concern as the new technology of GPS tracking opens up more possibilities. Tim Cummings came up with a concept to change the way that the concept is calculated, and the development of this is ongoing.

Competition Scoring – National

The Competition Committee has agreed to trial a new and somewhat controversial concept in the way that competitions with different classes of gliders are scored. This concept involves scoring different classes of gliders differently, and it will be run during the Australian Open at Deniliquin in the New Year. The problem that is being faced is that our major competitions are becoming too elitist for the weekend/social pilot. Hence the competition participation is falling and the major competitions are becoming increasingly difficult to run on the steadily lowering revenues. The proposed solution involves getting more social pilots involved with tasks that are reachable (for them) and a “competition” that is competitive (for them) whilst still enabling the top pilots to slug it out amongst themselves with big tasks in demanding conditions. This concept has been criticised, as it is perceived that some pilots will get an unfair advantage. However, this perceived advantage diminishes as participation increases, so if the concept is well patronised, there will not be a problem. If it is not well patronised, only a few pilots will get this apparent bonus (and they won’t affect the top ten or so on the national ladder anyway). Furthermore, this “bonus” comes at the cost of missing out on the potential of scoring higher points in a different class, so it is not really a bonus at all.

I see it as a very worthwhile experiment.

The situation of falling participation at our major competitions will be heightened in the next couple of years, as most of the pilots in our major hang gliding competitions are from overseas, and as the next World Championship is being held in Brazil, Northern

hemisphere pilots will be inclined to do their “off-season” flying in Brazil rather than Australia.

GPS technology has made running competitions cheaper, but the falling participation has meant that the entry fees have not necessarily come down, as competition organisers have been forced to budget the same fixed expenses on ever dwindling numbers of competitors. Hence we need to be proactive in finding ways to increase competition participation.

Why bother with Competition?

Competition is what drives a sport. Competition is what sets us apart from a “recreation”. Competition is what drives glider development. Competition is the focus of much of our social flying, hence competition becomes the motivation for much of our “recreational” flying. Competition provides publicity for the sport, as competition is something that the media can focus on. Competition builds pilot skill, because within a competition, pilots fly intensively with many other pilots to watch, and with whom to discuss tips and techniques. The sport of hang gliding, in all its forms, depends heavily on competition, from simple grass roots weekend competitions through to major international events.

Entry-level Competition

The GPS track log systems that are now common in the sport has made it very easy to run simple casual competitions. There are now numerous casual competitions around the country that use this technology, and the Competition Committee is proactive in getting small competitions and the new National Cross Country League recognised on the national ladder. The members of the CC are always available to assist competition organisers with advice and technical help.

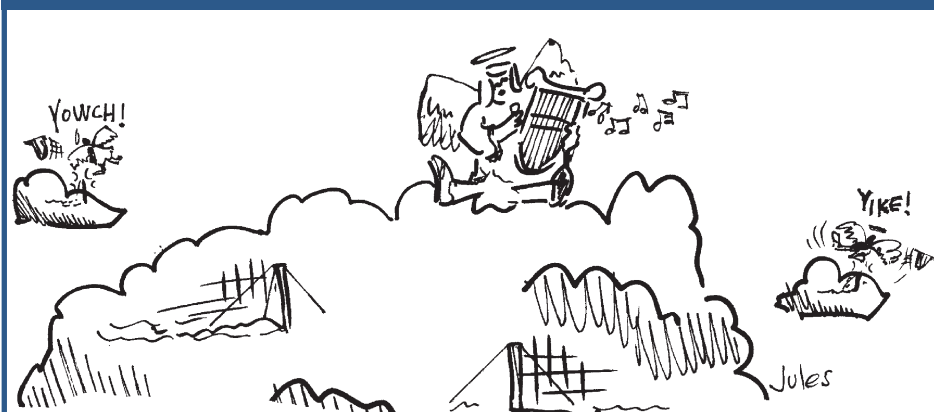
Competition Committee

The Competition Committee continues to meet once a year and it is also very active throughout the year using email. The new edition of the competition manual should be published on the due date of 1 October.

CIVL

I remain a Vice President of CIVL and am still heavily involved in technical matters and matters relating to rules and their interpretations. The CIVL decision making process is somewhat different to the system that the HGFA Board and CC use. In the Board and CC we have our formal meetings, but then during the year we also make decisions by formal votes using telephone conferences and/or email. In contrast, all decisions in CIVL are made at the plenary meeting, which is held once a year. There is no mechanism to do otherwise. Whilst I am very involved, and I would like to think, somewhat influential, I am still basically the only voice from this quadrant of the globe. CIVL is heavily dominated by European interests; this bias has been an issue in the past, and I am sure it will be in the future.

CARTOON by Jules Makk



Back when king posts gave the angels an early warning...

HGFA President's Report

ROHAN GRANT, HGFA President

In his closing comments to last year's Annual General Meeting the previous President stated:

"In parting I have a sneaking suspicion that this coming season is going to be one to remember, I would like to say awesome, even of biblical proportions but I should not get carried away."

It was an optimistic comment, forecasting great flying conditions, and hopeful of big distances and long hours of safe flying.

It was a year to remember, but for all the wrong reasons:

- Eight fatalities, including an horrific double fatality and serious injury at Stanwell Park, which in the main can only be explained as poor flying decisions by very experienced pilots
- A huge hike in insurance premiums, from \$115,000 to \$330,000 per annum, with a consequent flow on effect to membership fees
- A radical loss of access to airspace if the current Air Services Australia LLAMP proposal succeeds

Sites

HGFA Board was able to assist the ACT Hang Gliding and Paragliding Association to secure and improve access to Mt Spring.

The Board also gave its support to a proposal for a Site Development Loan Scheme, to assist clubs and regional associations to acquire and retain key flying sites. It is hoped this proposal is nearing completion, and I look forward to submissions from clubs that will put our cash reserves to work directly on flying sites, delivering both increased flying hours and long-term growth of the membership's financial assets.

Safety

As mentioned earlier, we suffered eight fatalities this year, our worst year ever. This is despite the continuing trend of reduced accidents during training and the early stages of a pilot's flying experience. Indeed, all those tragically killed were very experienced pilots.

We are currently awaiting the report of the coroner into the Stanwell Park fatality. It would be inappropriate for me to speculate at this time on the cause of that accident. However, one important outcome of the hearing was the acceptance that the Stanwell Park Club had not used the HGFA's disciplinary process to deal with unsafe flying practices. The club has moved to correct this.

