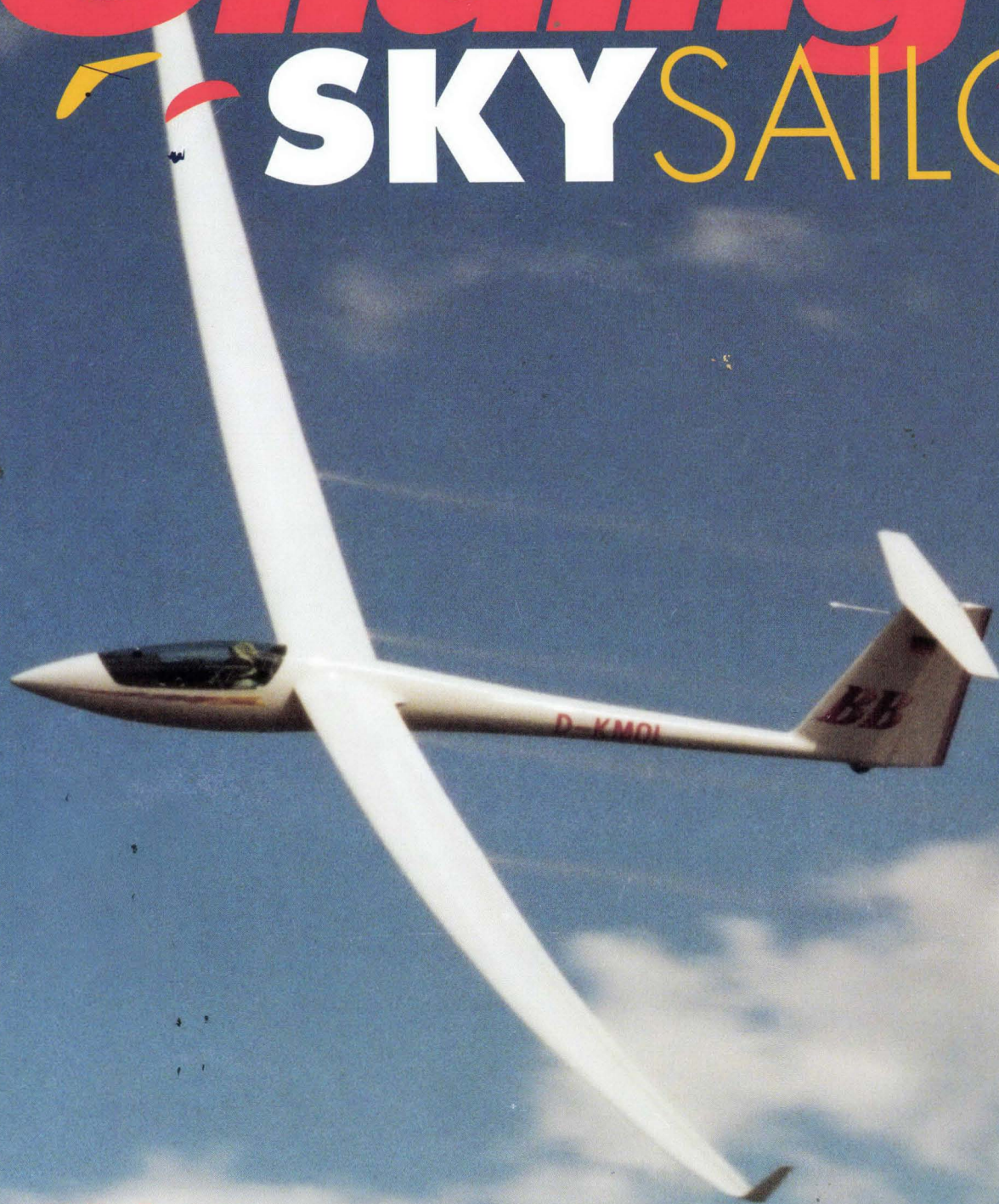
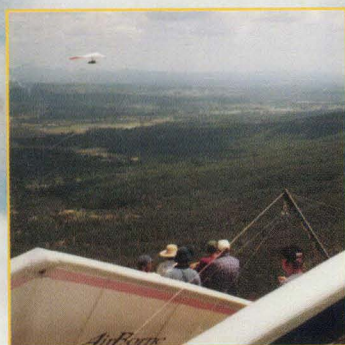


JANUARY 2002

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



In this Issue:



**St Bernard's
Classic 2001**



**Fifth Narromine
Cup Week**



**Hot Rocks
North West Tour**



**Picolight
Fly-in 2001**

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

Drawings, maps, cartoons, diagrams, etc. should be in black ink on white or transparent paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

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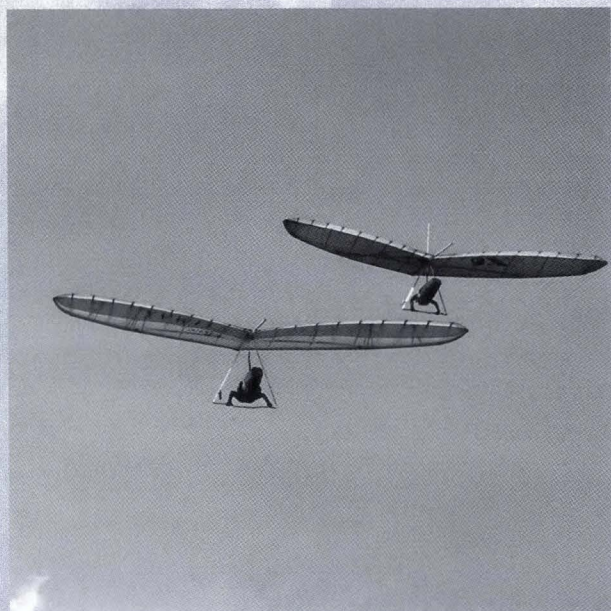
HGFA Addresses

IBC

St Bernard's Hang Gliding Classic 2001

DAMIEN "TEX" GATES AND PHIL PRITCHARD

I have combined my thoughts on the 'Classic' from the organisers and a social competitor's point of view with Phil's detailed discussion of the real day-to-day flying and top competitor's movements in italics.



Evasive Manoeuvres by Tex and Wayne
Inset: Adam Parer and Tex
Photos: 'the image dog' [www.theimagedog.com]

The preparation for the event started about one year ago. My previous experience with competitions had been as:

- a) Wind tech
- b) Competitor
- c) Competitor and Bar Manager and
- d) Competition Organiser

I did still manage to have a fly in this one also.

After last year's Classic, Davo asked me if I would organise the next one. My reply was "No". Then he mentioned that we should hold it at St Bernard's Hotel on Mount Tamborine, a historic and wonderfully positioned, friendly and atmospheric hotel/motel. Well, I thought, most of the catering, drinks and other similar logistical affairs would be taken care of, and so what really would there be to do?

The first thing I did, at the prompting of more learned minds than mine in such matters, was contact the various aviation authorities and ensure we had their blessing and approval. The HGFA, CIVL, Airservices Australia, etc. Sanctions, Exemptions, Releases and much correspondence ensued. Often the same substance and form from my end, as things tend to get misplaced or designated to now unknown areas, as in any perfectly functioning bureaucracy. Essentially though my anticipation of this prevailed and the lead times were sufficient.

Notes, phone calls, budgets, re: budgets, phone calls, photocopying, typing, phone calls and more typing and phone calls. My administrative skills were developing well. Chaotic, but plans progressed with none but the typical hick-ups.

Trophies, maps, T-shirts, prizes and... hmm, are we forgetting something? Oh yeah, competitors. Rod Stead was the man in the main for this; he kept it all afloat and the details and organisation of the entrants in sync, plus **all** the financial affairs. Lek, Rod's wife, and her immense artistic talent were exploited and no doubt their bright little boy, Jasper, promoted inspiration and generally cool vibes.

A pre-comp briefing was held. Official's briefed and accoutrements variously appointed, all that was now required was the registration



Wind tech at Tambo

Photo: Courtesy Tex

and the operation would begin.

HQ is created. Signing, sponsors and decorations, pilot handouts, map boards and computers are assembled (and break down) on time as usual. Registration proceeded well, though a few did or could not attend, more work for the morning of the first day, no worries we have contingencies for that... apparently – we shall see.

Day 1 – Task 1

Flying Fox Launch – Rathdowney Intersection (29.2km) – Goal: Lake Moogerah (65.0km)

I awoke at about 7am, to a wonderful morning, then... all hell broke loose. Well, that is a bit of an overstatement, but the local peacock and his two friends, the guinea fowl, sure did make it sound like hell, that and most other mornings. I hear they all make good eating.

Briefing at the HQ, weather details and off to the hill... Tambo. We all got there in time to set up, pack up and then go to the right hill, Flying Fox. The winds were quite north at Mt Tamborine (Tambo) and they were not sure if they should have been north-east or north-west. Once established at Flying Fox they appeared

more north-west than east, which would typically be a Tambo Day. We were not going anywhere but. Davo was first to launch, though he stood there watching and waiting, no one game to push

on the first day and perhaps bring down the wrath of all on the first task. Finally, Wayne Lee pushed. I was 35 in the launch order. Thirty-one was the last to get up in an approaching convergence, all the rest from 31 back, but for one or two, spent a leisurely afternoon ridge soaring the sea-breeze.

The bomb-out at Flying Fox is tricky to say the least and local knowledge goes a long way. It sits on a shelf halfway up the hill and the predominant wind direction is generally 90 degrees to the way you can land on it. The slope is adjacent to the landing direction, and while very shallow, provides the perfect ratio with a perfect wind to see gliders ground effecting forever and ever until, forever no longer exists. The peanut gallery, lead by Team Ugly, lined up to give scores appropriately.

The only incident of the comp occurred when Birgit, a most competent and prolific comp and recreational pilot, misjudged the tricky conditions and landed amongst some rocks in a gully before the paddock. She thought she had compacted her knee joint and the ambulance decided that it was quicker to call in the chopper to take her to Southport hospital. Even they had apparent difficulty getting the craft down on the plateau in the conditions.

We all waited on launch until the sea-breeze convergence bit. All the top pilots launched and climbed out. Some of the earlier pilots had left launch heading straight to Rathdowney and were getting low. I headed off with Grant and we headed more to the north-west just on the leading edge of the cloud formation. We had a few light climbs but really just glided from take-off to Jimbroken.

We were in front of the sea-breeze and never able to get back to cloudbase. The wind up high was north-west with northerly valley winds down low. From Jimbroken I pushed on to the next ridge west where Attila and Rohan



Shirley Lake checks her GPS after out-landing at Kerry (Day 3, Task 2)
Photo: Courtesy Tex

Hang Gliding

came in below me. When that thermal stopped I pushed on and they both left soon after me.

The next thermal was at the hills east of Rathdowney where all the top pilots joined in. We all climbed back to about 4,500ft. Kraig was first to leave, gliding confidently and fast to the turnpoint. We all realised the conditions had deteriorated and were gliding slower. After the turnpoint we all were spread out and climbing in bits of broken lift all over the area.

There were good clouds south of Rathdowney and I was trying to get to them, even though they were downwind of course line. The wind down low was strong from the north. All the clouds to the north were gone. The day was shutting down quickly. Big Jon glided deep into the high country to the SW and Steve, Rohan, Attila and Kraig all went with him. Jonnie went back forward towards Rathdowney and I followed. I was 50m downwind of Jonnie slightly higher and couldn't get back on to the upwind side of the ridge. Jonnie just flew over and forward and started climbing with Grant. I had to peel back into the Rathdowney valley and land.

The main group landed at the base of Mt Maroon. Jonnie stayed more upwind and had another climb and was able to ridge soar up on Mt Maroon while watching everyone land at the base. He then climbed to 4,500ft and glided to the ground towards goal winning the day.

No one made goal. Jonnie won the day.

Day 2 – Cancelled: Strong Winds

Mmmm, beer tastes good!

Day 3 – Task 2

Beechmont Launch – Training Hill (18km) – Hillview (48.3km) – Laravale (63.6km) – Goal: Palen Creek (93.7km)

The tables turn – those who missed the convergence on Day 1 were now at the front of the pack to launch. I was third off and could not have timed it better. Straight into the convergence and off to turnpoint while many struggled at launch in the fun behind the convergence. Such is inland flying near the coast. The first turnpoint was well attended while I was there. Setting off on course to the next turnpoint it was hard to keep moving in some scrappy lift. Diving for distance, as usual, I landed with fellow Team B.O.B (Beaue or Bust) member, Shirley. We stood and watched a few fly overhead but not a great many.

Worthy of much note is Kathy Kelly, who we watched sky out almost right above us as we shook our fists. Kath made goal, in her XT, as did Kyoko Bower in her SX. An excellent effort by both. Not supported by any vast technical skill however, as they both managed to miss **all** (three, no less) turnpoints. Remember, just because your GPS gives you the route to the next TURNPOINT, it does not mean you have arrived (within 400m) of the last.

4 Australian Gliding • Skysailor



Looking north-north-east from Hillview turnpoint (Day 4, Task 3)

Photo: Courtesy Tex

Gary Rogers won the day – well done Gary. Rohan did well to battle from behind the convergence and get there also. Trevor Kee now began stamping his dominance on the Kingpost Class by making it in also.

The alternate launch all climbed out when the whole valley was lifting. When it came to the ordered launch it was shaded in with no wind. It was very difficult to stay in the air. I flew over to Prison Farm Ridge and soared the northern facing ridge. Rohan pulled out of launch order to the back of the line.

Attila and Kraig bombed and came back up for a re-fly. Grant headed over the back 500ft above launch. Steve and I ended up at Ships Stern before climbing to cloudbase.

There were some great stories for the day, with Kathy and Kyoko making goal but losing turnpoints. Rohan was the only top pilot to make goal. Jonnie landed at the last turnpoint and Grant just before the last turnpoint. A lot of the early pilots had a great fly.

Day 4 Task 3

Tamborine Launch – Hillview (33.9km) – Goal: Woodenbong (78.2km)

A nice task into Northern NSW and an excellent day's flying also. Six made goal. I had my best flight for the week too. Grant Heaney commented, when asked how much height he needed to get over the large forested area before goal, "Oh not much... about 22,000ft!!!" Quite a few got stuck trying to gain the altitude for the crossing.

Kraig Coomber won the day. Trevor Kee was still smoking ahead in Kingpost. But local legend Jon Durand Jnr was winning outright. Things were getting exciting.

TIP FOR COMPETITION ORGANISERS:
Don't declare the ignorance, arrogance and stupidity of landing with livestock... then get caught doing it yourself.

TIP FOR TOP COMPETITION PILOTS:

If you are good enough to fly without a radio, don't land where your team can't find or contact you (no Hungarian names mentioned, okay Gorilla?).

Another headwind day with a moderate task to Hillview with goal at Woodenbong. Conditions at launch were good, so when I reached cloudbase I started. At Misery I met up with big Jon and Attila. I decided to head down the Kerry with Attila while big Jon went across to the Jimbroken range.

My next climb was in the Kerry after a sinkie glide. The thermal was 800ft/min average. Attila was sitting on top after out gliding me. We glided to a cloud just north of the turnpoint and didn't hit lift so had to commit to the turnpoint lower than I wanted. Again Attila had glided better and arrived higher. I flew to a cloud to the south-east while Attila flew to the west. We both climbed about the same, but Attila was in a better position upwind. Then we headed in to the big Ranges to the south to learn soon after this was not the fastest course.

Big Jon had come around the turnpoint high and headed straight west along the lower foothills with some clouds forming on the way. Grant, Jonnie and Kraig all went the same route and all were in front of Attila and I was now a thermal behind. At the Prison Farm I came in low as Jonnie and Kraig were topped out and heading off. They managed to catch Big Jon at Mt Lindsay and race into goal. I was stuck south-east of Mt Lindsay and waited till the sun came through before climbing high enough to glide in to goal. Attila was stuck low in the same area and lost time getting in to goal, but still arriving before me. No one behind me made goal.

Red Faces

It could have been one of the best Red Faces

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ever. Numerous acts were organised and some even worked. The true spirit of this comp and the night was evident with Davo raising \$800 dollars (styling a new hair cut, sans hair) for Kids with Leukemia and all the \$300 prize money going to the same charity. Thanks to Richard Nevins for his continued support along with the Variety Club of these and other most worthy ventures.

Day 5 – Cancelled due to rain

Damned if we did not break another drought. Mmm... beer tastes good, after a few Berocca and a couple with bones in. 'Hey, I didn't order bones with my beer!'

Day 6 – Task 4

Tamborine Launch – Beaudesert Water Tower (15.9km) – Goal: Boonah 'T' Intersection (45.9km)

Much to my amazement and chagrin this task was too short, with the winners doing it in around one hour 20 minutes or so (about the time it took me to climb out at launch and zip up my harness). They did the task in about three thermals (about the number of thermals it took me to get to over the bomb-out). My topless order is now in.

Team B.O.B. lived up to its name with us all spread within five kilometres of our namesake. Russell in his run managed a good flight versus the headwind till he succumbed to KFC suck.

By this stage Phil Pritchard had established and was progressing well with an excellent week-long Pilot's Forum, where new and all interested pilots discussed tactics, weather, pre and post flight plans. With some of the best pilots in the world it was an opportunity that few people would care to miss. This is what the Canungra Classic is all about – social, fun, competitive flying, where your knowledge base can be expanded more than in a year of solo flying adventures.

Earlier in the week we had Steve Moyes, Jon Durand Jnr, Grant Heaney, Attila Bertok and Rohan Holtkamp fill the HQ with avid listeners as they propounded years and hours of skill and knowledge upon us. More was learned on the lay days than in the flying itself. Thanks heaps guys.

Strong SW to southerly blowing. It was soarable, but I didn't think we had a chance of making the goal at Boonah T. We all stayed around the launch area for over an hour before I got impatient and headed off with Grant. We were gliding for some clouds at the south end of the Chicken Shed Ridge when I decided to cut west on to the ridge.

I was back down to the top of the hill when I hit a 500ft/min up. I called it on the radio and Little Jon was the first to me, coming in 500ft higher. Everyone else came in below me. Kraig and Attila came in and climbed a little, then keep gliding towards Beaudesert. I left

much higher. Kraig stopped just east of Beaudesert but I kept going. Attila went back to Kraig. I glided to the south near Boystown where Jonnie was climbing. Another good climb. Nearing the top of the thermal Kraig came in just below me. Jonnie had headed to the Boonah Foothills with Kraig and I not far behind. Jonnie marked the next thermal and we all climbed to base together.