Peer review and peer pressure is the best way of maintaining safe flying practices. Its one weakness is that it is vulnerable to the abuse of friendship and conviviality to excuse and overlook unsafe flying.

There is no excuse for recklessly endangering one's own life, let alone that of other pilots or innocent members of the wider community. Safety Officers are reminded that the HGFA's disciplinary process is built into the HGFA Constitution to protect members and the general public. Safety Officers are encouraged to use it whenever a pilot chooses to deliberately ignore a warning that their actions are putting at risk themselves or other people.

Management and Service Delivery

A small deficit of around \$45,000 was achieved this year, despite a budget targeting a small surplus. Personally, I'm delighted with this result. When the budget was prepared we were warned to expect an increase in insurance premiums of around \$20,000. To keep the public liability premium to \$330,000 was itself a small triumph, given the other quotes received. Regrettably, the expense occurs before the income to cover it, hence the small deficit this year. The consequent increases in membership fees and services fees appears to have been well accepted. I thank the membership for their understanding.

Last summer members criticised poor service standards from the HGFA Office. This period of poor service coincided with the departure of the former National Executive Director and the extended absence of the Office Manager on maternity leave. It highlights the non-trivial nature of the services and functions undertaken in the office, and debunks the claim that these services can be simply out-sourced. To Margaret Crane's great credit, service standards were lifted, and indeed returned to the previous high standard members have come to expect. Moreover, this occurred in April, just as the office entered the critical peak membership renewal period.

However it is evident that in some areas the new management structure is not working as well as some hoped. New projects and initiatives have suffered, with a number languishing for want of attention. Two causal factors are apparent. Firstly, the extraordinarily high number of serious accidents has demanded much more of the General Manager's time than was ever imagined. Secondly, for almost a decade the membership enjoyed the resources of two skilled executive officers managing and developing the business and flying operations of the association. The membership still has the same high expectations. Yet the day to day demands on the

General Manager are too great for one person to deal with.

Clearly, the current arrangement is not appropriate for our needs, nor sustainable into the future. Moreover, we are greatly exposed to the loss of either Craig or Margaret. The challenge for the Board is to identify and put in place a management structure that will serve the members into the future.

Communication

Take a look at [www.hgfa.asn.au]. Significant improvements to the HGFA's web site are evident. Thanks go to Mike Bruce, Mike Zupanc, Stewart Dennis, John Reynoldson and Rick Lockhart, amongst others, for the significant lift in content, usability and presentation.

Skysailor too continues to improve, although in a more evolutionary, less revolutionary manner. And although I am disappointed that we have not been able to progress a news-stand ready magazine as quickly as I had hoped, I am still confident that this will be achieved. It is as important as ever if we are to control and manage our public image and to attract new members to the sport.

Membership

Over the last five years, membership growth has plateaued. Indeed, on the early figures available for the last year, it appears that membership has declined by up to 10%. Whether this is due to a reduction in teaching effort by HGFA instructors, the recent increased cost of insurance, the introduction of the GST, other external factors, or a combination of factors is too early to determine.

This stagnation is something we have to turn around. Whilst some members still feel that their local flying site is too crowded, the recent hike in insurance premiums serves as yet another reminder that we need more members if we are to keep the cost of participation within reach of ordinary Australians. (If your local site has become too crowded, open a new site with the assistance of HGFA Site Development Loan!)

Representation

The current Board is entering the final quarter of its two year term. You will shortly receive a call for nomination to the Board. We need good leadership, over the long term and at all levels. Please give these positions serious consideration, and when it comes time to vote, please vote and encourage your friends in the membership to vote. Our future flying depends upon your choices.

Safe flying, and may this season be much better than the last.





Age is no barrier

Adapted from an article which appeared Australian Gliding 1995 plus comments from Cath Conway

It's not often a GFA Councillor has a baby! With the proud parents, David and Catherine Conway of the Adelaide University Gliding Club, both instructors and ground engineers, what hope has the youngster got?

A history of his progress might go something like this – Michael Conway – Verbal milestones to look forward to (Apologies to "Look who's talking"):

Nine months, first words – "Kwee Zee – Kwee Zee." (Actually his first word was "Dop-dopdop" which evolved through "Dedopder" to "Helicopter." Plane was his second word. "Mamma" and "Dadda" came later).

One year (thinks), "Baby-sitters all weekend – again! Waah". (Naahh, we took him along).

Two years, "Mumma in Kwee Zee – Daddy unner winch." (*Kwee Zee, or QZ, is the call sign of the family Boomerang. He had had his first flight by then – I think it was in the Renmark Blanik).

Two-and-a-half years, "Yuk, do I have to chammy under the wings – the water's running down my neck." (Well he was certainly helping to wash them. Little brother Peter arrived about this time).

Three years, "Nah, I don't want to eat my Kellogg's! If I grow up big and strong I know what'll happen. SCUM!" (At this age, we were flying in the Puchatek – Michael in his booster seat in the back. I was late downwind abeam the launch-point. "Where are we going Mum?" "We're going to land at the launch-point." (behind us at this stage). The stick suddenly slammed to the right as a little voice from the back seat corrected me, "You're going the wrong way Mum – launch-point is back there.")

Four years "No – if I just lift this wing-tip up – you'll be gone for hours!" (When Michael was four, we were on a flight back from Melbourne. Peter was asleep on my lap. The flight attendants offered to take Michael up the front to visit the crew. After a while, I could hear lots of laughing from the front of the plane. Michael came running back to his seat with the attendants close behind – still laughing. They related that Michael had looked the Captain in

the eye, waggled his finger at him and reminded him "Now you bring the nose up when you land.")

Five years, "Mum, what does it mean – being GFA President?" (Michael's now regularly helping with airworthiness. He can put the seat-pan in and out of the Boomerang. When David and I bought a Ventus last year, we were in BIG trouble for not buying a two-seater so he could come too. He makes lots of paper planes at school and lectures his classmates on "effects of controls" and "basic aerodynamics".)

Now, at six years, "Dad – you need a 13mm ring spanner for that nut!" "Why can't I fly – why do I have to wait for the trainees to go first!" "When can I do my first loop?" And he told some of our trainees recently, "I can fly with the stick now, and when I get bigger I'll be able to use the rudder too and then when I'm bigger again, I'll go by myself."

This year he has an understanding teacher – her Dad was a member of the Whyalla club. As for the rest – we'll have to see:

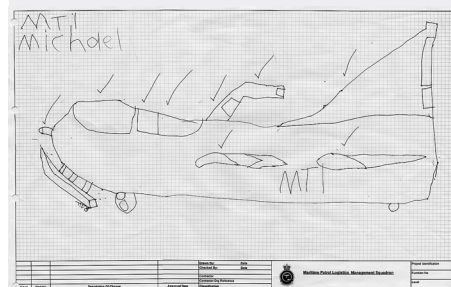
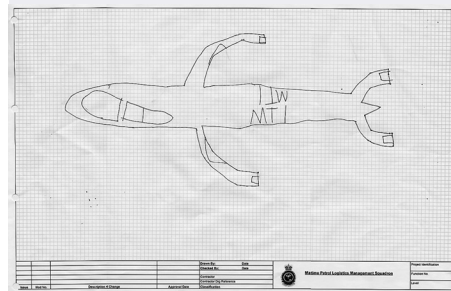
Seven years, "Waah – but I wanna come on the wave camp, not stay with grandma again." Eight years, "Can I drive the winch-truck again please – hub – please?" Nine years, "Dad – I've got my cushions and weights – dad – I've got my cushions and weights – DAD!" Ten years, "Grounded!! I'll go and ask mum – so there!" Eleven years, "Hurray! – school holidays – and there's a camp at Lochiel." Twelve years, "Dad, I'm big enough to lift the root end now!" Thirteen years, "Mum, can I drive now, mum – we're past Point Wakefield." Fourteen years, "No, mum – the lift was definitely that way!" Fifteen years, "Wow, SOLO! – Chip off the old blocks, hey. Can I have the LS27 next weekend?" Sixteen years (on Yuppy phone), "Hey, mum, dad, whose turn to retrieve me?" Seventeen years, "But Dad, the entry fee for the Nationals is only a lousy \$6,500. I'd only need to borrow 15k's to compete." Eighteen years (ring, ring...), "Mum, dad – I'm staying in Brisbane – I've met a girl at Uni-gliders who's got an ASH25! We'll bring it to the Sports Nationals at Lochiel. See you there! Bye!"

The MT-1

MICHAEL CONWAY

This is my design for a glider.

The wings look like they go out like jet wings – This is to get more speed.



The MT-1 is a competition glider. Its ailerons are a little bit different because they are on the ends of the wings. There are also flaps.

The elevators are a bit different too. They are curved back like a 747 and follow the shape of the wings.

It's got three seats because there might be two instructors, or one instructor can take two students so training will be quicker.

The nose skid is there in case the wheel breaks and then the glider can still land on the skid.

It has a pitot tube on the front like our club's Bergfalke.

It has a winch hook, but not where other gliders have one. It's on the skid so it pulls the skid along so the wire can't catch on the skid during the launch.

My name is Michael James Conway. I'm a kid and this is my design. I hope you like it. I'm six and go to school. If you like it please send me an email to <conway@auscom.com.au>. My mum will read it to me.



What a Thought – Bus, Bomb, Boom then Mayhem – for the Trophies Officer!

FRED FOORD, GFA Trophies Officer

The Trophies Officer maintains duplicate copies of the Trophies Manual, which contain so much irreplaceable history of the 43 GFA Trophies and Awards issued from the beginning of time. The reason for the duplication is obvious - if one copy for any reason gets lost there is a back-up. One is kept by the Trophies Officer the other at the Secretariat. That is how it should be.

After the Trophies Officer had brought the Secretariat copy up to date at the 2000 ACM in Melbourne, he entrusted it to someone to take back to Essendon. Recently he sent some more update pages to GFA, but the manual was not there, and as at the 2001 ACM it had still not been located.

The Trophies Officer took his copy to the 2001 ACM in Sydney, travelling by overnight bus from Adelaide because of the Ansett situation. The bus called at Melbourne on the way, it being a 23-hour journey overall.

On the second leg of the trip, approaching Benalla on the Hume Highway, the bus driver suddenly pulled over to the side. A passenger had asked to be let off the bus. Instead of puking on the grass or going behind a bush as anticipated, the passenger walked off northwards, giving the hitch-hiking signal. The bus driver was in a quandary, so phoned base for advice, which was to phone the police. They duly arrived and ordered the bus to be evacuated. Apparently

the passenger had been talking about bombs to the man sitting next to him. We all alighted in an orderly manner and gathered 100 metres from the bus. By now there were five police cars in attendance! We were told that the 'bomb squad' was coming up from Melbourne. Two hours later they arrived, with sniffer dogs. They checked the bus and baggage, took everything out of it, invited everyone to pick up their own baggage and move away again. By this time there were nine police cars, including the bomb squad, two paddy wagons and two unmarked cars. Nothing was found and eventually, after nearly three hours delay, we proceeded.

But this is the point, whilst waiting it suddenly occurred to the Trophies Officer that at any moment the, now one and only, GFA Trophies Manual might suddenly vapourise in a BOOOOOM and a sheet of flame! The best-laid schemes of mice and men! Oh, and what about the passenger? He was never found, but his ticket was issued in the name of "D Police"!