We were 17.6km from goal and going final. All three of us went a different course. Jonnie ended up with the better glide beating Kraig in by eight seconds crossing and doing a circle to land while Kraig crossed and landed. I arrived at 400ft/min or so behind. They both had me on start time. Looking back at the flight from the start gate I only had three thermals to goal. Not bad considering at the start of the day I didn't think anyone was going to make goal.

Day 7 – Cancelled

A video night was held (thanks Dave for your assistance) and the viewing was exciting and hair-raising. For some still unknown reasons, Ricky Duncan managed to convince me, through an ancient Jedi mind control technique (ie, "You want a beer"), that it was the last night of the comp and we should enjoy some tasty beverages. Mmm... beer, bourbon and coke tastes good.

Day 8 – Task 5

Beechmont Launch – Boonah 'T' Intersection (50.2km) – Lake Moogerah (69.3km) – Goal: Kalbar (83.2km)

Not a good day to be hung over. While it was light and variable at launch, and climbing away was a bit slow, many many pilots made goal. I did also, in my dreams during a little kindly nap in the early afternoon.

Many on this day enjoyed excellent height gains and good flying. The lay days and inclement weather through the week were forgotten. What a way to finish the comp.

Before the presentation I thought that everything had been quite successful, only the big event to come.

Task was 84km It was soarable on launch so few bomb-outs. These were the best conditions of the competition. Strong climbs with my max height of 8,300ft asl. Steve said he was leaving thermals at 6,500ft asl because he was getting too cold and getting better glides at lower altitude with less headwind component.

Everyone had a great flight with 25 pilots making goal. Steve Moyes went early, to come second for the day making goal with Tim Osborne who came third. Attila won the day with Rohan equal third with Tim. I crossed next after leaving the last thermal too low and only just scraped across town to cross the line with 30ft. Then came Little Jon to hold first place and then the rest of the field spread out

over the next hour and a half. Everyone at goal was all smiles after the flight. There were a lot of happy pilots that night.

Presentation

Dinner and desert were served and enjoyed by all. Then down to business. The scores were posted on time, protest period was over, and who are the happy campers, then?

Without winning a day except the first (where no one made goal) consistency paid off for our own local legend Jon Durand Jnr who took home First overall and won the South East Championship on a Litespeed 4. That means \$1,500 in cash plus various prizes and an awesome painting of the vista from Tamborine provided by local artist at the Mt Tamborine St Bernard's Gallery.

Second was top Aussie pilot and World Record holder Rohan Holtkamp on a Climax 13 – \$1,100 happier with various other prizes and trophies. Third was Attila Bertok and fourth was (and in a welcome return to Aussie Comps) Kraig Coomber, both on Litespeeds.

First in Kingpost was the now advanced glider flying, new Moyes Contour harness wearing, Icom radio talking, Trevor Kee. Second in Kingpost and South East B Grade Champ was our own Rod Stead.

Local Shirley Lake won Female (with a day off for work as well, how casual is that?). Kath Kelly got the Floater Class, second in female and was the worthy recipient of the Central Australian Skyriders Perpetual Encouragement Award. Thanks to the Skyriders for this continued award.

Very special thanks to St Bernard's Staff and Management, especially Ray, Vicki and ever-helpful Robbie. The food and fair provided by Michael and staff was always a culinary delight.

Special mention must go to D Tim Cummings who assisted with all things technical and has offered the world of hang gliding more time and effort than many I know, with his scoring programs, updates and concepts. We successfully trialed Tim's concept, the OZGap scoring system this year at the Classic; full details available at the comp web site for that [www.triptera.com.au/canungra/classic2001/index.html].

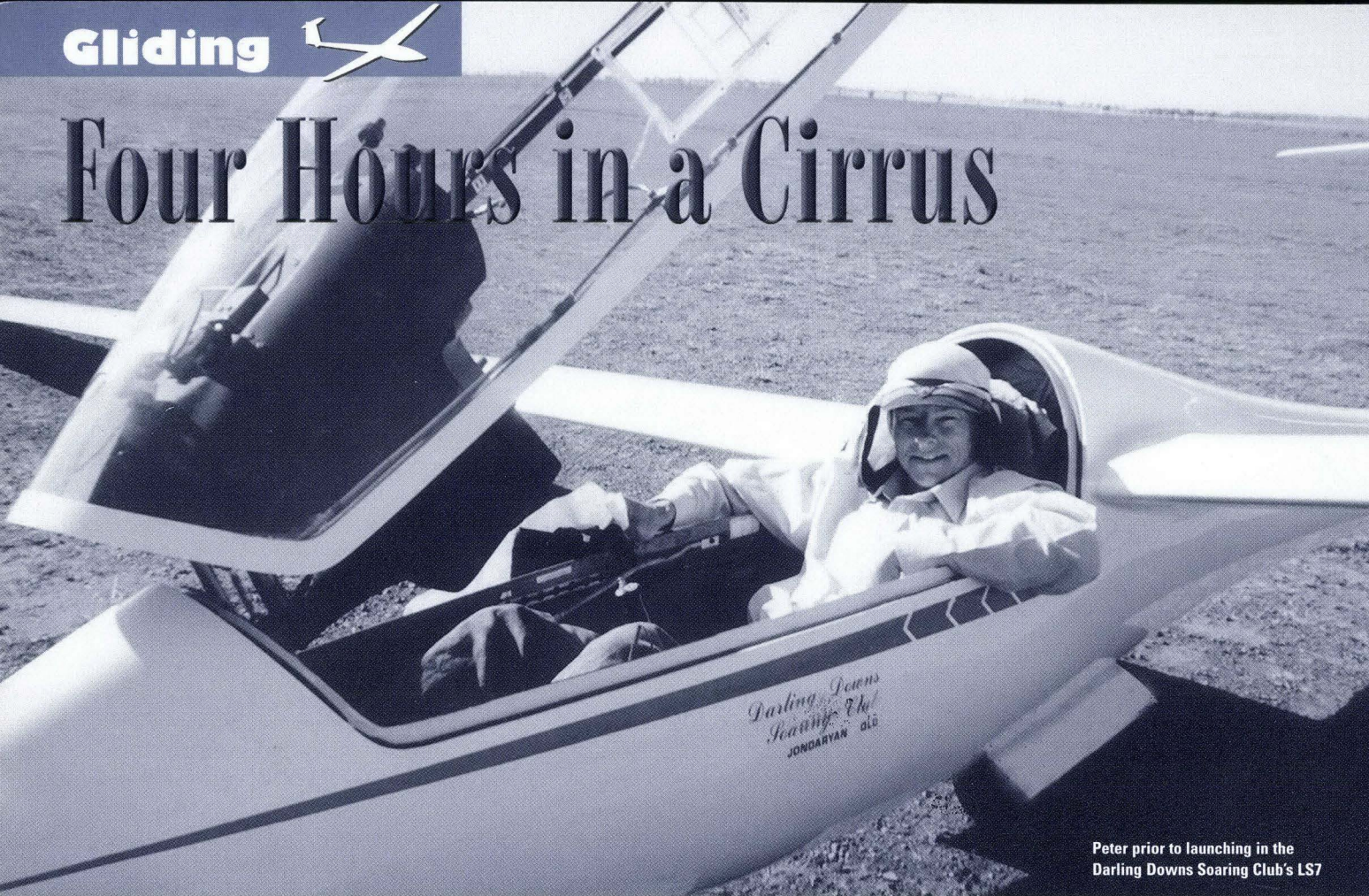
See you in the air somewhere...
Hooroo, Tex (Competition Nazi...
I mean Organiser).



This year's St Bernard's Classic was proudly brought to you on behalf of the Canungra Hang Gliding Club "Hang Gliding Centre of the Universe" by Rod Stead and Phil Pritchard, ably assisted by Gordo, Ken Hill, Alf Carter, Ros Taber, Shirley Lake, Dave Stevens, Paul McLeese, Davo and Regan. Thanks again to our other major sponsors Moyes, Trevor, Gill and family from Totally Workwear and Ross at Laser Services Nerang for all they provide and do for us. It is only possible with your support.



Four Hours in a Cirrus



Peter prior to launching in the Darling Downs Soaring Club's LS7

PETER STEPHENSON

With my 50th birthday coming up my eldest progeny said to the assembled family: "What about giving Dad a tandem parachute jump for his half-century?" He had just had one for his birthday, as had my wife and all my other kids.

I immediately blurted out without thinking: "You must be joking! I could have four hours in a Cirrus for that amount of money instead of three minutes falling from 10,000ft!" So having said that, I had to think about how I would go about keeping up with my mouth. Our club (Caboolture) has a Libelle and a IS29. Why did I say a Cirrus? I must have been subconsciously thinking about the Darling Downs Cirrus. I went on to think that this was my chance to get out there and do some cross-country flying. My CFI had told me that I could not become an instructor unless I had some cross-country experience, and I knew we needed more level one instructors, as I did the rostering.

So the die was cast: I was going to Jondaryan, the home of the Darling Downs Soaring

Club (DDSC)'s Cirrus to get my Silver C for my 50th birthday present. My club had been having expeditions to DDSC for some years now and many of our present and past members were also members of DDSC. There had been talk in the pie cart of amalgamation or a formal association between the two Clubs. "Catch the prospective members at Caboolture, train them on the winch at Watts Bridge and send them out to DDSC to do cross-country!"

By email, the club newsletter, and pie-cart gossip, I collected six names for an expedition. Not ever having been to Jondaryan I contacted DDSC's well-renowned cross-country instructor Allan Latemore by email. He was most obliging and we set 20 October 2001 as the start of a week which should have good weather and which was suitable for the others who were also keen to go.

That day dawned bright and clear after a few days of anxiety-inducing widespread rain. I picked up Karl Kazda early in the morning and then drove from Brisbane in keen anticipation of a great week of gliding. We wanted to get there early for a brisk start to an aviation experience. Our passions were cooled somewhat by arriving at the start of a working bee to clean the club up for overseas visitors who were arriving the following week; but then it could have been for us they were putting in all this hard work. Anyway, someone suggested the sleeping quarters needed a spruce-up so Karl and I pitched in and set about spring cleaning our sleeping quarters – a just task for us we

thought as it certainly needed to be done! Can't have "Poms" sleeping in dusty rooms with daddy-long-leg spiders as big as your hand! Whatever would they think of Australia?

After some hours, Allan Latemore wandered up and consoled us with "we'll be flying soon" and sure enough, immediately after a lunch break, gliders were pulled out and flying began. I, being the organiser of our expedition, was first up with Allan in a Grob 103, a machine not unlike a Twin Astir. After a launch to 2,000ft and some thermalling, he made me screw up the altimeter and instructed me to land below in a grass airstrip. I went through the SSSSW and FUSTA without a hitch, but not having flown in such a sleek, quiet and slippery machine before, I was a bit fast. I paid for it by having to push the Grob back to the launch point with the kind help of the tuggie. Allan supported the wing, and coached us as we did it. The subsequent take-off was uphill and so it felt like we only just cleared the end fence. This outlanding strip was quite close to DDSC and so a quick flight was had on the way home. Allan commented on my "Caboolture" steep approaches, a habit we have at Caboolture as our airstrips have no paddocks on the under-shoots, unlike the magnificent broad acres that surround Jondaryan.

Karl was up next for the same treatment, but he did not have to push the glider back as the tug was used instead, the lucky fella.

The next day was another good one to start with, with a 6,000ft cloudbase. After a briefing

PHOTOS: COURTESY PETER STEPHENSON

on outlanding paddocks with the other arrivals of our party, Allan took me on my first cross-country in a glider to Jimbour, 54km north-west of DDSC. Travel there was easy, having used a "Darling Down Thermal" (10kt+) soon after take-off. However, on the way back, I was pleased to have Allan to take over whilst we were over Dalby as we began to scratch at 2,000 to 3,000ft within gliding distance of Dalby airport. There appeared to be an inversion at that level but as soon as we got above 3,000ft the thermal became organised again and we were back at 6,000 ft. We had planned to fly to Cecil Plains 50km to the south of Jimbour but ran out of time with our scratching over Dalby, so we did a final glide back to DDSC at 80kt – sometimes still going up as we raced back home.

Monday was another good day with thermals and clouds to 6,000ft. I was briefed to fly in the LS7, another sleek glass machine. With all the vents closed, the silence was deafening and speed could only be judged by the ASI, as the angle of flight was yet to imprint on my memory. My first flight in the LS7 and all important landing was successful, as it was to be my cross-country machine. Before this initial flight, Allan showed us how to smoke the barograph, set up the camera and declare our task, which was the same trip I had done the day before with him. He also wanted me to do a five-hour duration at the same time, as well as a gain of 1,000m in height and get my Silver C in one flight.

My second flight to Jimbour was a breeze, but was not direct as Oakey control space had become active and I had to dog-leg via Dalby. I remembered to "notch the barograph" by opening airbrakes in my first thermal after release to descend 300ft or so. The 1,000m (3,750ft) starts from the lowest point. As it was, I easily climbed 4,500ft above that point in the "Darling Down Thermals" I encountered. I practised my turnpoint photography before I left DDSC and at Dalby there and back, and took many at Jimbour just to be sure.

Once I got back to DDSC at about 3pm and after three hours in the air, I contemplated continuing the flight for the five hours as declared, however, my backside was getting numb. I was used to expecting "Blanik Bum" after an hour in a Blanik, but two more hours of it was not very appealing. Other factors against continuing the flight were that my water bottle had leaked and I was not keen on messing up my second-ever landing in a LS7 from fatigue. One of our party had done just that the day before after a three hour flight in a new type, and I did not want to do likewise. Also, it looked like conditions were weakening.

I need not have worried about that, because one of our party easily continued his flight to achieve his five hours and he had started his flight soon after me.

The next day's weather was not so good – a blue day with zero clouds and an inversion. This time I hunted around the hangars and found a decent cushion, and changed my parachute to a back-pack, not a sit-on one which had given me so much agony the day before. I also checked my water bottles for leaks. Now I was ready as I would ever be for my five-hour flight in the LS7, smoked barograph installed. I elected to be launched second, allowing my mate Karl, in a Hornet, (who was much less experienced than I was) to "sniff the thermals". He and I were to do our five hours together. Karl got away immediately and so I looked forward to doing likewise. Much to my chagrin, I was down in 12 minutes. I eventually had a re-light, this time going to 2,500 instead of 2,000ft and got away. The five hours passed quickly. Karl and I were always within gliding distance of the field but only saw each other twice in the whole time. The smoggy visibility was not good, with a northerly wind blowing smoke from the fires in the Bunya mountains.

The restricting Oakey-controlled air space immediately upwind of the field meant we had to be careful that we were not blown too far downwind, so we struggled to stay high. The inversion caused the thermals to suddenly peter out at initially 3,500ft agl but this slowly increased over the day to 6,000 agl and then decaying to 4,000. Once at the top of the

thermal one would bounce around, praying for it to punch up above the inversion, but nothing like that happened. Then the search for the next one commenced as it was almost impossible to find the one that had got you up there without any cloud markers.

Conditions decayed over the day and at four hours I became low and down wind. I made a decision that my five hours was not going to be achieved that day so I started to make my final glide back to the field on a long final flight path against the wind. To my relief, a large ploughed paddock threw me back up to 4,000ft to the inversion. Karl announced that his five hours were up and went into land after wishing me luck. I said that I would probably need it!

I hung around in that flight-saving thermal for the next hour, hoping that I was secure in the knowledge that I was now going to make it. To my disbelief, the ploughed paddock stopped giving me its updraft and I was gain back on a final glide and only 15 minutes to go! Such is gliding I thought. As I crept back to the field, Bob Ward in his glider (which had a switched off back-pack motor) made his inbound call asking who was still flying. I told him that I was scratching on a final glide path to the field – I envied him with his iron thermal. So there I was, on my lonesome again and resigned to landing early when I bumped into a thermal over a house and I was going up again. I could not believe it. I hovered for 10 minutes at 600-800ft and calculated that my five hours after release were up. It was a nice feeling putting down the undercarriage, I can tell you. My



Wellknown instructor Allan Latemore with Peter Stephenson in the shade of the DDSC pie-cart



Jimbour at 6,000ft, 59km out from Jondaryan, QLD, over numerous outlanding 'opportunities'

landing was not the greatest but at least I did not bounce – however, I would say that it was rather firm!

After landing, I learnt that I had made my five hours by only two minutes. (I had thought that it was five). Instead of 'Blanik Bum' and leaking water bottles, I had had wet pants from my urine collection system being obstructed. However, I was not uncomfortable at all, I was too busy concentrating on staying up. The five-hour flight certainly tests your flying skills and endurance capabilities. And, as Allan Latemore said after yet another flight to Jimbour that day, if you two guys can stay up in those conditions, you can't be bad pilots, or words to that effect. Praise indeed.

Of course I had to shout the bar that night having achieved my Silver C – but it was a week-night so it was not so costly. We also "fixed" the barograph traces with hair spray, with comments from other glider pilots that we were using stone-age equipment. Who were we to argue; we knew no better. At least one can mentally re-fly the flights just by looking at the traces. Dataloggers need computers.

The next day Roy McLaughlin drove me into Toowoomba to get the turnpoint photos developed, making sure that the negatives were not cut into strips. To my relief, they were pretty good and should satisfy Beryl Hartley,

the GFA Badge Claim officer. Roy and I had a rest day from flying, but the others were keen to go again, especially Karl in "his" Hornet.

That was Wednesday. On Thursday I took my first flight in a Hornet. What a thermaller! No wonder Karl put me to shame two days ago; I now did not feel so sheepish about my re-light. An hour and three quarters just flashed by in another blue day with an inversion and impending high cloud snuffing out the thermal activity. Rain set in that night and so we all returned to Brisbane to mundane home duties. That was the end of the week that was a great gliding experience; or was it?

My leave pass was for a week – seven days. I had had only five of them. We kept close contact with Craig at the Jondaryan clubhouse. Saturday was flyable but the strip was too wet. Sunday was going to be great so we (Karl, Roy and I) got up early again and arrived back in Jondaryan at 9am, after taking a wrong turn on leaving Brisbane. Being a Sunday, there were quite a few other club members wanting to fly so the Open Cirrus was de-hangared and allocated to me for two hours without me asking, though I would have been quite happy in anything that flew, even a cardboard box.