Handicaps for Decentralised and League 2 Competitions 2001/2002

MAURIE BRADNEY

Glider	Handicap	Glider	Handicap	Glider	Handicap
Nimbus 4, ASW 22bwl	0.79	Janus CM	0.97	Astir CS and 77, Phoebus B, Twin Astir 2	1.14
Nimbus 3 (25.5m), Nimbus 3d (25.5),		Discus 2, ASW 28, LS8, ASW 20b,		Club Libelle, Cobra, Salto, Grob 102,	
Nimbus 4d, ASW 22b	0.80	ASW 20c, Calif A21	0.98	IS29d, ASK 21	1.15
ASW 22 (24m), ASH 25 (25.6),		LS3 and 3a, ASW 20, DG202, Pik 20B,		Pilatus (retract u/cart), Puchaz	1.18
Nimbus 3 (24.5m), Nimbus 3d, Nimbus 4dt	0.81	Mini Nimbus, Mosquito, DG600, G304	0.99	Pilatus (fixed u/cart)	1.19
ASH 25, Nimbus 3d	0.82	Discus a and b, ASW24, SZD 55,		Puchatek, IS28, IS30	1.23
ASH 26, Ventus 2c (18m), Lak 17a (18m),		Kestrel 17, Cirrus 18m	1.00	Boomerang, Super Arrow, BG12A,	
DG 800 (18m), Ls6c (18m)	0.88	LS4 and 4a, LS7, DG300, IS32	1.01	Foka 3, 4 and 5, Ka6e, Bergfalke 4	1.27
Jantar 2 (20m), Jantar 2b	0.92	Diamant, Libelle 301	1.02	Ka6, 6cr	1.30
Nimbus 2, 2b, 2c ASW 17, 17s,		Janus B, Pegase, Pik 20e	1.03	K7, K13, Bergfalke 3	1.34
Ls8 (18m), Ls6c (17.6m), Ventus (17.6m)	0.93	Jantar 4	1.05	Arrow, Skylark 2, L0150, Skylark 2,	
Ventus 2a and 2b, ASW 27a and 27b,		Jantar 2 and 3, Standard Cirrus (16m)	1.06	Mucha, Blanik	1.40
DG 600 (18m), Lak 12	0.94	LS1f, Hornet, Standard Cirrus, ASW 19b	1.10	K8, Longwing Kookaburra	1.45
Ls6, Ls6b, Jantar 1 (18m), DG600 (17m),		Phoebus C, Pik 20D	1.11	Kookaburra 1, 2 and 3	1.81
DG 500/505 (22m)	0.95	Libelle 201B, ASW 15b, DG 100 and 101,		Kingfisher	2.00
Ventus, DG400M (17m), DG202 (17m),		Twin Astir, Janus A	1.12	Grunau Baby 2	3.00
Ls3 (17m), ASW 20L	0.96	Libelle 201, ASW15, Ls10, Ls1c, Ls1d,		Glider in the 1.00 to 0.88 area except the 15m types are eligible for the Super 18 Class.	
Duo Discus, Kestrel 19, DG400M (15m),		DG 500/505 Trainer (fixed gear)	1.13		





Save Timbis

I was in Timbis, Bali, earlier this year and was informed by the local club Secretary and President that the flying site may be forced to close. Back in the Suharto era the locals were forced to sell the land to a company which plans to build a golf course on the site. Although the site has not been paid for, recently there have been attempts by the prospective developers to prevent flying.

The site already provides an income for six local families, and through a site fee scheme introduced last year is providing money to the owners of the land we cross to gain access to the site, as well as to the Indonesian Federation.

What I have been asked to do is to ask all pilots who have flown at Timbis to write letters or send emails to the club. The club can pass these on to the local authorities, should the need arise, as evidence that the site is a truly world class flying location, and as a result hopefully save this wonderful flying location

on one of the world's most beautiful islands.

Write letters to:

Bodih Suprana/Ketut Manda, Timbis Beach Flying Club, Dusan Pantigiri Urigasan, Kuta, Bali Indonesia. Or alternatively email <timbis2001@yahoo.com>.

Thanks for your help, John McKenry



South Australia does it right

An analysis of FAI Certificates from AG/Skysailor, September 2001, page 20 reveals: Western Australia gained about 20% of the FAI certificates in Australia – note well, we have only 10% of the population.

South Australia also gained a large number of certificates in proportion to its population.

Interpretation:

The WAGA policy of encouraging clubs to hold concentrated ab initio courses is paying dividends and we can expect a number of FAI Certificates and Badges, beyond Silver "C", in Western Australia in the coming year.

They are doing something right in South Australia. I suspect it is the Adelaide University Gliding Club policy of providing low cost gliding via a winch to university students.

Recommendation:

The GFA gives a grant to clubs which run concentrated ab initio courses.

The GFA encourages a university gliding club to start in each state using winch launching.

Brian Voce



September Issue

The September Skysailor was just about the best and most useful and interesting Skysailor that I can remember. Even the gliding guys had

some good articles. I'll be anxiously awaiting the continuation of Ewan McCabe's article. Obviously it is good content (verbal) that makes a good magazine, all the rest is just window dressing. No matter how fancy the editorial and production team make the magazine look, it is nothing without the contributions of the members. If you think you have information or experience that others would be interested in, you too can improve the quality of the magazine.

Graham Sutherland



Grand Prix Scoring

I thoroughly agree with the thoughts of the article in AG/Skysailor regarding the concept of Grand Prix racing. As rules co-ordinator for the WA championships I see so many anomalies in the scoring that can alter the final score, without taking note of a given pilot's ability.

It is amazing how much a poorly set task will alter the scoring on a day. (Note we cannot always predict the weather perfectly and the task devaluation can be a farce.) The concept of points for finishing order is a perfect way to resolve the situation.

There is, however, another anomaly that is showing signs of creeping in by using the suggested concept. It looks at first to be a fair way to score that the winner gets one point per person he beats, but let us consider one pilot who, over the competition period, flies predominantly in groups of 10, whilst another flies predominantly against groups of nine. You can soon see who will come out better off – once again the top pilots are being scored against the worst pilots. A little like giving Schumacher an extra point if he beats a Minardi.

The better and well-tested method is to use the scoring system they use in sailing. One point for first, two for second and so on down the fleet. The winner is the one with the least points. To increase the value of a win the winner gets not one but half or three-quarters a point.

I strongly suggest that this would be the better option as it would give accurate and fair scoring at the top of the field where the points are critical.

James Cooper, Gliding Club of WA, Cunderdin



Response to Graham Sutherland

Taking the starring role in Graham's letter in the October AG/Skysailor I would like to respond with the following.

National Site Development is the HGFA's attempt (via application and grant) to implement support for the regional bodies and clubs in an area crucial to both our continued existence and the simple enjoyment of our sport.

Flying hang and paragliders is not a right it is a privilege, granted at the benevolence of governing and controlling bodies and private stakeholders. I would much prefer it to be the other way, but until the regulatory nature of our society, or the constitution is changed, I have to live with it along with everyone else. So that is the way I deal with it.

Good cop, bad cop, civil disobedience, rocking the boat, legal action, congeniality or amicable negotiations. Thanks for what must surely be such learned opinion, in that you are so bold as to offer it with such authority. Whilst you're coaching in how to argue over the coin toss goes on, I will still be here waiting patiently for the simple information required in order to do the job, for the benefit of all. How to do the job is moot!

I cannot do a National Site Development role if I do not know what the subject of my charter is. Why gather that information and not do it in such a fashion so that it can be of continued benefit and use, seems like sensible practice in order to do an effective and efficient job.

Asking clubs details about what sites they fly, is it really so much to ask? Especially because my aim is to help in securing them.

I will not force myself upon you. I will help where I can. If not required then good luck. At the least, I hope to be able to document and promote our sites nationally, to our whole flying community. If sites are sensitive, then they are accorded the treatment required to maintain them.

"Direct and immediate benefits" If I could organise these as 'simply' as you seem to suggest they are to come by, I would surely be charging exorbitant fees as a commercial negotiator. You do not extend any exhaustive advice on how to obtain these. I am sure everyone would be interested to know the secret.

A little trust goes a long way. I am still hoping that clubs will contact me for another Site Survey Pack, or return the ones I have sent, they have failed to be returned in any substantially complete or beneficial amount. It changes the whole scope of any possible courses of continued action.

Imagine if, 10 years ago (or whatever) when the documentation and permission was gained to use Pt Cartwright, it was recorded centrally and the documentation may even still be filed centrally, free from the vacillations of club committee members. If nothing more your problem may have been wholly avoided. Simple filing errors. There is would be a direct and immediate benefit planned for years ago.

Sincerely, Damien Gates

HGFA National Site Development Officer

HGFA General Manager's Annual Report

HGFA Annual General Meeting – Tullamarine, Victoria – 23 September 2001

This past year has proven to be a challenging time for the federation, its members and administrators. Along with most other not-for-profit and profit-making organisations, the HGFA has encountered challenges from increased market pressures and added costs resulting from the introduction of the GST and increased insurance premiums. Challenges have arisen in each key area of HGFA's operations, and steps are being taken to address each of these challenges, as follows.

Sites

Our sites in and around built up areas and within National Parks are coming under increased pressure. This has become particularly evident in NSW, with the creation of many new National Parks resulting in sites that were in the past under NSW Forestry Commission control now coming under the NSW National Parks and Wildlife Service (NPWS). Our National Site Development Officer, Damien Gates, is continuing to work with the NPWS and the various NSW based clubs to establish ongoing tenure and maintenance agreements for these sites.

As two of last year's fatal accidents resulted in gliders crashing into carparks, there was considerable pressure put on sites in and around urban areas, with some calls for bans to hang gliding and paragliding in these areas. The federation has worked with the relevant clubs to answer these threats and to date these issues have not impacted on our flying operations.

Safety

During the last financial year eight of our pilots died, four hang gliding, two paragliding and two microlighting – the worst run of fatalities since 1977. There appears to be no common thread in the causes to these accidents, and this spate of fatalities can only be put down to an horrific chain of unrelated circumstances.

On a positive note, the incidence of training accidents has been maintained at a low level. During the past financial year there were three hang gliding students and two paragliding students suffered injuries during training, though it is expected that only one of these may result in an insurance claim. Since changing insurers in March there has been only one training accident reported. Sadly this resulted in a microlight student being killed when he apparently panicked and failed to control his aircraft during landing approach.

As the mid-air at Stanwell Park occurred within the legal distance required for us to be clear of the public, the coroner investigating the deaths also looked into our ability to enforce our November 2001

operational requirements and control flying operations at the Bald Hill site. Though the coroner's findings, at time of writing, have not yet been released, there is already added pressure on all HGFA pilots, safety officers and clubs to be more diligent in complying with our site and operational requirements.

Regulatory pressure has also come from CASA as a result of a recently recognised need for our instructors to hold CASA issued Air Operator Certificates (AOCs) to conduct pilot training in our aircraft. The HGFA is working with other Australian Sport Aviation Confederation (ASAC) member organisations to establish procedures for all HGFA training facilities to gain AOCs adapted to apply to sport aviation. It is proposed that the AOC holders will utilise our existing operations manuals and training procedures; and ASAC will act as an intermediary between CASA and the various sport aviation administrative bodies to facilitate the introduction and ongoing maintenance of the new system.

It recently came to light that a proposal is being pushed by Airservices Australia for changes to the current airspace structure (known as the Low Level Airspace Management Program or LLAMP). Acceptance of this proposal will lead to the implementation of many more Mandatory Broadcast Zones, with MBZs established wherever any passenger aircraft with 30 or more seats operates. This proposal is still being fought on behalf of the HGFA by ASAC representatives.

Management

I am glad to report that the national office is back on an even keel after a difficult period following Ian Jarman's departure last year. Problems in the office were compounded when our office manager, Margaret Crane took maternity leave and our staffing levels in Tumut were greatly reduced. Member services are now back to the high level that members have come to expect in past years.

Communication

The upgraded HGFA website will be on line in the very near future, thanks to Mike Bruce and his sub-committee. The new web site will offer an improved contact point for existing and prospective members.

The HGFA Board are still working to improving our AG/Skysailor magazine. It is proposed

to develop the magazine to a point where it can be made available to the public on news stands.

Membership

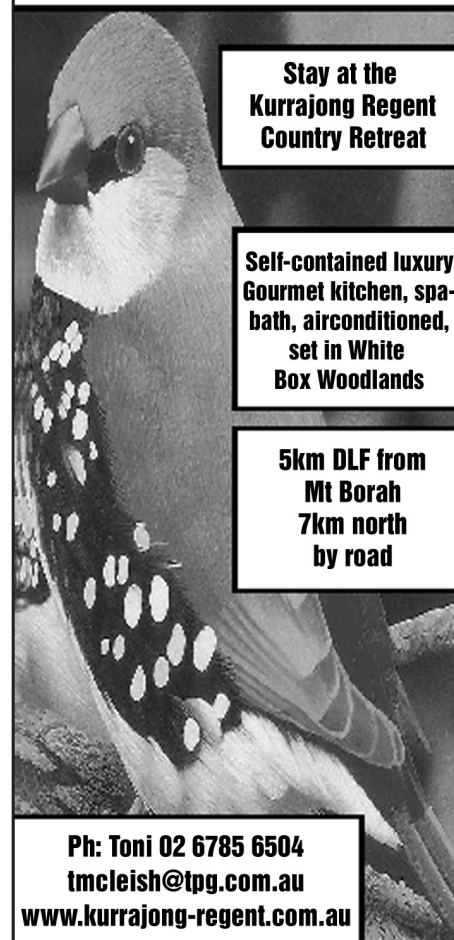
The forced rise to membership fees coupled with a higher than normal attrition rate has resulted in a drop in membership of around 12%. This reduction will make it difficult to balance the budget again this year. The rise in membership fees will no doubt lead to an added level of non-compliance and I therefore ask that all members seek to ensure that all pilots are financial and therefore legal and insured.

As previously reported, the rise in membership fees resulted from a threefold hike in insurance premium. This trend of increasing insurance costs is being felt across all forms of adventure and aviation activities and sadly is likely to continue. Nevertheless, if we are able to maintain our current claims history with our new insurers, we should not encounter a marked rise in premium next year.