I was told to be back in two hours so I flew up to Dalby in a blue day which had yet another inversion at about 6,000ft. I had planned to go to Cecil Plains but got stuck in Dalby at

3,000ft, just like with Allan Latemore but it eventually turned into 6,000ft. I checked with glider base that the Cirrus was definitely required so I returned to DDSC with a flying time of one hour 59 minutes, landing for the first time of type quite competently. I therefore asked Tony, the duty instructor, what he thought of my landing. He replied that he'd not see it and would I like to go up again. He wasn't joking because the Cirrus was now not needed! I had something to eat and went up again for another two hours to make my "four hours in a Cirrus" comment come true.

What a week! What a birthday present: my Silver C! The others in our group all managed their five hours, height gains and dual cross-country.

Our special thanks must go to Allan Latemore for giving us his excellent cross-country course. His only reward was our smiles and our words of appreciation. We also need to thank Craig Jordan, the bar manager, for opening the bar and his patience with us when teaching us how to use our GPS's. Not to mention Peter Bell, DDSC's CFI, and the other DDSC members for accepting us into their club as short-term members. – am sure that all of our party will be back sooner or later. But, the biggest thanks of all go to my family who instigated and paid for "four hours in a Cirrus."



Buzz Lightyear

EMILIS PRELGAUSKAS

This is a short exploration of one of the key jobs in gliding, as viewed from two differing angles.

The public perception of aviation is one of order and professionalism. Characterised by the image of the flight deck captain of a jumbo in full regalia.

Interest in aviation as a recreation can draw people to the local aerodrome, where the local general aviation or ultralight flight school may mimic that impression. Possibly there are fewer bars on the epaulets, or the blue tie is dispensed with.

At the regional gliding centre, the public expectation is that the flight instructor will strive for similar levels of professionalism, underpinned by a full support crew provided by the club. In this way the contradictions of the clean cockpit wear and the rigours of cleaning the plane, the greasy dirt from delving into the innards or the winch, and the sweat of ground handling repeatedly during the day are kept separate and apart.

And the mental image of gliding for the consumer is kept intact. Satisfaction with the sport and its ability to supply is secured. It is not about the flying alone, but about the matching of service to the image adopted by the customer before coming into contact with the sport. For the instructor, the pay-off in this environment is the adoration of the crowd which contributes to self esteem.

Whether the cost of the necessary support services can be matched with the commensurate customer charges is a matter for the regional gliding club to consider.

One trend is to move to motor gliders. This does help in reducing the size and cost of ground crews, and removes the grubby support people back to the hangar and workshop where they can be kept out of sight. In contrast, at the family-oriented amateur gliding club, these grubby activities are in full view. The consumers' first contact completely demolishes their image of gliding and may turn them away from the sport for life.

Here the instructor is like their peers in their 'garden wear', complete with the holes in clothes that are just becoming comfortable, and showing the scars of past encounters with winch and

glider innards. The goal in this completely different segment of gliding is to have fun amongst likeminded people. And that includes the instructor mucking in with everyone else.

The family-oriented gliding club permits the whole family to participate. Both partners can be pilots. The children interact out on the dusty strip with those from other families.

The OFTHs in the club form an instant grandfather extension to the formal family unit.

There may not be a lot of flying getting done, but everyone is mucking in and having fun in all the aspects that the life of a gliding club has to offer. There may never be enough money, but there is a will and an enthusiasm which somehow always gets the job done.

The latter is the outcome of gliding's heritage of gliding club formation and development. There are many more such clubs than there are structured regional clubs in gliding.

But there are many (many) more consumers looking to enjoy gliding than there are families looking to get immersed in the totality of the sport. That impression is made by the constant stream of phone and email contacts I get from people looking to 'buy' gliding. I don't apologise for them wanting to achieve a clear distinction between the collaborative gliding experience I enjoy from the tyre-kickers who want free introductory rides, subsidised short course training to solo, thrills backed by indemnity against injury...

So the challenge continues for clubs to decide what they want to be. The attempt to present an amalgam of approaches leaves only confusion for club committees, the customer, the family and, not least, the instructor. The temptation to offer consumer convenience built on traditional volunteer work not only burdens the amateurs, it also presents a picture at odds with the consumer's ready-made image of gliding. On a regional basis, it is to be hoped that neighbouring clubs choose to differentiate. Then people coming into gliding can select the approach suited to them by going to the club that suits them best. It is to be expected that a majority will choose the regional centre. And one has to hope that the costs charged are consistent with the real world costs consumerism places on gliding.

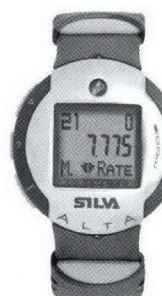
The result can be a diminishing in the pressure being applied to a few of the clubs for services and resources beyond their capability; while the majority of clubs choose to either re-equip and increase staff levels, or exit stage left.

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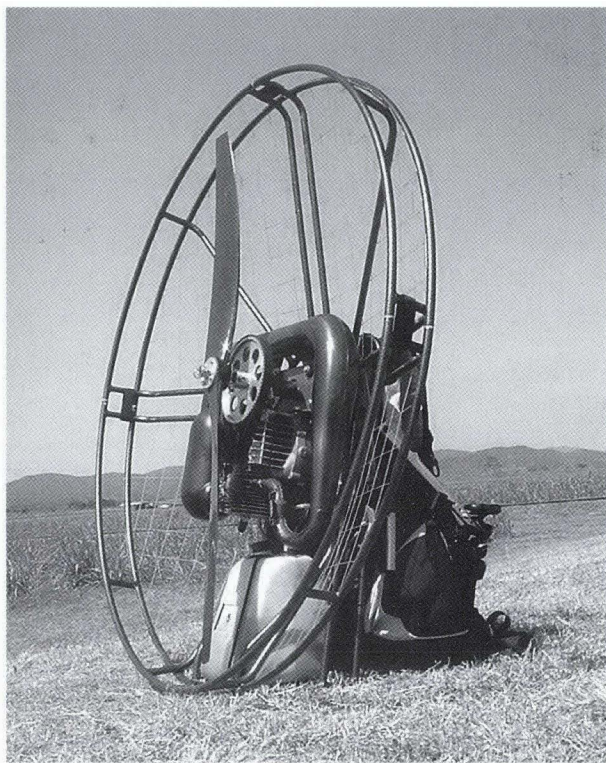
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Discovering the Discovery and its Sisters

GRAHAM SUTHERLAND

At the Picolight Fly-in Andrew Polidano and I had the opportunity to check out the upcoming new range of picolight powered flying machines from Airtime Products. I put some hours and many launches over three days on the Radne Racket powered Discovery paramotor that is for lighter and medium weight pilots. More on that later.

One interesting new beastie from Airtime is their Powerlite trike for hang gliders. It's powered by a 172cc Corsair engine that has enough oomph to give it a decent climb rate so that it gets off and away from the ground quickly even in nil wind. It folds up small enough to put on a roof rack, and on the Fun hang glider it looked like about as much easy fun in the air as you could possibly hope to have. The launches, landings and the flying looked so easy and enjoyable that it would have to be the perfect machine for those that just want to have fun in the air.

Airtime have also released a folding prop for their Explorer motor harness for hang gliders. We got to see that there could be a second reason for putting a folding prop on a hang glider motor harness. One pilot who had just bought a folding prop was having trouble launching his newly acquired SX6 with the motor harness in light wind. He blew a launch and fell over. The folding prop was still rotating when it hit the ground but was completely undamaged. We figured that the forward speed folded the prop back on impact and so prevented it being damaged. From the way it hit the ground we expected it to have been damaged for sure.

The Radne powered Discovery paramotor is obviously a well thought out machine. When it sits on the ground the propeller is not vertical but leans forward. This is to allow the pilot to sit in the harness on the ground and clip in etc before standing up. The fuel tank is easily disconnectable and removable so that if you run out of fuel and have to outland, you can disconnect the fuel tank and take it to get filled.

You can also easily remove the fuel tank for storage and transport, etc. The cage is in four parts and packs up incredibly small. The top half of the cage is quickly and easily removed to halve the height of the paramotor to make it easy to fit in a station wagon. You could probably even fit it on the back seat of a sedan. With the cage fully broken down you could put the whole thing in the boot of a sedan. The powdercoated aluminium cage may not be as durable as the stainless steel cages on some motors, but for me the weight saving makes it worthwhile. The propeller is a high aspect ratio carbon fibre job that is 123cm in diameter. This type of propeller is more efficient and quieter than smaller thicker props and so can give just as much thrust with a smaller engine. The reduction drive is via a toothed belt that should be more efficient than a poly V-belt and lighter than an enclosed gear drive. There is a centrifugal clutch, so the parablender doesn't turn on idle. The weight of the paramotor was wonderful. We put it on the scales and it was two or three kilos lighter than my Fly Products 115. The 120cc Radne Racket engine on the Discovery we flew had a new expansion chamber and after muffler that made it much quieter than the Radne used in the Explorer motor harness. Bob & Co were not happy with the expansion chamber/muffler on the motor I flew and have since decided to change to a new expansion chamber/muffler from Radne. Bob tells me the new setup gets maximum power out of the motor while staying just as quiet. He said it is not as sexy looking as the one I flew with though. The Discovery also has a carburettor inlet silencer (airbox) for added noise reduction.

The first thing I noticed about the Discovery on the ground and in the air is how simple and easy it all is. I couldn't quite figure out why, but the low attachment points and upside down throttle lever made grabbing the risers for forward and reverse launches simpler. In fact, both on the ground and in the air the set-up feels natural and uncluttered (unlike my Fly). I did discover that the harness set-up is rather crucial. Depending on which hole I had the risers in and how tight I had the leg straps I could either stand up fairly vertical for landing or not. Also tightening the shoulder straps made a big difference to how it felt on my back on the ground. It still is not quite as comfortable on my back on the ground as my Fly but it is close.

In the air the experience was the most similar to free flying that I have experienced. The pivoting under arm bars (like the PAP, Vortex and Tornado) give weight shifting and feedback from the wing. Don't expect the weight shifting to be quite as effective as for free flying though. The low attachment points, however, allow you to rock forwards and back more than with high attachment points but it didn't seem to cause any problems or discomfort. In fact I flew it in strong wind and ground turbulence strong enough to get a 30% asymmetric collapse (on my Arcus) at 100ft, and I felt as comfortable as if I was free flying. Note that it takes more turbulence to make a paramotor wing collapse under power as it has a higher angle of attack due to the thrust. Like with free flying you can also tighten the chest strap a bit to make it feel more stable. Andrew found the strong turbulence a bit uncomfortable until he tightened up



**PHOTOS: COURTESY
GRAHAM SUTHERLAND**

this strap. The under arm bars tended to bump against the underside of the arms in flight. This will change in future, as the Airtime team will be putting in curved bars to increase the clearance and minimise any discomfort.

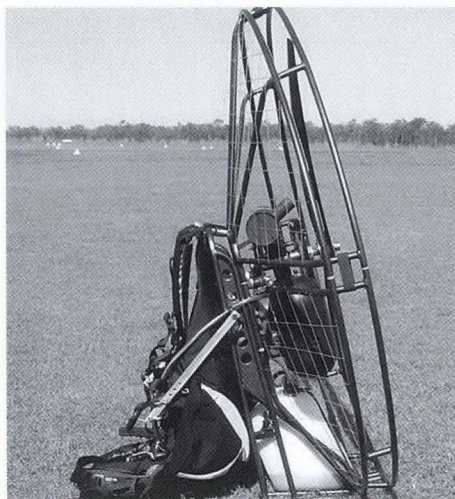
Both Andrew and myself didn't notice much torque effect (the tendency for the motor torque to induce a turn) on the Radne powered Discovery. Airtime seems to have struck on an interesting method of torque effect cancellation. The torque rotates the motor a bit on your back, which offsets the thrust line to almost completely counter the torque effect at all throttle settings. Bob since tells me they have made a further improvement to decrease torque effect on both the Radne and Corsair Discoveries.

One thing that I had wanted to test on a low attachment point motor was how they behave with roll unstable paramotor wings. Some paraglider wings are not very suitable for paramotoring because they exhibit roll instability in climb. The wing can build up a roll oscillation where the wing moves from side to side above your head by up to three metres. I think it is due to the roll rate of the canopy synchronising with the gyroscopic precession rate of the propeller/motor. This roll effect cannot be cancelled with the brakes and only disappears when the throttle is reduced. At the fly-in a couple of people had wings (Edel Atlas and Quantum) that exhibited this roll instability on their motors (DK and Fly). Andrew (I am too light to test large wings) took both of these wings for a fly on the Discovery and neither of them exhibited any significant roll instability!

The Airtime team haven't yet done the tests, but with the large fuel tank, efficient prop and small engine I would expect to get about four hours out of a full tank of fuel.

This is the first paramotor that I have test flown that I would jump at the chance to swap my Fly Products 115 for.

The Discovery paramotors that Andrew and I flew were pre-production prototypes, and as such can't be considered a finished product.



The motor that I flew had been reported as an experiment. They will go back to the unmodified engine as it made mine almost as difficult to start on occasion as my Solo engine. Once Bob showed me the right starting technique however it got much easier. Bob said to ask any Explorer owner how easy their Radne is to start. Certainly the 120cc engine with automatic decompressor is very easy to turn over for starting.

Thermalling the Discovery was not very different to free flying. Once they get the inflight pull/kick starter done this is going to be an amazing machine. Bob told me that Radne will be bringing out an electric start version of the Racket. So even lightweights like myself may be prepared to have push button starting if the total weight is no more than my current pull/kick start paramotor.

Andrew also flew a Discovery prototype intended for heavier pilots. It had a Simonini engine. Airtime are changing over to a Corsair engine as they feel it is better. We can't really review the Discovery for heavier pilots at this point, however there were two significant differences that the Airtime guys are working on to improve. I.e, the more powerful engine did exhibit significant torque effect, and the standard Corsair engine is quite loud. I recently received an email from the designer of the Corsair engine saying they are working on making it quieter.

The Airtime team, Bob and Bud Bauer (pronounced "Bower"), and Bill Link impressed me as nice guys with the sort of determination and skill required to produce equipment that could make them the "Moyes" of the powered flight scene worldwide. It's great to see such world class (maybe even world beating) quality being produced here in Australia.

The Airtime team have really done their homework on these machines. I have heard stories of a humungous pile of paramotor cages and frames from all the previous prototypes they have made. By the time you read this article, Airtime should have gone into production with the finished Discovery.

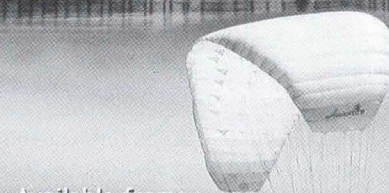
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Hot Rocks North West Tour



Above Table Hill, Harding Dam

DAVE HUMPHREY

As winter dragged on I took every work opportunity to get up north to some warm flying. A chance trip to Lake Argyle gave me the chance to stop over in Kununurra and catch up with John Piercy, the only para pilot up that way at this time (more are in the making). He and his wife Andrea made me most welcome for the whole time I was there. He has even built his own winch and it works well. We climbed some hills on the first couple of days with Ken, a local hangie, but did not have much luck. The last day we went towing on the mud flats at Wyndham and he got me to 400m off the tow. I then boated around at 1,000m above the town for the next hour. There was nowhere to go in the drift except over some serious croc country (the things that eat tigers). From there it was back to Perth with a plan to return and help John promote the sport.

A bit of work was needed first, though. This turned out well with a job in Karratha and I was able to join up with Mike Annear who'd made the drive up for his holidays. So for the next few days we gave Table Hill at Harding Dam a good work out with some good flying. John Digney, the only pilot living up that way, was able to join us on the last day and finally, after a year, got off the hill. We all enjoyed a great sunset from the sky.

If you ever get up that way give him a call and of course call in and say hi to the Ranger at the dam – they are great people and will make you feel very welcome. Take a newspaper if you can.

Back to Perth and some more work, then it was Kununurra bound. I left Perth in a cool 22°C and arrived in a nice warm 36°C. I was still in shock from the change when John picked me up at the airport and said, *"It's on at the Bastion – let's go."* An hour and a half later we were setting up in a freshening sea-breeze with about thirty hawks circling overhead.

The Five Rivers lookout (Bastion) in Wyndham is quite a unique site: 360m, a sealed road up, toilets, BBQs, fresh water and some lovely hot rocks to launch from. We joined the birds for the next two hours in some smooth as silk lift and landed in town as the sun was setting. Then lucked into a lift from a local straight back up. We camped on the hill

under a full moon and parawaffled late into night about what the next day might bring.

Up with the sun at 5:30am and a big morning of parawaiting with a visit to the bakery took us to midday. It was then time to join the birds. I went off and scratched for a while before bombing. I lucked a lift straight back up and off again to chase John who was playing in a nice thermal down the ridge. Sadly I missed the bus, while John went up and over the back and down the road for 50km without even getting to cloudbase. I played with the birds along the ridge for the next few hours before finally going over the back and landing on the nice green lawns of the local hospital as it was next to the road back up the hill. As the sun was setting John turned up with a lift from a local who he had landed next to. He of course had a PB smile stretched across his face. A celebration steak at the local was the go before another night under the stars.



Table Hill from dam level



Croc country

Photos: Dave Humphrey



Sitting atop Mt Harrison, Kununurra



Ken lands on a mud flat

The next day started with some more parawaiting while the temperature climbed back up to 37c, then off playing with the birds again and chasing the thermals. I missed the bus once again while John climbed out to 3000m and another PB in height. He went off on a short out and return for a couple of hours while I gave names to all the birds. By the time he came back the thermals were all but gone and we both bombed, as the sea-breeze was yet to arrive. Lucked into yet another lift straight back up and launched into the newly arrived sea-breeze.

We played until close to sunset, then I managed to top land as I think we had used up all our lift luck. Then a drive back to Kununurra and a normal bed.

Another nice warm day dawned and it was time to get the winch out to do some test runs. Ken the local hangie and his girlfriend Rose were my crash test dummies for the day. After Rose found out that shorts and dirt roads don't mix very well I took Ken up for a boat around at 1000m while Thomas, another local hangie, took some pics from his gyrocopter. We called January 2002



Lending a helping hand

it quits early that day as it was the local football grand final. Sadly the team did not go as well as the flying, so we got in an early night.

The following day was an early start with some locals wanting to see what towing on mud flats in 38c was all about. After a bit of changing of ends due to the lack of wind we got it all together. As midday came, so did the fast punchy thermals, and going up at 8m/s on a tandem was quite scary for a while. My last passenger got to play at 1500m over town for well over an hour. So maybe we will have some new pilots in the far north soon. We then went up the Bastion for the sea-breeze, but it stormed in like a train and Ken was the only one to play off the hill that day. Time for another celebration steak at the local before the drive home. All in all, a damn fine trip. Five days away and five days flying.