Our National Development Officer, Belinda Head is continuing to make progress with the implementation of the Active Australia club projects.

Happy landings, Craig Worth

FLY Mt Borah Manilla NSW



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Australia

Not The Vic Open Competition

3-6 November 2001

Bright, VIC. This fun comp, 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 event that runs under the Not The Vic Open comp (see below). More details from <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 event & the best costume wins. We'd like to see as many entries as possible to make the event spectacular. 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

3-10 November 2001

Canungra, QLD. Canungra club invites PG pilots to participate in the 2001 Cup. Event has HGFA AAA sanction, FAI Cat 2 status & is the first sanctioned PG event of the Australian season. Entry fee: \$180 after 30/9/2001, 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 not incl. in 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. Cost of this package is \$160 for the 8-day event. To reserve a place in the retrieve system, notification & payment must be 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.

ACTHGPA Club Championship

24-25 November 2001

Tumut, NSW. HG and PG, all welcome. Meeting at Tumut airfield from 8am. For details contact an ACT HGPA Committee member (see "HGFA Addresses").

ACTHGPA Canberra Fly-in

8-9 December 2001

Flying whatever hill is on around Canberra. Meeting at Weston McDonalds, Saturday, 8:30am. Contact: John Chapman (0412 159472) or an ACTHGPA Committee member (see "HGFA Addresses").

Australian Open HG Championship

29 December 2001 – 5 January 2002

Deniliquin, NSW. Ground- & aerotowing. We are now recruiting new pilots to fly in competition. Lately a lot of comps in Australia have become like a marathon, taking up to eight hours to complete the task. What chance does a new pilot flying an entry-level glider have? They never get the reward of seeing the finish line coming up! Never get the luxury of having a cold drink given to them by their mate in goal! Flying half-way might be a personal best, but no cheers to greet you when you land!

By running this Australian Open we want to change that! Three comps in one: Open, Kingpost, Floater sub-classes. The aim: To have more fun! Tasks to suit most pilot skill, experience & fitness level (three different tasks); 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 compete against their peers; most pilots to have a chance of winning the competition regardless of the glider they fly. (The competition will be run like three separate competitions. You can only win the sub-class you have entered. There will be three separate winners of this Australian Open!) For more information please contact us on [www.cool-ether.net.au/australianopen2002], email: <chggpc@goulburn.net.au>, ph: 0419 681212 (from overseas +61 419 681212).

Australian National HG Championship

8-16 January 2002

Hay, NSW. AAA, FAI Cat 2. \$15,000 in prizes have been given away in the last two years, mostly to C & B Grade pilots. Requirements: Enthusiasm, GPS (for scoring), parachute, UHF radio, tow endorsement. Teams or fully catered packages can be arranged. Aerotow or ground tow on 3km strips. Entry: Free if you've never been to a Nationals at Hay, otherwise \$150 by 8 Dec. \$50 late fee. For full details see [www.dynamicflight.com.au], ph: Rohan Holtkamp/James Freeman 03 53492845, <info@dynamicflight.com.au>.

Corryong Cup

12-19 January 2002

Registration & practice day: Saturday, 12 Jan. Rego & comp start: Sunday, 13 Jan. Last competition day & presentation night: Saturday, 19 Jan. Entry fee: \$95 if paid before 1 Jan. (\$105 thereafter). Contact Steve Bell at PO Box 401, Helensburgh NSW 2508, <spbell@1earth.net> or ph: 0412 686 812.

Bogong Cup

20-27 January 2002

Mt Beauty, VIC. AA sanction. 28 January is a public holiday to allow time to travel home. The Bogong Cup offers some of Australia's best Alpine flying. We will be using Mt Emu, Tawonga Gap, Mystic & the awesome Mt Buffalo. The field will be limited to 75 so we can all fit on the Hill. First in, best dressed. Requirements: Enthusiasm, GPS (for scoring), parachute, UHF radio. Teams or a fully catered package can be arranged. Plenty of activities for the family. Entry: Free if you have never been to a Bogong Cup before, otherwise \$150 by 20 Dec. \$50 late fee. For full details see [www.dynamicflight.com.au] or ph: Rohan Holtkamp or James Freeman on 03 53492845, email: <info@dynamicflight.com.au>.

Australian National Paragliding Open

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/~alpcomp/BrightOpen2002/].

WA State Soaring Championships

23 February - 3 March 2002

Wyalkatchem, WA. (Monday, 4 March is a public holiday.) Premier event on the WA HG & PG calendar. Eight days of heart-thumping XC action. See [www.iinet.net.au/~navi] or contact Gordon Marshall <gordo@hangglide.com.au>.

Manilla Paragliding Open

2-9 March 2002

Mt Borah, Manilla, NSW. Final rego: 1 March, 7pm Manilla Town Hall. CIVL/FAI Cat 2 (for WPRS) & HGFA AAA. Over \$5,000 in prizes. 125 pilots max. (& it will be full like the last four years). \$140 before 1 Jan, \$160 thereafter. Full online registration at [www.mss.org.au] from 1 October. Organiser: Godfrey Wenness, ph: 02 67856545; fax: 02 6785 6546; email: <skygodfrey@aol.com>. Sponsored by: Advance, Flytec, Hanwag, Garmin, Manilla Shire Council, Manilla RSL Club, Guardian Chemist Manilla, Ambleside B&B, Rivergums Caravan Park, Vic & Toms, Imperial Hotel & more.

Overseas

New Zealand Paragliding Nationals

2-9 February 2002

South Island, NZ. Wanaka sites, including Coronet Peak. Cost: NZ\$180 before 19 January, otherwise \$200, incl. maps, comp levy, films, BBQ, prizegiving dinner, prizes, limited transport. registration/briefing: Friday, 1 February. Organiser: Rob Darby, ph 025 220 1185 or 03 443 1680 or email: <lucky.montana@hotmail.com>.





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3-6 November 2001 (Melbourne Cup Weekend)

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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

31 December 2001-11 January 2002

To be held at Temora.

WA State Gliding Championships

6-19 January 2002

The Beverley Soaring Society invites interstate pilots to Western Australia. WA pilots would love to see some different gliders and pilots making the trek across the nullarbor.

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40th Australian National FAI Gliding Championships

13-25 January 2002

Narromine Airport. Enquiries to Anne Elliott, Narromine, ph/fax: 02 6889 1229 or email: <annell@hwy.com.au>.

Gulgong Regatta

2-9 March 2002

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Two-Seater Motor Gliders

For Sale: Dimona H-36's & a Grob 109, price range \$40,000 to \$80,000 (condition & option-dependant). Contact Craig at Glidair Services on 07 3277 2570 or <Glidair_CraigTuit@bigpond.com> for further details & inspection.

Hang Glider Tug

Moyes Dragonfly Good condition. Rotax motor, three-axis control, flies really slow (25mph). Lots of grunt for towing hang gliders all day. Includes all towing gear. Offers. Ph: 02 6732 3306.

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 5762 1058, email: <gevbob@hotmail.com>.

Waikerie International Soaring Centre is looking for two instructors for next season (beginning December to end March). Hours are from Monday to Friday with some weekend work. Accommodation is provided and a remuneration package will be negotiated. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 2644.

Instruments and Equipment

NEW PARACHUTES: Short pack ATL M88/90 \$1,925. Slim line long pack ATL 88/92-S \$1,995 includes GST. **Airborne Avionics P/L** ph: 02 6889 2733, fax: 02 6889 2933, email: <hartley@avionics.com.au>.

SAVE! SAVE! ICOM IC-A22E VHF/VOR Handheld comm includes GA headset adaptor. Save \$100 special price: \$680 includes GST. **Airborne Avionics P/L** ph: 02 6889 2733, fax: 02 6889 2933, email: <hartley@avionics.com.au>.

MAKE AN OFFER: PZL Mini Vario PR-04, B-21 mini vario back-up batteries/dual speed, Joey B-1 data recorder with laptop computer, Turn & Slip with regulator, Eds oxygen system, Airpath C2300 compass, Total Energy probe. All in good working condition. Ph: 02 6889 2733 or fax: 02 6889 2933.

GREAT PRICES: Garmin handheld GPS: E-trek's yellow \$340, Venturer green \$430, Legend blue \$590, Vista silver \$835, 12 XL \$506, Pilot 11 plus \$528. New stock, price includes GST. Ph: 02 6889 2733 or fax: 02 6889 2933.

FILSER INSTRUMENTS LX20-2000 large screen GPS datalogger, final glide & wind. LX-Colibri compact affordable datalogger, also LX5000, LX6000 flight computers. ATR57 panel mount VHF radio – easy to use. "See You" advanced flight analysis software. Upgrades available. LUKE DODD (07) 3841 6083, <LKDodd@bigpond.com.au>.

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.

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

HGFA Addresses



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



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

Hang Gliding Federation of Australia

HGFA Office Manager: **Margaret Crane**
Administration: **Colleen Lacrosse**
& **Karina Thatcher**
PO Box 558, Tumut NSW 2720,
ph: 02 69472888, fax: 02 69474328,
<office@hgfa.asn.au>

Board Members:

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

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

John Reynoldson (Treasurer)

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

Rohan Holtkamp

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

Keith Lush

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

Bill Moyes

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

Philip Pritchard

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

Brian Webb

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

Rob Woodward

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

General Manager & Operations Manager:
Craig Worth

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

Microlight Public Relations:

Paul Haines ph/fax: 02 42941031.

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

States & Regions

ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313 589 <sfoggett@dc.com>; Sec: Mark Elston 0428 480820 <Mark.Elston@defence.gov.au>; Trs: Tony Davidson 0500 883322 <td@silktel.com>; Committee Members: John Chapman, Michael Porter, Matt Davey, Brett Robinson; SSO Peter Bowyer 0412 486114. Meetings: 1st Tue/month 7:30 pm, Yamba Sports Club, Phillip.

Hang Gliding Association of WA

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

910841; Trs: Phil Wainwright 08 92424483.

NSW Hang Gliding Association

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

North Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452, <stuart.mcclure@adl.cw.csiro.au>; Sec: Mark Tyminski 08 83774570 (h), 08 84076621 (w), <marknjan@senet.com.au>; Trs: Rob Woodward 08 82977532, <benchpos@dove.net.au>.

Tasmanian Hang Gliding Association

PO Box 27, Rosny Park TAS 7018; Pres: Craig Semple 0418 520991; Sec/Trs/State Co-ord: Stephen Bayley 0408 154156.

Victorian HG and PG Association

PO Box 400, Prahran VIC 3181, [www.vhpa.org.au]. Pres: Geoff Tozer 03 9586 3208 (w); Sec: Sara Moser 03 98130449; SSO: Rob Van Der Klooster 03 52223019.

Clubs

NEW SOUTH WALES

Blue Mountains Hang Gliding Club Inc

Pres: Peter Burkitt 0418 435204, <artisan@sia.net.au>; Sec: Jim Grant 02 47588625; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Dave Petrie 02 47871610, <petrie@lisp.com.au>; Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Alan Bond 02 98995351, <skybond@primus.com.au>; Site Development Officers: Paul Hunt 02 47881409, <phunt@macquarie.com.au> & Mark Madden 02 63612367. Meetings: 3rd Wed/month, 7:30 pm, Blue Cattle Dog Tavern, Mamre Rd, St Clair.

Byron Bay Hang Gliding Club Inc

Pres: Andrew Polidano 0414 843510, <andrew@byron-bay.com>; V-Pres: Brett Cook 02 66876907; Sec: Brian Rushton 0427 615950, <byronair@optusnet.com>; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Brian Rushton 0427 615950; SSO (PG): Lindsay Wooten 02 66854551, 0427 210993. Meetings: 1st Wed/month 7pm, Byron Golf Club.

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc

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

Kosciusko Alpine Paragliding Club

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

Manilla SkySailors Club Inc

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

Mid North Coast Hang Gliding Association

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

Newcastle Hang Gliding Club

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

02 49549084. Meetings:

Last Wed/month, Souths Leagues Club.

Northern Beaches Hang Gliding Club Inc

Pres: Mark Robertson 0427 702864, <Robbos71@hotmail.com>; V-Pres: Angus Evenden 02 99978777, 0416 205025, <creation@tpg.com.au>; Sec: Nils Jesk 02 99382963; Trs: Jim Gaal 02 99977704, 0414 799822, <jimg@acay.com.au>; SSO: Mike Eggleton 02 94517127, Forrest Park 02 94502674, Glenn Salmon 02 99180091. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

Stanwell Park HG and PG Club

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

QUEENSLAND

Cairns Hang Gliding Club

Pres: Ken Wright 07 4093 7028; V-Pres: Russell Krautz; Sec: Lance Keough 07 4091 2117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586 (h), 07 40512438 (w).