Thanks to John, Andrea and everyone who came out to play.

If you want to know more about this part of the world, give John Piercy in Kununurra a call on 08 9168 1824 or John Digney in Karratha on 08 9185 3734.



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Oh What a Feeling, Kinetosis: It's enough to make you sick...

MICHAEL L. TEXLER

A DEFINITION OF MOTION SICKNESS:

Also known as "Air Sickness" or "Kinetosis" A feeling of dizziness or unease that may lead to nausea (queasiness) or vomiting that is associated with being on board a ship or aircraft. Any condition caused by motion of the body, as seasickness.

Disclaimer: The contents of this article are for information purposes only. Tradenames [in square brackets] are mentioned for information only, I do not endorse or dis-endorse any one tradename over another. Treatments mentioned in this article may interact with prescribed medications and over the counter preparations, please check with your doctor. If you have concerns regarding motion sickness, its management and how it may affect your flying please discuss with your Designated Aviation Medical Officer (DAME) and Chief Flying Instructor (CFI) prior to flight.

Why should we be concerned?

- Being airsick is unpleasant and can render a pilot temporarily unfit to be in command of an aircraft (think of the implications for solo pilot operations).
- Air sickness reduces the enjoyment of passenger flights (think of the impression a passenger may have after coming away from their first Air Experience Flight (AEF) if they have been airsick).
- People can become motion sick in flight simulators and in virtual reality environments.¹
- Airsick students cannot be instructed effectively.

Symptoms and Signs

Symptoms (What the person complains of)

The person who is about to be airsick may complain of (not in any particular order):

- Feeling closed in or stifled
- Feeling anxious
- Feeling hot
- Feeling dizzy or disoriented
- Feeling stomach contents rising up into their throat

- Desire to find an airsick bag quickly
- Explicitly stating that they are about to "throw up"

Signs (What others may sense)

Often as an instructor or passenger pilot, the only view of your passenger or student is the back of their neck and head (provided they don't have long hair or are wearing a big floppy hat).

Signs – Things to look for

- You may notice blushing of the skin on the back of the neck (and/or ears) with beads of sweat forming
- If you can see their face, it may take on a flushed (red) or pale appearance
- The passenger may become more fidgety and start looking around (possibly for an airsickness bag)
- The passenger may start yawning, swallowing or coughing excessively
- A late sign is watching their back heave as they are retching

Signs – Things to listen for

- Your passenger may become quiet and withdrawn
- They may actually tell you that they are about to be sick and can they use an air sickness bag (please...).
- Listening to them vomit is a dead give away.

Why do we become airsick?

The way we perceive the world around us is a learned task. We are being bombarded by sensory information about our body's position in three-dimensional space throughout our life. We see the world around us with our eyes. We feel our weight pressing through our body and limbs via pressure sensors. Our balance organs tell us which way is 'up' as well as telling us our straight line and rotatory acceleration through space (remember that we are experiencing a 1G vertical acceleration due to the Earth's gravitational field even when we are standing still). Tension and position sensors in our muscles, joints and tendons provide feed back to our brain.

We learn to make sense of all this information and integrate this information into an expected sensory experience 'map' of the world linked into the way we command our bodies to

move. Essentially our brains learn a model of the world around us with expectations on how our bodies ought to move through it. Situations, which provoke motion sickness, are characterised by a condition in which the sensed vertical (as determined from the eyes, the balance organs, skin and muscle sensors) is at odds with the expected vertical as predicted on the basis of previous experience.²

This may also explain why being dehydrated (or hung over) may lead to increased air sickness because the fluid balance within the balance sense organs is deranged and hence wrong information is sent to the brain (in other words, the calibration of the balance sense organs is upset).

As soaring pilots, we are at increased risk of airsickness due to the simple fact that we seek out more turbulent air (thermals) and spend significant amounts of time in circling flight in thermic conditions. Also, people with a history of migraine and women at the time of menstruation may also experience more frequent bouts of motion sickness.³

Theoretically, air sickness should decrease with repeated exposure to flying, because the brain adds more information to its internal model and can resolve the sensory conflict. In other words, as pilots, we learn to accept the apparent discrepancies between what we sense and what we expect, such that they are discrepancies no longer.

How drug treatments work

The nerve fibres that travel in the brain, gastrointestinal system and between the two do not use electricity like wires do, but use a wave of electrical activity travelling along the nerve fibre (much like a Mexican wave at a soccer match). Nerve fibres don't actually touch, but pass their messages from one to the other by squirting chemical substances (neurotransmitters) across the narrow gap between connecting nerve fibres. By blocking the transfer of neurotransmitters between nerve cells causes alteration in nerve signal transmission.

Some of these neurotransmitters involved in airsickness include histamine, acetylcholine and dopamine. The drugs that block these neurotransmitters are called antihistamines, anticholinergics and dopamine antagonists respectively.

Side Effects of Medications (General Comments)

The neurotransmitters mentioned above are also involved in the control of:

- *Wakefulness*
- *Blood pressure*
- *Heart-rate*
- *Muscular coordination*
- *Visual focusing*
- *Urination*
- *Higher mental functioning*

So interference with these mechanisms by medications explains some of the predictable pharmacological side effects of normal doses.⁴

Depression of brain function may render a pilot unfit for duty. The value of an alert mind and clear thought processes in aircrew is obvious.⁴

Overdosage effects can be due either to increased intake (by taking the incorrect dose) or decreased breakdown of drugs by metabolism or excretion in urine (due to kidney or liver disease).

People may suffer dangerous individual toxic reactions to medications. Others may suffer an allergic reaction (in some cases severe and life threatening). Anti airsickness medications may interact with other medications that you are taking (whether prescribed by your doctor or taken over the counter).⁴

Ironically, these medications can also cause nausea and vomiting as a side effect.

Treatments

Treatments can be divided into medication based and non-medication based. Much of the research into airsickness has been carried out in powered aircraft or on ships. There seems to be little published research regarding airsickness and soaring flight.

Medications

No person should be pilot in command an aircraft under the influence of any drug or drug combination that may adversely affect the performance of tasks necessary for the safe operation of an aircraft.⁴

Few people understand the effect that some medications can have on our reaction times. These medications can have the same effect as 0.05% alcohol in your blood.⁵

Anti-motion sickness drugs can cause sedative effects that decrease performance (medication for disabling air sickness maybe considered those not in command ie, passengers, trainees or P2 pilots).⁶

Some researchers suggest that using stimulants in treatments (ie caffeine) may be helpful. But all this tends to do is make you a "wide awake drunk."^{4,8}

If medications are to be used, an adequate pre-flight test dose should be given to check for performance and unexpected reactions.

The Civil Aviation Authority of Australia has not explicitly approved any medications for combating air sickness. However, much of the regulation and research has been tailored to the powered aircraft fraternity who tends not to spend time in circling flight. More research is required.

Common and effective drugs for combating motion sickness include anti-histamines, anticholinergics and antidopaminergics.⁹

Antihistamines¹⁰

Antihistamines are typically sedative in their action and should be discouraged during flying activities.

Common examples of anti-histamine medications are dimenhydrinate (also known as dramamine, forms part of [Travacalm]) and promethazine [Phenergan or Avomine]. Promethazine needs to be taken at least two hours before travel or the night before and when taken in effective doses significantly impairs performance.¹¹

Beware use of promethazine if you suffer from glaucoma, prostate problems, gastric outlet obstruction, thyroid or heart disease. These problem may become worsened.

Common side effects: sedation, dizziness, ringing in the ears, blurry vision, incoordination, anxiety, tremor, nausea and vomiting, dry mouth and cough.

Less common side effects: inability to pass urine, pounding heart, low blood pressure, headache, hallucinations and psychosis.

Dopamine antagonists¹⁰

Common examples of dopamine antagonist medications are metoclopramide [Maxalon] or prochlorperazine [Stemetil].

When taken in effective doses, these medications may significantly impair performance. Avoid use of dopamine antagonists if you suffer from adrenal gland tumours or previous adverse reactions to related drugs.

Common side effects: can cause restlessness, drowsiness, dizziness, headache, blurred vision, nausea and vomiting.

Less common side effects: severe and distressing (even life threatening) movement disorder, high or low blood pressure.

Anticholinergics¹⁰

A common example of an anticholinergic medication is hyoscine hydrobromide (also known as scopolamine) [Kwells, Travacalm (in combination with dimenhydrinate)].

Beware use of hyoscine hydrobromide if you suffer from heart disease, glaucoma or prostate problems. These problem may become worsened.

Common side effects: Dry mouth, blurred vision (especially if you are long sighted), thirst, constipation, inability to urinate, fast heart rate, can worsen glaucoma.

Less common side effects: headache, drowsiness, dizziness, nausea, vomiting. Possible behavioural side effects include reduced memory for new information, impaired attention, and lowered feelings of alertness.

Rare side effects: severe allergic reactions.

Hyoscine Patches

Hyoscine skin patches to prevent motion sickness [Scop patches] have been withdrawn from the market in Australia.¹²

Research has shown that hyoscine patches can give good anti-motion sickness protection over a prolonged time (72 hours). However, protection against airsickness (as well as side effects) can vary between different individuals, and different patch applications on the same individual.¹³

Ginger *zingiber officinale*

Ginger is often hyped as the 'alternative' or 'natural' treatment for air sickness without appreciable side effects [Travacalm natural = Dramamine + ginger]. Ginger can be given in the form of sticks or ale, and some studies support its anti-motion sickness properties.^{14,15,16} Other studies show that ginger has no protection against motion sickness.^{17,18,19}

Side effects: Ginger may increase bleeding tendency, especially in people who are already taking anti-coagulant (blood thinning) medication.^{20,21,22} Ginger can also cause heartburn.

It would appear that a pilot's response to ginger is individual. Try out its use on the ground first.

Non medication treatments

There is merit in trying not use anti-airsickness medications due the problems described above.

Feedback training exercises have been shown to be superior to promethazine for control of motion sickness.²³ Trying to limit medication use, modifying perceptual responses and developing relaxation techniques can be used to some success.²⁴

Many anecdotes from other pilots also suggest that repeated exposure to the soaring environment improves air sickness resistance. In other words, these non-medication techniques try to 're-wire' the brain into being more air sickness resistant. Above all else, make sure that you are adequately rested, fed and hydrated before setting off on that flight.

Summary

- *Air sickness can be disabling*
- *Medications can work, but have side effects*
- *Always have a pre-flight trial run of medication; the last place you want to get a side effect is in the air*
- *There are alternatives to medications*
- *Always make sure that you are well rested before flight and adequately hydrated during the day*



- More research is required regarding air sickness and soaring flight
- Please consult your DAME or CFI if you have further questions

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GFA Badges & Certificates

FAI Report – November 2001

A Certificate

RADFORD Tom David	10592	NSW AIR TC
MALONE Timothy John	10594	Adelaide Uni
HAINES Paul William	10597	Lake Keepit
PEARSON J J Kuvey	10600	Beverley
BURGESS Nathan Lee	10601	SA AIR TC
BROOK Damien	10602	SA AIR TC
SPACKMAN Lee Andrew	10606	SA AIR TC

A and B Certificate.

LATINOVIC John	10596	Bathurst
LEACH Jerry Wayne	10603	Byron Bay

B Certificate

HODGSON Lee Christian	10536	NSW AIR TC
DE BROEKERT Henk	10586	Beverley

B and C Certificate

BOWES Paul F David	10447	Canberra
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C Certificate

JUROTTE John Charles	10563	Southern Cross
COLE Michael John	10244	Hunter Valley
LEARMONTH Matthew	10532	Adelaide Uni
ADAMS Aaron	10548	Sthn Riverina

A, B and C Certificate

YOUNG John	10591	Canberra
DE LUCA Joel	10593	G.C.V
KAZDA Karel	10595	Caboolture
KAUFMANN Sergio	10598	Sthn Riverina
BJURSTROM Lars Rune	10599	Tocumwal
McGOWAN Shannon Liam	10604	Geelong
GEORGE Jacob	10605	Bendigo
DAY Thomas	10607	Wagga Wagga
FRAWLEY Deakin Jay	10608	Gympie
KULANDAISAMY A Kumar	10609	Sthn Riverina
SHIBASHITA Takako	10610	Sthn Riverina
FURZE Leonie Kim	10611	Hunter Valley

Silver C

MALLIK Arun	4371	RAAF Richmond
ATKINSON Matthew R	4372	Lake Keepit
STEPHENSON Peter Cowie	4373	Caboolture
KAUFMANN Sergio	4374	Sthn Riverina
BJURSTROM Lars Rune	4375	Tocumwal
HUPPERT Michael	4376	Sthn Riverina
STEVENS Peter George	4377	Southern Downs
RAY David John	4378	Narrogin

Gold Distance

NUGENT John	Southern Riverina
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Gold C

HATFIELD William	1544	Bundaberg
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Diamond Distance

HATFIELD William	Bundaberg
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Diamond Goal

HOUGHTON Kim Gregory	Caboolture
HATFIELD William	Bundaberg
CARRICK David	

Claims for all badges and certificates to:

FAI Certificates Officer
Beryl Hartley

PO Box 275, Narramene NSW 2821

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

Fax: 02 6889 2933

Email <hartley@avionics.com.au>

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wannia ACT 2903

Ph: 02 6231 4121

email <poboxw48@dynamite.com.au>



Vintage Sailplane Regatta

5-12 January 2002

Barossa Valley Gliding Club of SA is honoured to be hosting the VGA's 25th annual regatta at Stonefield. Winch and autotow, plus aerotow if demand is sufficient. For local information and assistance contact Syd Wright 08 8243 2316 or email: <sygw@chariot.net.au>.

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.

It's been many years since a group has ventured west so please give it some thought, you would all be most welcome.

We are keen to see a more successful and competitive competition by upping the numbers. Free entry to interstate pilots. Enquiries: Don Woodward 0419 809 463, email: <jdwoodward@bigpond.com>.

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

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

Victorian Soaring Association State Competition

9-16 March 2002

Bendigo Gliding Club, Bendigo-Pyramid Hill Road, Raywood. Contest Director: Colin Campbell. Camping is available on the field with showers and kitchen facilities. Food will be catered for by the club.

For further details contact Colin on 03 5435 3340, email: <colinc@origin.net.au> or Phil on 03 5435 3625, email: <libelle@impulse.net.au>.

Correction

The October edition of AG/Skysailor carried an article about Harry Schneider being awarded life membership of the Gliding Federation of Australia. Included in the article was a list of other life members which, unfortunately, was incorrect.

GFA Life members are:

A Ash, C Churches, R Gething,
J Iggulden, R Muller, A Patching,
G Richardson, H Schneider, G
Strickland, M Waghorn, M Williams,
R Woods.

Sincere apologies to the people, and the families of the people, who were not included in the October list.

The Passenger

EMILIS PRELGAUSKAS

When arranging flying with work acquaintances, the offer is always 'subject to the weather'.

And the weather is more often foul than fine. A function of the probabilities of the weekend days as against the ratio to weekday days, when the sun smiles and the cu boom. Doh!

The Saturday morning calls came both from my friends and the day's crew. As it was only lightly raining at that moment, the decision was to proceed on expectations for improvement in the day. Past experience informs that you can't go flying unless you are out there ready to go when the day gets going.

And it did – while the wind came up and gently dismantled my pergola alongside the house.

The day's prep work included DI-ing the Blanik in the hangar, putting the winch out at the launch point, followed by coffees all round while we waited for a change for the better.

Several cycles later the atmosphere had dried, a little sun showed in cracks in the overcast sky, and the wind reduced to a dull roar. The decision to fly included an orderly pattern to events. Winch cables laid, engine warm.

Glider to the launch point, fuelled, loaded and launched.

The cycle offered three m/s thermals to 3,500ft cloudbase with a cloud-street meandering upwind. We wandered upwind for the length of the weather cycle, then glided home with the tailwind, and a short steep approach and landing into wind.

This was followed by a tow back into the hangar, and more coffees. Yes, 'subject to the weather'.

January 2002

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Paragliding Towing in Breeza

Rhett Rockman and Colin Alston are proud to introduce A'Breeza Paragliding Towing Centre. Located in the middle of the Breeza black soil plains, 50 minutes drive south-west of Manilla, 45 minutes west of Tamworth and four hours north of Sydney, we will be towing up keen XC pilots seven days a week, and also providing tow endorsements for all those who want to learn. Launching at 9:30am is the norm and personal bests are there to be broken in every direction – in a northerly you can even fly into the Hunter Valley and beyond.

We hope to see you soon,

Rhett Rockman

(0428 428 962, <racinrhett@hotmail.com>)

National Site Development Officer – Report and Request

As you would all be aware by now, the Active Australia project initiatives by the HGFA have been kicking on for a few months now. My role as National Site Development Officer has been to establish a site database, conduct a survey of sites nationally, input the survey to the database, research and attempt to standardise pro forma Land Tenure Documents, produce a Landowner Package and create a National Site Guide.

The response to the survey has been along the same lines as most surveys and communications between the members and HGFA. Somewhat disappointing in that respect, as the main focus of the survey response was aimed at coming from the Club Executives. To date the response has been as follows:

Only two out of 30 clubs responded via the survey: Illawarra and Mid North Coast. In addition, Byron, Newcastle, VHPA, Stanwell and WA responded with information they already have, but this was not the information as requested in the survey or was simply the public guide they already have up. This is understandable given what I say below.

Thanks to all those clubs for their time in getting back to me. By now all those who have yet to respond should have received the survey again.

I appreciate the time and energy completion of such a document takes. I am also acutely aware of the sensitivity of many sites. I am a pilot and do not wish to see any site lost due to my or other persons' actions. All sites are treated with the sensitivity they deserve.

At this stage the response and major hurdle is that clubs do not wish for information on sites to be made available publicly, or what information is already public is all they wish to share. Given that is the general feeling, the site guide as originally planned for my role appears unviable, with the inclination by clubs more towards them having control of what and how information is disseminated. It would appear the only viable alternative then is to link the State/Club Site Guides or information on contact details to

the now operating site information linked page on the HGFA web site.

That is not to say that the survey and information are still not required. It may be necessary in the future, as we have already operating in most states, to appoint a State Liaison Officer for management advice and as a consultant on site acquisition and security. To this end a central data source in relation to sites would be extremely advantageous for cross reference and research issues. No point re-inventing the wheel.

This information will be collected and maintained by me at this stage.

So if you have yet to receive a survey, you support these initiatives, or you want more info, drop me an email, give me a call, or whatever. Any ideas or input is appreciated.

Damien Gates, National Site Development Officer, (<texdoc@bigpond.com>,
07 3901 7401, 0417 766 356)

Club News

Is your Club Web-less?

It doesn't have to be! Your club can get a bit of space for basic information and contact details as part of the HGFA site. Have a look at [www.hgfa.asn.au] and choose "Clubs". Click on the ACT and SA associations and the Conondale XC Flyers as examples. You can send the information to me as plain text or html and I'll put it there.

If your club already has a web site I can put in a link from the Clubs page.

Stewart Dennis <clubnews@hgfa.asn.au>

Cloudbase Paragliding Club, WA

The Cloudbase Paragliding Club of WA has changed meeting dates slightly again. Meetings are now on the second Wednesday of each month, still at 8pm at Rosie O'Grady's Pub in South Perth.

The club now has a new tow vehicle as well as a winch, and we're hoping plenty of people will be doing some towing. It's a good way to get some airtime in the summer months, and late afternoons provide the best chance for new pilots to get a feel for thermals safely over here. It can also be a good way to get some good cross-country flights.

In November Mike Duffy extended the State Paragliding XC record with a 121km flight in three hours, starting from the Western Soarers tow paddock in Wyalkatchem.

It's good to see we seem to have got through the traditional spring accident season this year without serious injuries, but there's been enough near misses, including a landing in a farm dam and a collapse on launch at Bakewell, to remind people to be careful.

By the time you read this the parachute re-pack night and Christmas Fly-in at Albany should be over, but keep checking the club

message bank (08 9487 5253) and the web site for coming events.

Mike Duffy

High Adventure Airpark

Local pilots have been having some great flights with the drought on. Trevor Kee and Scott Collyer have been getting many XC flights of up to 70km and height gains of 9,000ft in the last two months. If it stays dry here we will be having one of our best summers ever. The flights have been from Middle Brother and Nellies as well as Yarras mountain.

Jason Turner has teamed up with me and is doing all the hang gliding instruction now. It was too hard for him to get suitable teaching days in Newcastle. I am happy to have him back.

Also a reminder that pilots can advertise their gear for free on our web site. You can now also add photos of your equipment online. We now have 800 pilots domestically and worldwide using this market place for buying and selling of gear. It is very simple to use – go to [www.highadventure.com.au/MarketPlace/default.htm].

High Adventure will be aerotowing seven days a week and offering aerotow endorsements with accommodation on the first and last weekend of every month, or endorsements during the working week.

Lee Scott

Skyhigh Swing and Fling Night

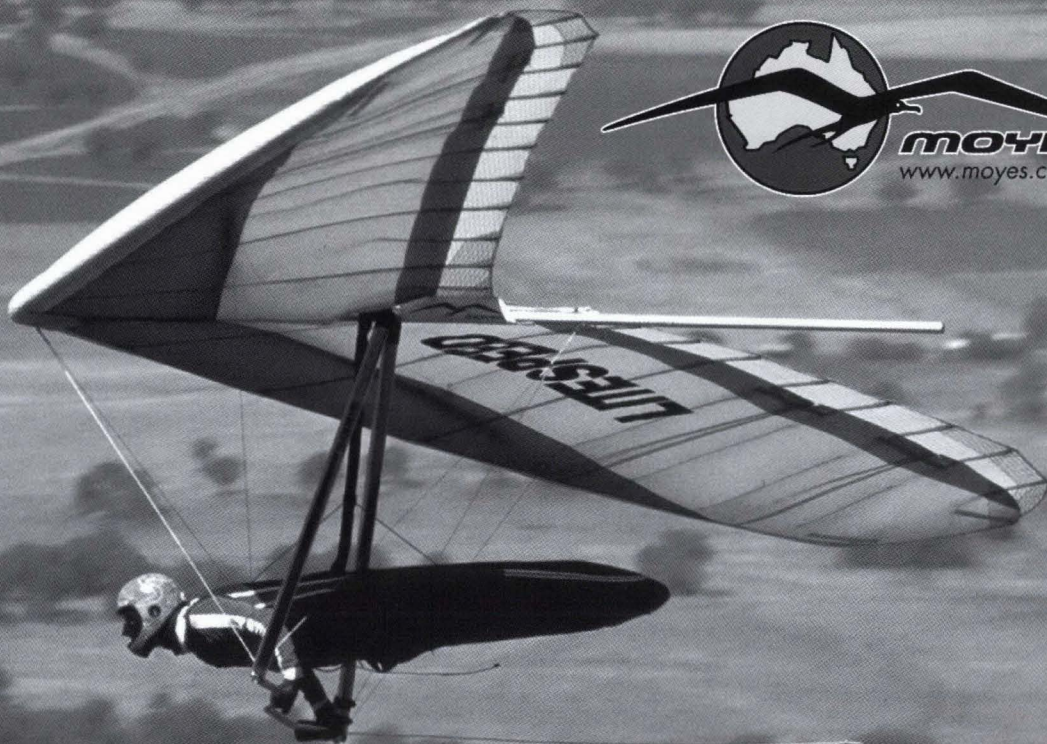
Our annual Swing and Fling Night (read: reserve throwing and re-packing night) was performed a couple of weeks ago. There were 22 keen pilots willing to attach themselves to a climbing rope dangling from the ceiling. Pilots were pulled up by another rope going through a pulley system which was attached to the other end of the building to give pilots a decent swing.

To demonstrate how different reserves would behave and be re-packed, we initially chose a few different type of reserves. Jo Chitty, a professional re-packer, was our instructor to show us how to pack them. Reserve throwing activity went almost incident free and Jo demonstrated how to pack different types of reserves. After Jo's demonstration most pilots ended up packing their own reserves under Jo's supervision.

Each year, without exception, we come across interesting situations which could be potentially very dangerous if it did happen in actual flying. Below are some interesting situations we came across over the three years of running this event:

- *Unattached Reserve: The pilot did not have his reserve attached to the harness. No need to explain the seriousness of the incident. It was embarrassing to see the reserve disappear down the other end of the court while pilot was still swinging!*
- *Too long a reserve handle cord (or too short an arm!): The pilot pulled the reserve handle and nothing happened. It took a valuable few seconds for the pilot to realise what happened and grabbed the cord to pull it out further, to be able*

January 2002



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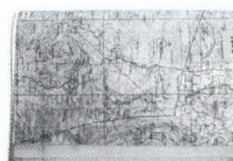


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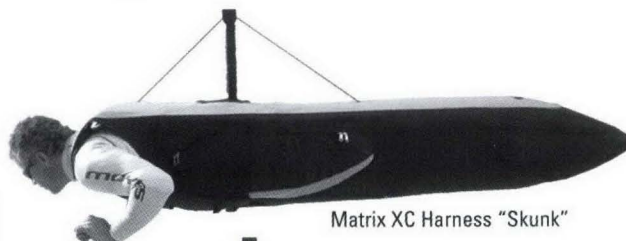
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Drag Chute



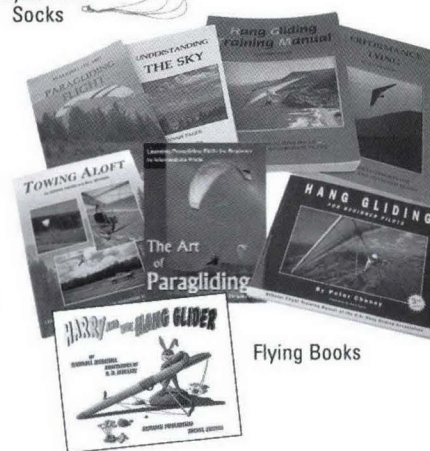
Zoom A-Frame



Matrix XC Harness "Skunk"



Matrix Harness



Flying Books

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to pull the reserve out of the reserve pocket. It would possibly take far longer if this had happened in a real situation.

- **Stuck Reserve:** This was the most common problem. Pilots were not able to pull the reserve out of the pocket easily. It usually took an extra five to 10 seconds for pilots to manage to pull a stuck reserve out of the pocket.
- **Twisted Lines:** This usually happened with brand new reserves. If you buy a brand new reserve, get it re-packed as soon as possible.

We came across these kind of incidents every year and they taught us how important it is to re-pack our reserves periodically. If you are planning to get your reserve re-packed, consider the following points:

- Practice throwing the reserve instead of just handing out your harness (or reserve) to the re-packer to get it done.
- Try to attach the harness to somewhere and throw the reserve in this position.
- Better get a few of you together and swing and throw the reserve. If this is not challenging enough, blindfold the pilot.

Each year 20 to 25 pilots turn up at our reserve nights and we get about five incidents which fall into one of the categories above. That's about 20-25%. If the incident happens at a reasonably high altitude there may be sufficient time to resolve the problem, but we may not have that luxury.

Sydney Paragliding Club, NSW

We meet four times per year and have an email system set up so that we can each let all the

others know what we are doing flight-wise. The advantage of this is that we can join in with other pilots and take advantage of their site knowledge etc, resulting in more flying. Our club will be organising trips away and you're welcome to join us for our mutual benefit.

We can be contacted at [www.sydneyparagliding.com] or phone Paul Cox on 02 9557 1185 or email <mark@sydneyparagliding.com>.

Have a look at [www.sydneyparagliding.com/club/jump.htm] for an animated gif of a most spectacular launch style. Mark Mitsos put it together.

Dave Fowler

Product News

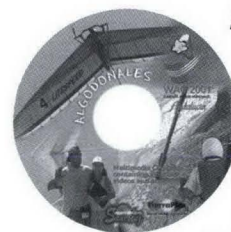
Flying Planet – Spirit

WindWorks, importer of Flying Planet and Skyline products, announces the new Freerider glider, the Spirit (DHV1-2). Using the latest technologies available, the designer Michel Le Blanc proved again his know-how. Made out of Porcher Marine new Skytex and Elderid Aramid Kevlar for the lines, this glider will satisfy its owner for the long run. The leading edge uses the 'half-closed' cells technique, as has been seen on the Whisper (Performance rated) and the Xeress (Competition rated). In the competition scene, the latest prototype, the Mystic, finished second at the PWC final in Slovenia. Watch out for it during the next season. Last but not least, Flying Planet has just released its new series of Kitesurf, the LX. Ram-air conception with valves to evacuate water, its ability to go upwind and stability is much superior than the inflatable

type. Definitely a good way to have fun when it is blown out!

Patrick Roser

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CMAC National XC League

Summer 2001 – 27 November 2001		Flight 1			Flight 2			Flight 3			Flight 4			Flight 5			Total
Pilot Name	State	D	T	P	D	T	P	D	T	P	D	T	P	D	T	P	
1 Enda Murphy	NSW	67	DG	137	145	OD	247	50	DG	103	74	OD	126	59	DG	120	733
2 Mike Dufty (PG)	WA	25	DG	51	29	T	99	101	OD	172	35	OD	60	121	OD	206	588
3 Brandon O'Donnell	QLD	31	OD	93	20	OD	60	50	DG	180	55	OD	165				498
4 Godfrey Wenness	NSW	148	OD	252	130	OD	221										473
5 Gordon Marshall	WA	146	DG	175	20	OD	20	90	DG	108	107	OD	107				410
6 Greg Molony (Mole)	WA	71	OD	85	120	OD	144	90	OD	108							337
7 Jamie Wolfe	WA	40	DG	192	21	OD	84										276
8 Andrew Horcher	QLD	50	DG	103	59	DG	120	22	OD	38							261
9 Mark Plenderleith	QLD	35	DG	71	19	OD	32	24	OD	47	35	DG	71	13	OD	22	243
10 Geoff Sexton	QLD	16	OD	80	18	OD	90	12	OD	60							230
11 Phil Wainwright	WA	44	OD	44	146	DG	177										221
12 Mick Ryan	ACT	54	OD	214													214
13 Dave Worthington	NSW	61	OD	105	38	OD	64										169
14 Sam Blight	WA	115	OD	138													138
15 Pete Leach	WA	19	OD	23	45	OD	54	50	OD	60							137
16 Dennis ?	ACT	71	OD	121													121
17 Wesley Hill	VIC	110	OD	110													110
18 Daryl Speight	WA	90	DG	108													108
19 Col Beavan	NSW	40	OR	72													72
20 Wesley Hill	VIC	30	T	60													60
21 Mark Thompson	NSW	40	OR	60													60
22 Mike Dufty (HG)	WA	6	OD	24													24

Review: Flying Goggles – Blueye Eyewear

MARK 'BOMBER' THOMPSON

The Search

Just wanted to let you know about a great find after searching for the perfect flying eyewear. Since I destroyed my Ezy Eyes rose coloured flying glass (over three years ago) I've been searching for flying eye wear that gives me the following:

1. **Rose tint** – great for cloud definition against a blue background, also makes you feel more optimistic about the day.
2. **Good peripheral vision** – often seeing things out the corner of your eye (pilots, birds, bits of straw) can save your butt.
3. **Comfortable** – I bought some flying glasses but they caused me headaches due to the design

of the arms and associated pressure points.

4. **Safety** – lens must be strong just in case the tow bridle springs back to hit you in your face, also didn't want a blade style glass as they can cut your nose off in a crash.
5. **Cheap** – didn't want to pay more than \$100.
6. **Stylish** – didn't want to look like a nerd whilst waiting to launch.

Well, the good news is I've found some, bought them and flown in them – they're great!

The Find

The company is called Blueye and they specialise in goggles for all different sports. I have tried out two styles, "Caged" and "Zoo". I like

the Zoo style, as they are slightly smaller with a better fit for me. Do they meet my criteria?

1. **Rose tint** – yep, also available in yellow. You have the option of the "vac-u-air flow system" that allows airflow through holes in the lens.
2. **Good peripheral vision** – you get full vision, no frame obstruction.
3. **Comfortable** – the frame is made of soft Santoprene with a head band attachment – no pressure points.
4. **Safety** – lenses are 100% UVA and UVB proof, made of polycarbonate, no blade lenses. The impact resistant lenses are treated with FX2 anti-fog coating providing excellent eye safety with fog-free vision. Small circular perforations within the frame also allow air circulation to prevent fogging.
5. **Cheap** – \$130 (Australian dollars) with two lenses (effectively \$65 a pair), additional lenses are \$50.
6. **Stylish** – see what you think below.

Check out their web site at [www.blueye.com.au] and click on the Extreme Sports tab for more information and photos of the two styles.



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Gliding is attractive in South Australia

EMILIS PRELGAUSKAS, *Honourary Secretary, SAGA*

While they have a major impact on the gliding to be achieved, this note is not about the weather and the scenery, nor the airfields and fleets in South Australia. The focus instead is on those natural advantages that we have in club arrangements to give the population in South Australia good access to gliding. The state is laid out with the majority of its population centred in one capital city, and where there are also defined, though small, regional centres in the various regions of the state.

Over the last six decades a necklace of gliding clubs has developed which serve not only the locations, but which in their individual character thereby together cater for the full range of people's interest in gliding. In particular, this necklace is visible with three rings of club airfields encompassing metropolitan Adelaide.

One ring is that of close-in clubs which are easily accessible but carry limitations in terms of available airspace and weather influences. A ring of mid-distance clubs follows this where the cost of land, airspace awareness and potential to annoy neighbours are less intrusive. Then there is an outer ring where regional centres and metropolitan populations mix. So when urban people consider gliding, they can look in their neighbouring urban fringe or rural sector toward a resident club or clubs. But no gliding club is directly comparable to its neighbour. And this is just as well, because people differ in their needs. There are those wanting access to gliding as it is presented in the popular imagination, fed by the 'Thomas Crown Affair' and similar images. In South Australia this is catered for in three clubs, each with its own fix on things.

For a club close to the metropolitan fringe (some would suggest now swallowed up in the urban fringe), gliding is readily accessible in terms of travel distance, time, the opportunities to book, avail themselves of support staff and a club fleet.

On the mid-ring, the gliding club attracts through its attention to creating an acceptable standard in facilities and fleet, while maintaining its amateur status and traditional travelling distances separating the daily cares from the rest and relaxation gliding experience. I have heard the term 'gentleman's club' applied.

On the outer-ring the regional club intermingles with commercial operations to offer residential, course-flying and private owner support. Three different forms of gliding as suits such customers. Other gliding clubs in South Australia fit more the past traditions of gliding. Amateur volunteer clubs, built in a (sometimes) ramshackle fashion by past generations of glider pilots.

Each of these however is also easily distinguishable for the people's interests it serves.

In the regional centres clubs serve the south-east, Riverland, Murray Valley and Iron Triangle regions.

On the inner-ring around Adelaide a club focuses on its existing and experienced glider pilot population, thereby putting together things beyond flying in terms of long-term value to gliding.

On the mid-ring one club offers maximised personal flying freedom through emphasis on motor gliders.

On the same ring another club in another sector focuses on its family friendly mode. Older (male) non-related glider pilots are drawn in as a third generation to other members

where the multi-generation membership includes both spouses who fly and the (young) kids who are brought along onto the field. A further club on this ring caters for its specialist market – Scout flying. And similarly, other specialist market options are clearly identifiable in other places – Air League, ATC, and so on. On the outer-ring, the university club was positioned to encourage 'total immersion' activities. This also secured the only permanent ridge-flying site in what is generally a flatland state. The development includes a workshop developed alongside Adelaide Airport for mid-week volunteer routine fleet maintenance.

Differing from other 'youth' clubs managed by established gliding heavies, the university club tries to routinely devolve itself to the oncoming generations to keep the club 'for the youth, by the youth'; keeping the expertise needed to fly safely in mentor positions. This is indicative of how varied are the structures of gliding clubs to be relevant to their own interest groups,

And also, why it is impracticable to consider gliding as a single entity when it should be more realistically considered as a loose amalgam of individual sectors with just one common element – going flying. The rest is a definition of choice for each glider pilot. It is fortunate that the diversity of club options is available, not just for people coming into the sport to choose where they will get the best fun and flying to suit their own style, but for glider pilots to move from life stage to next life stage without needing to move out of the sport. Sometimes the move is virtual rather than physical, to judge by the emails and phone calls for this and that that I receive. Those wanting to muck in with similarly-minded people have a range of clubs in different directions and differing distances, with differing types of people populating each club.

And we have the full range of Air League, ATC, Scout and University specialist sectors covered with distinct clubs. That is a pretty unique situation.