Canungra Hang Gliding Club Inc

PO Box 41, Canungra QLD 4275; [www.triptera.com.au/canungra]. Pres: Jon Durand Snr <durand@ausinfo.com.au>, 07 55333596; V-Pres: John Ripley <rip_ripley@hotmail.com>, 07 32898275, 0417 507906; Sec: John Tree <jst@winshop.com.au>, 07 55354259, 0417 607191; Trs: Shirley Lake <chcgtreas@mac.com>, 07 55434047; General Executive Member: Greg Hollands <greg.s.hollands@transport.qld.gov.au>, 07 32534239 (w), 07 38448566 (h); Newsletter Editor: Ros Taber <rostab@aol.com>, 07 33490393, 60 Wanda Rd, Mt Gravatt QLD 4122; SSO: Andrew Horchner <aforator@gil.com.au>, 0412 807516.

Central Queensland Skysailors Inc

PO Box 1428 Yeppoon QLD 4703; Pres: Bob Pizzev 07 49387607; Sec: Grayden Long 07 49397701; SSO: Geoff Craig 07 49923137; Paul Barry 07 49922865.

Conondale XC Flyers Club Inc

13 Cottman St, Buderim QLD 4556; Pres: Bruce Crerar 07 54451897; Sec: Graham Sutherland 07 54935882; Trs: Annie Crerar 07 54451897; SSO (HG): John Blaine 07 54948779; SSO (PG): Graham Sutherland 07 54935882.

Dalby Hang Gliding Club Inc

16 Lunga St, Carina QLD 4152; Pres: Bob Keen 07 46639770; Sec: Damien Cairns (SSO) 07 39017401, 0417 766356, <texdoc@bigpond.com>; Trs: Jason Reid 07 33941129.

South East Queensland Hang Gliding Club

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

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@ozemail.com.au>. Pres: Phil Lewis 0412 739302; Sec/SSO (PG): Jean-Luc Lejaille 0418 754157; Trs: Michael Powell 07 5442 5568; SSO (HG): David Cookman 07 54498573.

Townsville Hang Gliding Association Inc

Pres: Clint Smith 07 47747650; Sec: David McMahon, 07 4772 3858, PO Box 103, James Cook University, Townsville QLD 4811; Trs: Graeme Beplate 07 47732913; SSO: Graham Etherton 0427 831797.

Whitsundays Hang Gliding Club

Pres: David Nash 07 49531817; Sec: Ron Huxhagen 07 49552913, fax: 07 49555122, <sitework@mackay.net.au>; PG contact: Graeme Lee 07 49546726, <gdsrlee@hotmail.com>.

VICTORIA

Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 5222 8625; Sec: Tony Hughes 03 52437661; Trs: Greg Holt; SSO: Ted Remeika; Rob Van Der Klooster 03 5222 3019, <hrt@deakin.edu.au>; Meetings: 1st Fri/month, venue web site [vhpa.org.au/dyna].

Melbourne Hang Gliding Club Inc

Formerly Eastern HG Club, [www.vhpa.org.au/melbourne/], <melbourne@vhpa.org.au>. Pres: Andrew Medew 0413 433537; SSO: Geoff Tozer 03 97583250, Kevin Grosser 0419 022225. Meetings: 3rd Wed/month at 6:30pm at the Palace Hotel, 893 Burke Rd, Camberwell (opposite railway station).

North East Victoria Hang Gliding Club Inc

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

Sky High Paragliding Club

<skyhigh@vhpa.org.au>; Pres: Geoff Guest <gguest@fox.net.au>; V-Pres: John Styles <jdstyles@hotmail.com>; Sec: Zoltan Toth <fishhead@netspace.net.au>; Trs: Barbara Scott <bscott@iprimus.com.au>; Committee Members: Hakim Menten <hmenten@ozemail.com.au>, Jamie Harrington <jamie@sasprotocol.com.au>, Duncan Caswell <Duncan.Caswell@worley.com.au>, Sharon Gingell-Kent <gingellk@anz.com>. Meetings: 1st Wed/month 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Cross Paragliding Inc

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

Southern Microlight Club

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

Western Victorian Hang Gliding Club

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

WESTERN AUSTRALIA

Albany Hang Gliding Club

Pres & SSO: Simon Shuttleworth 0407 950536; Sec: John Midweek 0417 412710, 08 9841 2096, fax: 08 98412096.

Cloudbase Paragliding Club Inc

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

Hill Flyers Club WA

Pres/SSO: Rick Williams 08 92943962, 0427 057961, <rickandalice@hotmail.com>; Sec/Trs: Dave Longman 08 93859469; Committee Member: Mike Thorn 08 92988174; 0409 901500. Meetings: Last Wed/month, 7:30pm, "Cascades" Bistro and Function Centre, 231 Guilford Rd, Maylands.

South West Microlight Club

Pres: Brian Watts 0407 552362; V-Pres: Don Wilson 08 97641007; Sec: Paul Coffey 08 97251161; CFI: Brendan Watts 0408 949004.

Western Soarers Hang Gliding Club

PO Box 483, Mt Hawthorn WA 6915, [www.iinet.net.au/~navi]; Pres: Phil Wainwright <pwainwright@iqpc.net.au>; V-Pres: Daryl Speight 08 93568195, <Daryl.Speight@kbjv.com>; Sec: Geoff Smith 08 9223 2323, <geoff.smith@jhg.com.au>; Trs: Graeme Sharp 08 9445 7044, <GSharp@stothore.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 9348 4246, <Krista.Gaunt@woodside.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



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 (week-ends & public holidays only), email <pbowring@bigfoot.com>.

Byron Power Gliding Club

PO Box 815, Byron Bay NSW 2481, ph: 02 6684 7627, email <byrongliding@hotmail.com>, web [www.byrongliding.com].

Central Coast Soaring

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

Concordia Gliding Club

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

Cudgegong Soaring

199 Stucco Rd, 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.

Scout Association of NSW Gliding Wing

15 Harrison Ave., Eastwood NSW 2122, ph: 02 9874 0578.

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 Wagga Gliding Club

25 Beauty Point Ave., Wagga Wagga 2650, ph: 02 6925 2276.

Warrumbungle Gliding Club

Kirriwa Gilgandra NSW 2827, ph: 02 6795 4333.

ACT

Canberra Gliding Club

PO Box 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 <brynnw@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, Barmora 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.

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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

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Gliding Club of Western Australia

356 Abernethy Rd, 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.

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