Most clubs in Oz each serve an individual population, and have to meet those diverse challenges from all 'markets' within one club – a position offering open-ended conflict as an outcome.

This is the situation for clubs in our small rural centres, and probably more representative of the Australia-wide situation. (Please note the absence of easy solutions for that one).

Some interesting insights:

The current pilot population and the interested tyre-kicker both want less procedure and 'interference' from 'the system' in achieving individual goals (mainly going flying), so some topics on this list are aligned with this wish.

- the contempt for ever-increasing paper warfare.
- the decline in interest in proficiency badges, etc, so this list is possibly more articulate, but does reflect the gliding population at large in terms of expectations and attitudes.
- the 'product' deficiencies include the difficulty most clubs have in defining themselves.

Some 'markets' are mutually exclusive; an issue tackled every time the university club has to re-invent itself because the natural ageing of older members makes the club unattractive to the pimply-faced kids they have at uni these days (not like when I was a lad!). In two clubs I always thought were the same, the development workshop highlighted as evolving toward totally different markets – one where grumpy old men (maybe even OFTTHs) could be accepted in a grandpa role in the club structure of attracting couples with young children. A most unexpected 'family-friendly' club format within a sport perceived to be about individuals and selfishness.

The other end of the 'product' issue is that the public currently contact each club as if they are interchangeable, and the only differentiation is price. This is of course economic suicide. Businesses which compete on price send themselves and each other, into bankruptcy and leads to high dissatisfaction levels in customers. The upmarket end is criticised on price; the budget end is criticised on inadequate acceptable standard.

So one of the tasks for the sport, mainly at club level, is to clearly distinguish this club's 'gliding' from that club's. We've just recently gone through the 'acceptable standard' debate between clubs, and as for the above, the clubs demanding better standards of presentation want the clubs who are 'quite happy thank you very much' to carry out and fund the upgrades.

The inevitable outcome Peter Rundle has already described; with lots of glider pilots drifting to the sidelines (this self included). I am however not pessimistic. It may well simply be a 'market forces' natural trend under way with the sport at present dividing itself up into its 'natural' interest groups – some of which will want the traditional structures, and other will not. The likely outcome is that each interest group will then market itself and differentiate itself from the things which are abhorrent to that sectional market.

In that change, the GFA will continue to act like any regulator under threat of becoming irrelevant; and resort toward 'procedure for its own sake' and more and more away from 'outcomes' to keep its customer numbers up artificially.



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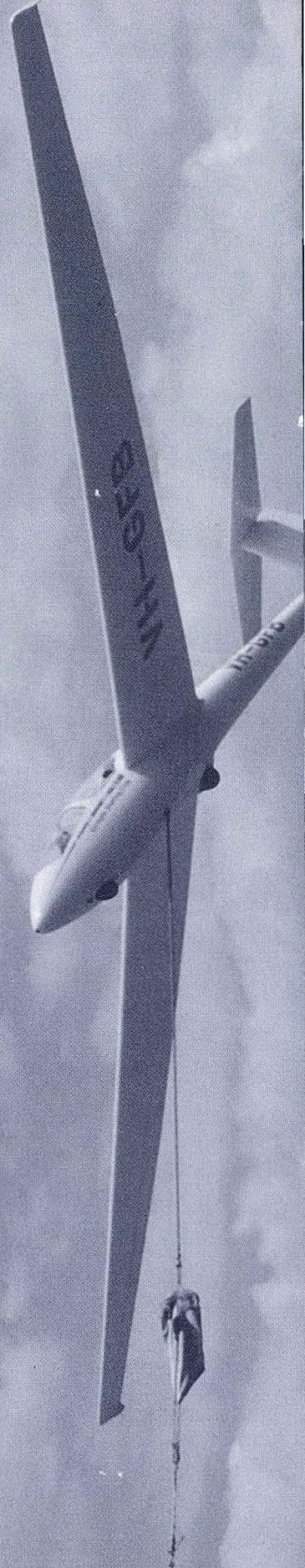
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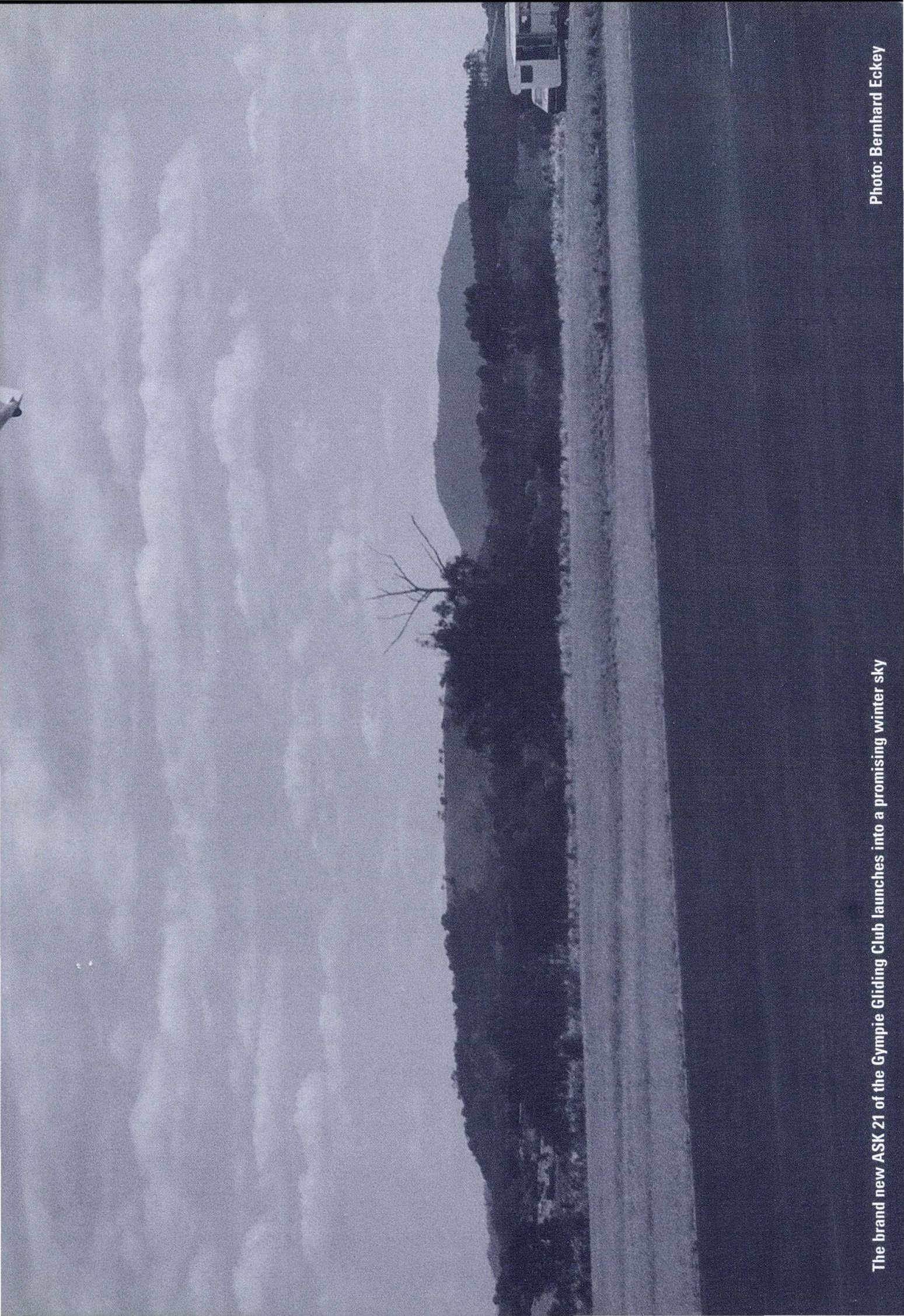
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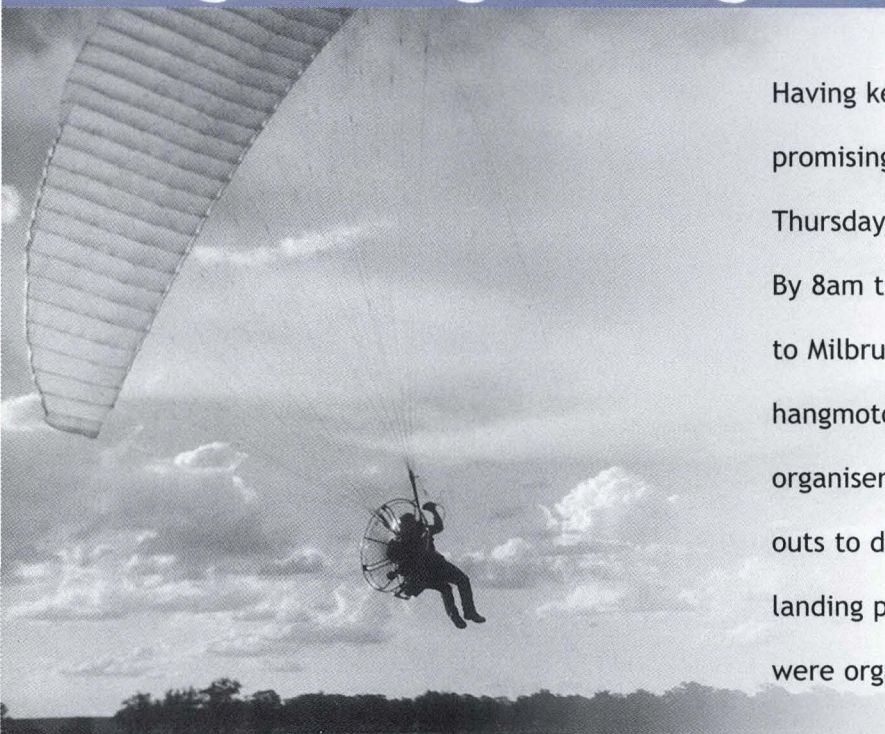
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The brand new ASK 21 of the Gympie Gliding Club launches into a promising winter sky

Photo: Bernhard Eckey



Picolight Fly-in 2001

JOS WEEMAES

I had taken the Friday off from work to sneak in a few flights before the official start of the fly-in on Saturday. Arriving at the sportsground/camping area, there were already a few tents erected and nobody around – this could only mean one thing... off to the paddock!

Indeed, the first ones were already there. Unfortunately it was a bit too windy, but still good for a look at Bob's new paramotors, John's trike and (other) John's powered parachute.

By 11am that morning, after we shifted camp due to a change in wind direction, the first two-strokes were being warmed up, and soon the first flying machines were in the air. More pilots arrived and by Friday afternoon the sky over Milbrulong was busy with aircraft... and the weekend had not even officially started yet!

The evening went on until the early morning hours with chinwag stories about all things that people fly with. It was good to put faces to

email address names and compare paramotor equipment.

On Saturday morning I was up at 6am in order to blow the cobwebs out of the sleeping two-strokes and drive to the landing paddock. My first attempt at take-off was pretty poor. At about 20m above ground I noticed that my left brake line was tangled up with the risers... a skew kneelanding in the wet grass was the result. Good that there was nobody there at that early hour... could do without those comments. The second attempt was much better and soon I was over the camping ground to encourage the lot to follow.

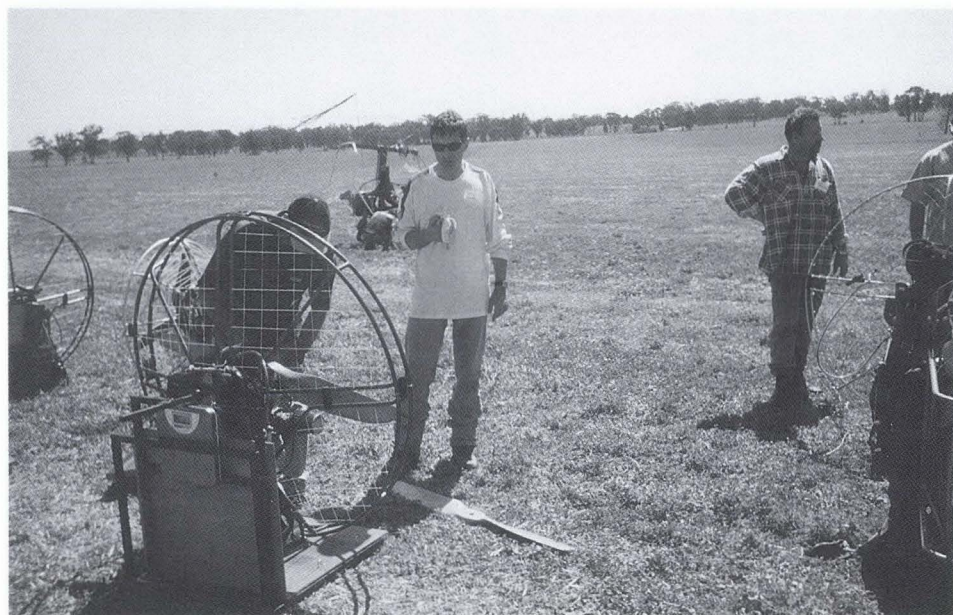
Having kept a close eye on the weather maps it looked promising. A large low pressure system passed on Thursday, and by Friday morning it cleared up. By 8am the truck was packed and I was under way to Milbrulong, NSW for the annual paramotoring and hangmotoring event. Jeff Hoffman and yours truly, the organisers of the event, had prepared all the ins and outs to do with such a fly-in weekend: the take-off/landing paddock was prepared, the camping facilities were organised... the only thing needed were the pilots!



- ▲ Coming in to land
- ▶ A paramotor in flight
- ▼ The attendees of the Picolight Fly-in 2001



PHOTOS: COURTESY JOS WEEMAES



The thrust tester uses a pair of bathroom scales!

Saturday was a beautiful day for flying; a slight steady breeze and heaps of gear in the paddock and in the air. A total of seventeen paramotors, three powered parachutes, two trikes, three hangmotors and two paramotor students. It was a colourful and noisy spectacle!

That afternoon at 4pm the start signal was given for a cross-country flight to the Lockhart airstrip. Fuel and two-stroke was loaded on the truck for those that would require refuelling and off we went. The largest group of picolighters Australia has ever seen, descending on a small NSW country town... the locals were flushed out of hiding! The large number of airborne two-strokes sounded as if WW3 had started.

After landing and refuelling on the strip it was back to Milbrulong, and before dark all were back in the landing paddock. Some could not get enough and "turf-surfed" until it became too dark to fly.

▼ A hangmotor taking off



That evening the new trophy, made by Mike Forwood, was handed to the pilot who suffered the most financial hardship during the Saturday. Mike made the trophy out of one of his first home made props and fitted a barometer in the centre. The plan is to have this trophy change ownership at next year's Fly-in. Glen Sheluchin was the recipient after busting his prop and shearing off the centrifugal clutch.

Sunday morning was a bit slow to start and a bit windy for some of the paramotor pilots. Not so for the trikes and powered parachutes who had a ball. Sunday also saw some good low level formation flying and top landings.

Some of us left on Sunday afternoon and some stayed on until Monday. It was a great weekend, with many happy people and smiling faces. It was good to meet like-minded people, share experiences, and... just have some decent old-fashioned FUN. Next year, same place and same weekend in September.

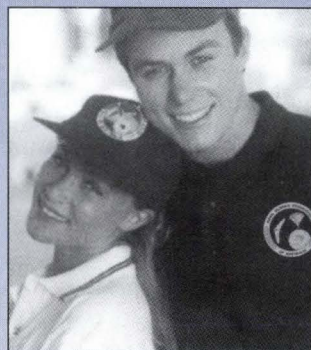
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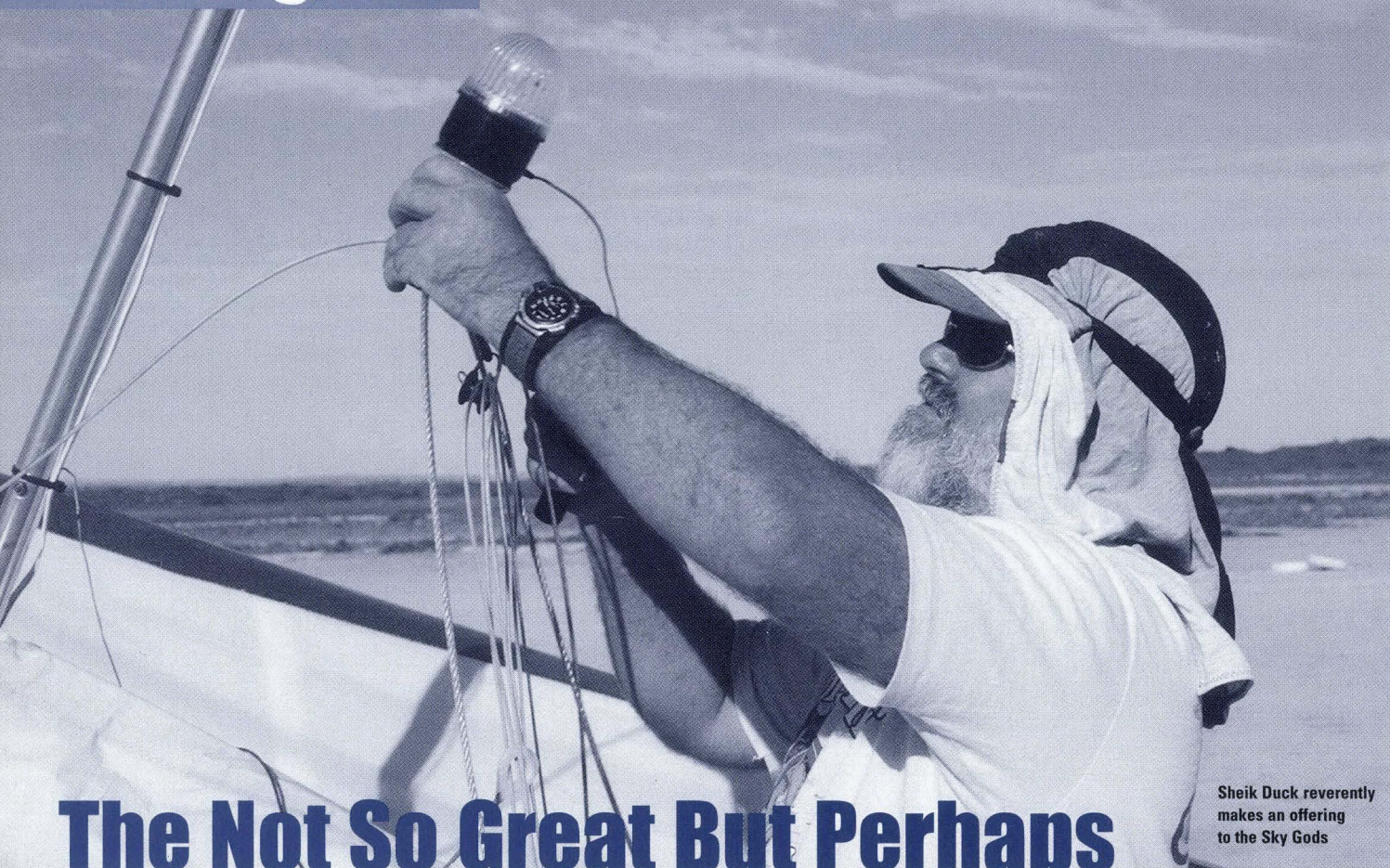
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Sheik Duck reverently makes an offering to the Sky Gods

The Not So Great But Perhaps Only Quite Ordinary Trip North

DON WILSON

Beats me why grown men and one woman would want to drive a total of four days for the pleasure of flying over countryside that would look at home in the Libyan outback, but there you go.

Of course, there is the Coral Reef... that's pretty specy... and the company was pretty good too... and the beer was always cold... and the flying was great... apart from that... Well.

Actually, we were lucky to get any further than Rockingham. Some exceedingly sloppy driving on the part of Brendan and Antman had Paul in a four-wheel lockup sliding towards the nice red propeller of Duck's Pegasus when they quite unnecessarily stopped at a red light. Quick thinking on Paul's part saved the day when he was able to coax his vehicle up onto the concrete island holding the traffic light. I left a very nasty smear on the windscreen from my face and another on the seat of my jocks! After exchanging further pleasantries with each other, we proceeded northwards.

Billabong Roadhouse

Las Vegas-like, this cultural Mecca lays in the middle of a desert. From a distance, in the last light of the setting sun, and with all the Truck Bays lit up, it looks quite attractive. It is only when one emerges next morning from the converted shipping container that the 0.5 star accommodation offers, that we were able to dispel the fancies of the previous evening.

Brendan was still a little red-faced over having complained to the chef that his Steak and Three Eggs had tasted of cardboard – upon closer

investigation it was discovered that the old Bon Vivant and Epicure had actually eaten the bottom out of the plasticised cardboard plate upon which his meal was served! Then... overheard after lights out through the thin walls separating Christine and Duck from Paul and I: Male voice – “Ohhhhh come on honey... Pleeese! I'm on holidays!” Female voice – “...And so am I... Go to sleep!”

About 40km out of Carnarvon, Brendan and Antman flashed past us waving a half-empty bottle of Sambucca with which they had augmented their breakfasts. We were sitting on about 115km/h, so they must have been at about 130km/h. They are still in sight when a white car drives past them and comes towards us... It's a police car, and they flash US! We stop and they pull in behind. Two young cops with shaved heads step out wearing wrap-around sunnies, white-pointer smiles and Tim-the-Toolman belts that hold every device known to mankind for the administration of GRIEF! I immediately adopted the attitude that I find most useful with police; i.e. the canine submission position... flat on my back with both legs spread, showing that they can attack my genitals any time they like and I won't fight back – it works every time. Paul, who wasn't driving at the time, knows **he** won't get fined, so goes on the offensive. “*Bloody Hell! Why are you picking on us? Those two bastards in the vehicle ahead of us were going faster than we were and they are both probably pissed on Sambucca and God knows what else! If you leave right now you can probably catch up with them!*” “*We thought you looked more interesting,*” was all he said as he started looking over Paul's trike. When they started to ask us questions about it, we both went into our ‘C.A.R.Q.N.P. (Cops Are Really Quite Nice People) Mode.’ We laughed and joked along, stopping just short of offering them the use of our daughters. But we knew that would be a bit naff, so we told them that there was a Landrover behind us towing a boat. It was being driven by a big, ugly ex-bikey bugger who hated cops, with a good looking blonde passenger. They were bound to be speeding. They thanked us for being so co-operative and tore up the ticket.

PHOTOS: COURTESY DON WILSON



Paul sends Skippy to "a better place"

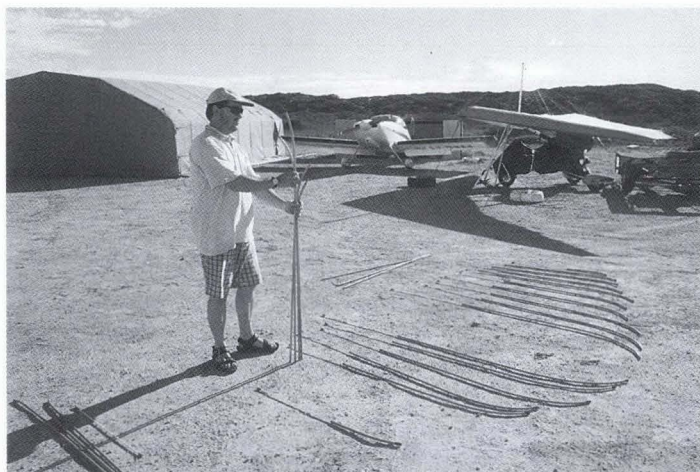
Yardie Homestead Caravan Park

It looks more like a long disused movie set for one of the old Ma and Pa Kettle films. We unfortunately missed the manager of the park by a few days, as word had it that a big helicopter carrying four policemen from Melbourne had taken him away for an all expenses paid holiday somewhere. Some of the extras from the Ma and Pa Kettle movie had obviously stayed on to help run the place and invited us, more or less, to help ourselves when we asked where our booked cabins were.

We located Moses, who had arrived some time earlier, with his hands deep into the bowels of his Landrover. It had suffered a nervous breakdown on the way up and he was giving the engine some serious counselling when we found him. Mad Mike and his two friends, John and Vinney, were also already ensconced. The airstrip, which had been described to us by the ex-manager, now guest of Her Majesty, as bordering on International Airport Standards, turned out to be a disused quarry with a goat track at each end. We were all totally underwhelmed by the prospect of a week in this place, and after a hurried conference decided to leave the following morning and go back to Coral Bay. But first, an evening meal in Exmouth! On the way in, Paul, who was in a foul mood, decided to vent his spleen on two of the many, many kangaroos that spend the night using the road between the caravan park and Exmouth as a pedestrian crossing. Unfortunately, one of them turned out to be "Skippy" who was resting up north after a recent film. It wasn't exactly Paul's fault, as it was difficult to see that he was wearing a tie, and he was just standing there in the middle of the road, totally dazzled by the lights of Paul's oncoming car. Sure, Paul was in a lousy mood, and sure, he could have missed "Skippy" if he had swung the wheel a bit, but, well, who knows what went through his mind? Of course we stopped after the accident, but there wasn't much we could do. "Skippy" was still alive and able to talk and as I cradled his head he said, "Tch tch! Tch tch tch eff-ing tch tch! EFF-ING TCH-ER!!" "What's that Skip?" I said. "You reckon the #*^ing driver of that car must be #*^ing-well blind, and you're going to sue the bejeesus out of him as soon as you're back on your feet?" "Tch!" (Yes!)

Now, I wouldn't want to say whether Skip might have recovered or not, or whether he was serious about suing Paul. I only know that that was when Paul said the only humane thing to do was to "put him out of his misery." I can't describe what happened next. The photo tells it all...

Coral Bay is a nice place I'm sure, but take away the golden sand, the crystal-clear water, the coral reef, the palm-fringed pub with the cold beer, the tanned bikini-clad bodies of nubile nymphets tastefully sprawled about the place, and of course, a serviceable airstrip, and what have you got? In my own mind, I think of it as Choral Bay. It is difficult not to associate music with the place after spending so many nights listening to Brendan's Bum Concerts! Of course, he was not alone; Paul, Antman, Duck (and DON!) all contributed inharmoniously to a wide variety of Methane Melodies and Bowel Involuntaries. But it is Brendan who has elevated the simple act of flatus to a form of "Fart Art"... The mystery, of course, is how such cacophony can be created unconsciously by one January 2002



Palaeontologist Antman examining the skeleton of some prehistoric dinosaur recently discovered at Coral Bay

sleeping body... In through wildly flapping glottis and ravaged nasal cavities at one end, out through what must be the most poorly tuned anus in the Southern Hemisphere! After a few days I began to have nightmares about Germans and things and asked Paul if he would take me home and away from all these awful farting and snoring people... He didn't argue.

'Laugh and the world laughs with you – snore and you sleep alone!'

Sub-Editor's Note: Apparently, if we harass Don enough, further episodes may be written. We may get to hear about... 'Brian and Andy's fabulous fishing trip and the slowly sinking fishing boat'; 'The problems of flying an RV6 from Coral Bay to Bunbury when the sky in front of you is completely clogged over'; 'The coral reef expedition on the Undersea Explorer'; 'The low level flight to the 14 Mile Beach which included the Great Brown-Eye and the Great Tit-Flash – and the trikers' revenge next day'; 'The would-be Steven Spielberg who operated the video camera with the lens-cap firmly in place'; 'The fabulous adventures of Moses and Mike'.

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When?

11th – 16th February !

18th – 23rd of March !

Fifth Narromine Cup Week – 24 to 30 N



Jon Millard and Richard Solomon on day three of Narromine Cup Week hosted by the Orana Soaring Club



Hans Raschke from Germany is a regular visitor to Narromine



Col Vassarotti (day one winner) and Phil Eldridge discuss the day's weather



Narromine Cup Week met man, Phil (Biggles) Endicott



An entrant in the junior coaching week, held in conjunction with Narromine Cup Week, was Rodney Wellington

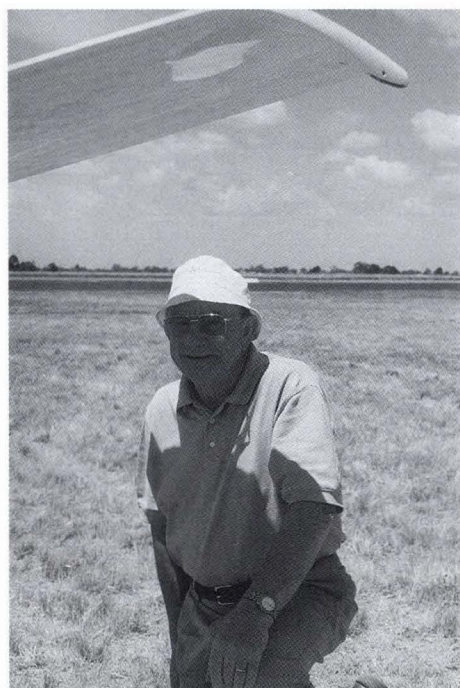


Nick Gilbert carries out a final check



Japanese pilots Michitaka Ishii and Yuichi Maryuama marvel at the flying conditions over Narromine. Both pilots flew Orana Soaring Club gliders during cup week

November 2001



Colin Turner takes shelter under the wing of his glider as temperatures soar



Arie Van Peronssen flew a 300km task in his much-admired Ka6 during cup week. When he wasn't in the air Arie ran wings on the flight line.



Coach John Buchanan with junior coaching week participant Robert Bull

Narromine Cup Week – Overall Results

Rego	Type	Pilot	H'cap	Day 1	Day 2	Day 3	Totals
5Y Blue	DG600-18	Hans Wiesenthal	0.94	852	561	755	2,168
HDU	DG600-18	Ian de Ferranti	0.88	808	507	852	2,167
5Y Green	LS6-18	Karin Wiesenthal	0.95	747	556	845	2,148
VH	Pik20	Noel Burnett	0.99	549	596	661	1,806
ZAM	DG600-18	Graham Engel	0.95	354	850	493	1,697

Day Results – 25 November 2001

Pilot	Rego	Glider	Task	Points
Col Vassarotti	D1	Discus	FAIT	341
Drew McKinnie	CQT	Jantar	FAIT	311
Richard Bull	JO	LS 4	Distance	242
Phil Bensted	BK	Discus	Distance	240
Colin Turner	HDX	ASW 20b	Distance	238

Day Results – 26 November 2001

Hans Wiesenthal	5Y (blue)	DG 600 18	Distance	346
Karin Wiesenthal	5Y (green)	LS 6 18	Distance	343
Ed Marel	ST	LS 6	Distance	328
Bruce Campbell	QCT	Discus	Distance	310
Phil Eldridge	UKD	AQSW 19b	NFAIT	304

Day Results – 27 November 2001

Noel Burnett	VH	Pic 20 b	FAIT	596
Hans Wiesenthal	5Y (blue)	DG 600 18	FAIT	561
Karin Wiesenthal	5 Y (green)	LS 6 18	FAIT	556
Ian de Ferranti	HDU	DG 600 18	FAIT	507
Paul Thompson	GHC	Stemme VT 10	FAIT	466

Day Results – 28 November 2001

Ian de Ferranti	HDU	DG 600 18	FAIT	850
Graham Engel	ZAM	DG 600 18	FAIT	850
Hans Wiesenthal	5Y (blue)	DG 600 18	FAIT	850
Karin Wiesenthal	5Y (green)	LS 6 18	FAIT	843
Phil Bensted	BK	Discus	FAIT	717

Day Results – 29 November 2001

Ian de Ferranti	HDU	DG 600 18	Distance	808
Hans Wiesenthal	5Y (blue)	DG 600 18	FAIT	755
Karin Wiesenthal	5Y (green)	LS 6 18	FAIT	747
Bruce Campbell	QCT	Jantar	FAIT	683
Geoff Sweeney	VF	Pic 20 b	FAIT	642



From the Development Officer's Desk

TERRY CUBLEY – GFA DEVELOPMENT OFFICER

Since October I have had direct involvement with three State associations – SAGA, VSA, NSWGA. It is both valuable and critical that the regional associations support the work that I do. Valuable, because the association can use its already well-established network and contacts. Critical because the ongoing work that needs to take place will be best supported at the local level. Regional Workshops

I have facilitated two workshops with plans for a third. The first was at Gawler organised through SAGA. There were eight clubs represented, generally those within a two-hour drive of Adelaide. A similar workshop was held at Bacchus Marsh, involving seven clubs, generally those within a two-hour drive of Melbourne.

I am planning on a couple of workshops in New South Wales during December – one at Camden and the other at Canberra. Again, I will be speaking mainly to clubs who have relative easy access to Sydney and/or Canberra. In the New Year, I am planning on a similar event in both Queensland and Western Australia. The plan is to work closely with four to eight clubs nationally over the first 12 months to trial a few approaches for improving club activity and for improving membership numbers. This can then be followed by similar work with another group of clubs, utilising the lessons learned from the trial.

Over a two to three year period, we should be able to support any club which is keen to have some direct support from the GFA and their regional association. Other clubs may only want to take advantage of the information provided from the more formal work, and adapt this to their own situation.

So how active is your club?

As mentioned last month, we need to improve the activity level of clubs in order for them to attract and retain new members. Participants at the workshops tried to define what is meant

by ACTIVITY as far as their club was concerned. This included a request to identify the measures that clubs could use to assess their activity level. The results included:

- *Flying hours (or launches) per member*
- *Flying hours (or launches) per aircraft*
- *Number of days flying per member*
- *No members flying less than average hours*
- *Number of flying days (out of 104 per year)*
- *Dollars spent per member*
- *Percentage of active pilots (more than 50 hours)*
- *Cross-country kilometres flown*
- *Ratings achieved – trainees, solo, badges*
- *Number of passengers flown*
- *Retention rates*
- *Percentage of members attending social events/working bees, etc*
- *Airworthiness involvement*
- *Training theory courses run and attended*
- *Innovations and new challenges*

The concept here is quite straightforward. In my initial contact with clubs, I asked them to tell me whether their club was high/medium/low activity. The results are based on personal understandings of what high activity means. Actually having a measure that you can refer to gives club committees an opportunity to try different approaches to improve activity levels of their club.

So how good is good?

Some initial measures from a small number of clubs.

One Victorian club with 32 members flew 726 hours in four club aircraft plus 250 in private aircraft. This gives an average of 180 hours per club glider for the year and approximately 30 hours per member.

One SA club with 11 members flew 200 hours in three club gliders plus 100 in private aircraft. Their average is 67 hours per club glider and 28 hours per member.

A large Queensland club with 100 members flew an average of 400 hours per club glider. (For the club 'bean counters', how would your budget look if you were able to access the income from 400 hours per club glider?) On a different measure, Sportavia reports 32 'A-certificates' achieved in the year. Obviously, the actual results achievable by your club will depend on a number of factors. For example, the number of club gliders versus the number

of private gliders, the method of launching, number of days that you can fly, weather conditions, experience level of your members.

For this reason, it isn't reasonable to compare one club against another, other than to give some idea on what is possible. But it is reasonable to measure your clubs current activity and see if you can improve it over time.

A task for you: Measure your own clubs activity levels and drop me a line (cubley@netconnect.com.au) to let me know what you get. Also tell me what you are aiming to achieve in the next 12 months.

A universal measure OEE

Overall Equipment Effectiveness is a manufacturing industry measure that tells you how effectively you are utilising your equipment. This can be applied to gliding.

It requires the club to identify the total number of hours available for flying (days flying x hours available in the day) – this will vary with season so maybe a summer, winter, spring, autumn measure. Then measure the number of hours actually flown for each glider and write as a percentage of the hours possible. I would expect a number something like 20% for a fairly inactive club, maybe 50% plus for an active club.

Let's look at our active Queensland club that flew 400 hours per aircraft. If we assume 104 days flying per year with an average for the year of seven hours per day, this means that the aircraft could fly 728 hours in the year – 400/728 gives 55% effectiveness.

The same calculation for the Victorian club gives 180/728 or 25% effectiveness.

So what are the blockers?

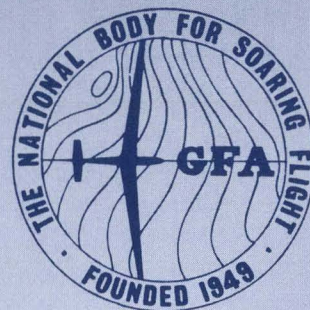
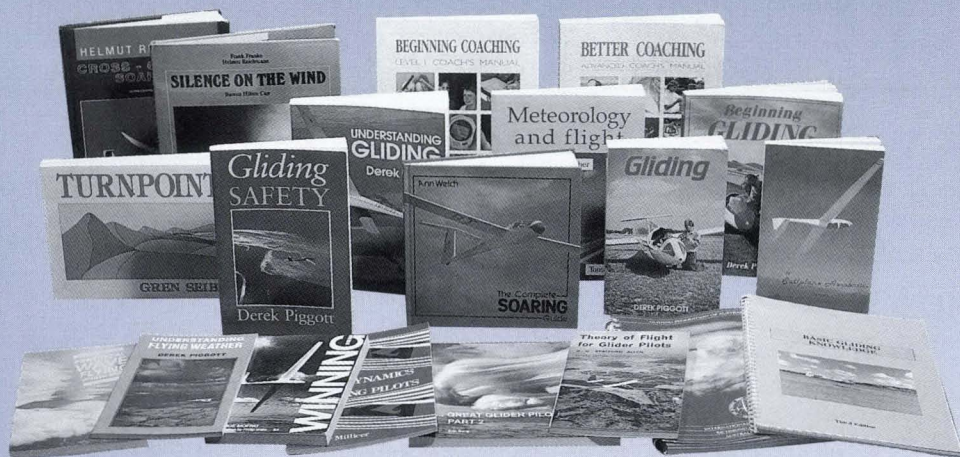
The workshops discussed the contributing factors to a low effectiveness. This may be weather, too many/few gliders, turn around between launches, starting time for flying activities, airworthiness, lack of instructors, lack of students/passengers, etc.

Clubs would need to make some initial measures and then review the main factors impacting on the measure. Re-measure after trying different remedies. It was agreed that the measures will be quite different for each club – depending on the weather at the site, launch methods, location.

A task for you: Maybe clubs can calculate OEE for their own operation. It would be useful to see how this varies by season and by state, as well as by the size of the club. Let me know what you get. I can publish an anonymous list and show the average for the country. We can then all work together to raise this value.

Next month I would like to discuss the types of members that you are finding in your clubs. We may be surprised by the results.





THE GLIDING FEDERATION OF AUSTRALIA

Please note: all prices include GST

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A Glider Pilot Bold – Wally Kahn	\$49.50
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Aerotowing Manual	\$22.00
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(16.50 each for 10 copies or more – postage not included)	
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– Australian Coaching Council	\$30.25
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Wind-Born – A Journey into Flight	
– NZ Video	\$55.00
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GFA Tie (Big red glider on blue background)	\$19.25
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Weird Wing

▶ With regard to the weird-looking wing from the Bali story (Dec 2001 issue), the Parachute Manual describes the canopy as a Jalbert Para-Foil – 200ft² nine cell skydiving canopy made by Para-Flite Inc of the US. “In early days” line attachments to individual flares were common to spread the load. It made the canopy very good at flying straight and is still used on one model of accuracy canopy today.

John Chapman, APF Technical Officer

One Pilot's First Cross-country Flight

▶ At the Corryong Fly-in over Christmas/New Year 1998 there was a rollup of approximately 12-16 pilots. Whilst there were some very experienced pilots, there was one who hadn't done any XC flying. There were some excellent flights recorded, but the flight I wish to relay was Roger White's first XC.

It was a good looking day at Mt. Elliot with most pilots getting up and having a good fly. Most headed off toward Colac Colac. Roger, with Franko's assistance on ground and radio, launched from the hill and flew into a thermal. With further guidance from Franko at take-off he managed to gain a few thousand feet. With all the new events that were flooding into Roger's

mind, he got distracted and flew out of the thermal. Roger then decided he would fly towards Towong camp site. He didn't find any more lift, but he didn't really mind as this was the best thing that had happened in his short flying career – his first XC! There were so many new experiences confronting him – first time away from take-off and the bomb-out; all this magnificent scenery; where to land; what wind direction; uphill or down hill; will I make it to the camp site; must remember to tell Frank where I am landing, etc. With all these things going through Roger's mind, he re-focused, picked his landing spot, landed uphill, flaring nicely and landing well. He didn't mind that he was nearly a kilometre from the road and had to walk his glider that far – he had the biggest smile and was so happy he was almost on the verge of exploding. Frank arrived to pick Roger up and listened intently as Roger relayed his flight step by step so enthusiastically. When they were loaded up they came to pick me up at Colac Colac. Roger bounced out of the car with this smile that went from ear to ear and told me all about his flight. His excitement was apparent and really topped off a great few days' flying. His flight was only 5km, but for Roger it felt like 105. Sadly Roger lost his battle with cancer at 4pm, 8/11/01. He was a good friend and great

flying companion to many people and will be sorely missed. Fly free, Roger. I will always remember that smile.

Alan Bradley

Comp Entry Requirements

▶ This letter to the column of AG/SS begs the question: “Do more glider pilots feel that flying events have moved out of their reach?” When summer comes, I would quite like to do some contest flying. It is a chance to escape the back seat and tune up the skills, so that next training season these can be passed on, afresh, to that year's new generation. It should be fun for me, value for the ab initio, viewed favourably by ‘the system’ as helping positively with activity and member numbers, and be a help to the contest organisers in balancing their books. I'm attributing my present lethargy to the accumulation of depressing experiences in recent years.

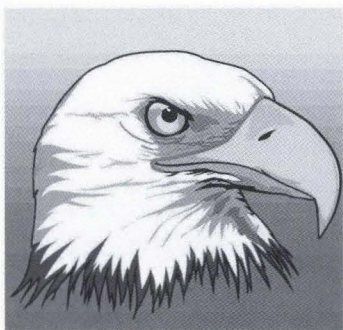
One experience has been trouble with contest entry requirements. My GFA membership falls due at the end of the calendar year. And thus, even with sub's money passed on, the only card I can present at the contest shows a lapsed expiry date. This might be solved by a call to the office; but their records there show the same, what with inevitable office updating timeframes.

I have solved this in the past by taking out a second membership at the host club. You can rationalise subsidising an amateur system out of your own pocket over the last three decades, but full double whammies do leave their impression.

Where a competing pilot takes on the role of contest director as well, it has to be accepted that personal performance won't be optimised – too many elements to keep in mind in too many directions. Flying comes before ambition for me, so double duty can be handled. My own ambivalence about scoring methods and getting results out are well enough known. So it is worth publicly recording that the contest director doesn't get the inducements some might assume; such as any concessions on entry fee or launch costs, to make double duty more palatable. At a contest not long ago the administration led me such a paper chase that my glider, myself and my co-pilot got differing daily scores in a national contest. An exercise in futility. One more reason to favour not bothering to go.

So I'm led to the view that despite the claims that ‘the system’ exists to encourage and facilitate glider pilots' access to the sport, it gives the impression of being so filled with the three Rs (rules, regulations and requirements) which in reality actively obstruct pilots from participating. Hence the query whether more glider pilots these days instead choose to just stay home.

Emilis Prelgauskas



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Some Turkish Outlandings

HAKIM MENTES

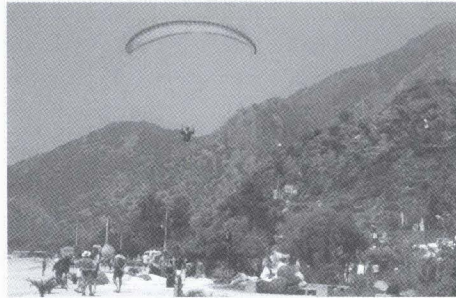
Every pilot travelling overseas dreams about doing long XC flights, landing somewhere in the middle of nowhere and receiving a friendly welcome from the locals. After reading this story, at least you will know what to expect when you outland in Turkey.

Outlanding 1

Mid-summer, a beautiful and perfect XC day. Barb, Pete and myself arrived in Kayseri, a big city in central Turkey near Cappadocia. The hill we were looking at for launching looked impressive – a 750m agl high solitary hill in the middle of a massive plateau, with no trees or anything else which could make launching or landing difficult.

It was not an easy task to find the dirt road heading up the hill with the map I downloaded from the net. After consulting a few locals (Turkey is a crowded country and you expect to see someone at every corner) we were on the right track. I ignored the big sign saying (in Turkish) “*No Vehicles Beyond This Point*” at the entrance of the mountain and did not tell the others about it. After driving 1.5 hours, I was not going to turn back or walk up such a big hill, especially on such a brilliant day. We kept driving up the hill till we reached the first launch. We were 2/3 up the hill and thermic cycles were coming up the face frequently. The scenery was brilliant, an endless valley surrounding the solitary hill. We were pretty convinced that the day was going to be a big one.

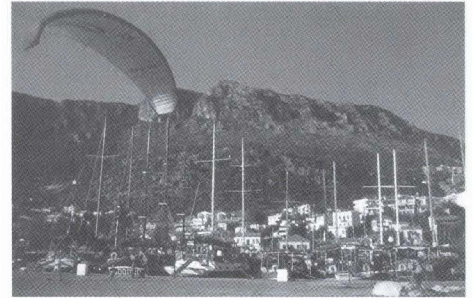
It was my lucky day – Pete was not feeling well and volunteered to drive the vehicle. This is what I bet on each year – there has been no exception, almost every visitor suffers from diarrhoea at some stage and I get a chance to fly. I am not sure if this is due to poor hygiene standards or pigging out on delicious Turkish food and mixing so many different fresh fruits! Never mind, I didn't knock back the opportunity and took off first while Barb was getting ready. To my dismay, it was a 20 minute long



Barb lands

sleddie for me and I landed at the agreed pad-dock. While I was packing up Barb took off and started gaining height. Soon, she had plenty of height but did not have the confidence to go for a long XC flight at her first decent flying day in a foreign country where she had never been before. When she asked me where to go I told her to fly across the city in the direction we came from so we could pick her up on the way back to Cappadocia. She was not comfortable with the idea of crossing the city, therefore preferred hovering at the edge of it. Eventually she started losing height and told me that she was going to land in a big green stadium, but there were some soldiers in the area as well. Before disappearing behind the tall buildings I told her not to land anywhere near the soldiers, stay away from them. She disappeared and we lost radio contact.

Fifteen minutes later my mobile rang. Shaky and confused Barb was on the line. She landed in the middle of a military training area and soldiers were interrogating her! Could I help? I talked with the duty officer and he sounded cool about the incident. Soon Pete arrived and we drove to the military installation immediately. Leaving Pete with the van I walked into the office where Barb was sitting and sipping her cordial. She was relaxed by now and explaining her GPS and vario to the soldiers. The duty officer was very excited about the incident and he exclaimed, “*Nobody has ever done this before!*” Yeah, no wonder! While we were talking with the duty officer, the officer in charge of the facility rang and wanted to see me. On the way the duty officer explained to me how it all happened. When Barb appeared above the installation everybody stopped and started watching her. To everybody's surprise, instead of landing on the big green soccer field she crashed into the hedges surrounding it. (Later Barb explained that she intended to land on the soccer field, but on her landing approach a thermal kicked in and she overshot the field, made a sharp turn and softly crashed into the



Putting down at the harbour

Photos: Hakim Mentes

hedges. When she looked around, dozens of soldier were running towards her!).

The conversation with the higher ranking officer was a relaxed one. During the conversation he asked a lot of questions while trying to make it a casual chat. In the middle of the conversation the red phone on the desk rang and the top ranking officer in the region was on the line and asking about the incident. We had to explain everything to him as well. When I was asked whether we had permission to fly, I confidently said yes, flashing my IPPI (International Paragliding Proficiency Identification) and HGFA cards, but praying that they did not know about the big sign at the entrance of the hill saying “*No Vehicles Beyond This Point*”. He was convinced by my explanation and sent me back. The military was convinced that we were a harmless (and possibly useless) bunch of paragliding pilots and decided not to pursue the issue any further. Before we left the installation we had to sign a form declaring that we were treated well and looked after, which was certainly the case. There were two police officers at the gate waiting to take us to the police station for more questioning. Barb wanted a copy of the declaration to keep as souvenir, but the soldiers kindly told us we could get a copy from the police. I totally forgot about poor Pete, who was waiting outside the military installation for two hours.

At the police headquarters, we had to go through a similar procedure, filling in forms and proving who we were. But there was a little problem this time – the police were not satisfied with HGFA cards only and wanted to see Barb's passport, but she did not have it on her. When we were asked to bring it in we said it was a bit difficult because she left it in the hotel and the hotel was 1.5 hours drive away. (More passport stories later on.) They claimed our job was difficult now and we had to go and see the guy who was in charge of the police force in the town. We walked into his room and he warmly welcomed us. Con-



Peter at lunch

versation started again – where we came from, where we were staying, how long we were going to stay in Turkey, and a lot of other questions about paragliding. We stayed in his office for ages, drinking icy cold cokes while the police did security checks on our identification. Eventually, two hours later, everything was cleared and we were free to go. We took a couple of photos with the guards on duty at the gate and left the building. But Pete was nowhere to be seen. After questioning a few locals we spotted him, sitting in a nearby cafe with a few locals. Apparently the locals saw this lonely foreigner sitting there by himself and invited him to join them. After having our Turkish teas, compliments of the locals, we left the town to get back to Cappadocia.

The moral of the story: If the person who landed on the oval in the middle of the military zone was not a blond female Australian pilot (read this phrase carefully, Jiri), we could still be in the military complex trying to explain why we were there.

Outlanding 2

We were on Cokelez Mountain near the famous tourist site of Pamukkale (Hierapolis) together with more than 20 local pilots. The day looked really good and everybody was keen to do a good distance. Nobody was eager to take off too early and miss the chance, so were just watching students take off, hover around for a while and land. I was the first one in our group to take off, but bombed out like many others. Pete, together with a few locals, managed getting to cloudbase at around 2,800m and disappeared into the distance.

After the wind swung around too much and launching became impossible, we hit the road to find Pete. He was 24km away, landed near a village. GPS became extremely useful in finding each other, as long as people don't move around after giving GPS coordinates! When we found him the scenario was a typical one: Pete and locals were sitting at the front yard of the village cafe (or Boy's Club, as Barb called it). Pete was in the middle surrounded by the locals and looking at each other without a word while sipping Turkish tea. We received a warm welcome and shook the hands of more than a dozen villagers before sitting down and sipping tea, compliments of the villagers.

Unfortunately Barb's clothing was not really up to Turkish traditions, so she preferred to sit in the van and wait. After patiently answering the local's never ending questions we left the village.

Outlanding 3

Our second day at Cokelez Mountain and I'd already had a sleddie with the students before experienced pilots took off. Barb was not comfortable with what the wind was doing, especially after a dust devil lifted off a five kilogram esky and dropped it metres away. She volunteered to drive the van. Apparently the same dust devil picked up someone's pair of trousers (left on a vehicle for drying), lifted them up and flew them many minutes fully inflated before the trousers disappeared. It was the topic of discussion for the day.

Pete was already in the air and scratching. I took off in a good time and started climbing. I was joined by Pete and we went to cloudbase. Once there I decided to head west towards the

hotel we were staying at. At first Pete followed me, but then went a slightly different direction later on. After flying 13km I landed near the hotel, but lost communication with Pete. I fulfilled one of my dreams – flying over the White Castles (not only once, but twice the same day). Pete soon contacted me to say he was alright. Apparently he landed near a village house where the occupants were about to have their lunch, so he was invited to join them. An hour later I was still waiting for Barb to arrive in the van. Pete rang me again to ask what was happening. He'd had his lunch, desert and Turkish coffee and the old man in the house had shown him his shot gun and pistol. Pete was not sure whether it was a good sign or bad. I told him that most Turks were proud of their guns, and not to worry about it. Soon afterwards Barb arrived and we hit the road to pick Pete up. While we were on the road, Pete contacted us on the radio and told us that we had just driven past the bus he was in. He had left the house because everybody was going to the field to work and he did not feel comfortable staying at home by himself and decided to catch a tractor to the nearest village to get back to where we were staying. (By the way, if you go to rural Turkey, you will see more tractors than any other vehicle. It is the prime transportation for most villagers.)

The day ended happily with sunset flying over the White Castles.



Take off



Retrieve Turkey-style

Photos: Hakim Mentés

Outlanding 4

This time we were in Bozdag, my favourite XC site. A T-shaped long ridge facing the massive Odemis valley. The take-off is near to a main road and many hundreds of metres above the valley. My briefing to the others was short and to the point:

- *Don't land in the little valley straight in front of launch. Landing options are very limited.*
- *After launching, turn left, cross the leg of the T and go for distance. Plenty of landing options downwind.*

Barb took off first, and instead of going to the left, she flew into the valley in front of launch and had an exciting landing down there. Pete took off next and followed the plan. Piotr took off last, looked like he was going to follow the plan but changed his mind and followed the ridge on the right, headwind. Barb was already on the ground so I decided to pick her up first. When I arrived, Barb was sitting under a tree ready to go. By the time I got Barb, Piotr was on the ground and he relayed the coordinates of his location and the name of the village he was in.

When Barb and I arrived there, Piotr – with a big smile on his face due to his first XC flight on the trip – was sitting in front of the 'boy's club' surrounded by the villagers and sipping his tea. In rural Turkey it is very anti-social just to go there, pick your passenger up and leave. We had to follow the traditions and sat down with locals and socialised for a while. Life travels in a slow lane in rural Turkey; everybody has time for socialising, and at least sufficient time to drink a cup of Turkish tea.

This time Barb knew the traditions and was equipped with the right clothing. She changed her gear while we were approaching the village, so she was able to join us this time instead of waiting in the van. Possibly she was the first woman to sit in the boy's club in the village. Villagers refused our payment for the drinks, and in addition to that they gave us a big bag full of grapes from the dangling grape vines all around the boy's club building. While we were sitting and chatting with the villagers, we were also in contact with Pete. By the time we left the village he had already landed, packed up his gear and jumped on a bus to come back to the main town. When we got there Pete was waiting for us in a little cafe at the edge of the city.

Outlanding 5

The end of the trip was approaching fast and we were still at Bozdag. Another beautiful looking day with the possibility of overdevelopment which was clearly visible over the mountains behind us.



...and again in a café

Two large photos: Courtesy Peter Rigby

We went through the site rules again and everybody was determined to follow the plan this time. They all took off safely, turned left, got height and disappeared. Barb landed a few kilometres away at the end of the ridge but Piotr and Pete were nowhere to see. This time I had an easy retrieve because everybody followed the same route. I picked up Barb first, but left her in town as she wanted to find an internet cafe.

Soon Piotr landed near some villagers and was rewarded with plenty of fresh fruit, especially figs. He found a transport vehicle quickly and came to a big town on the main highway where I could find him easily.

Unfortunately finding Pete was harder. He had flown to the end of the valley and decided to turn back, but bombed out halfway through. He flew more than 35km, however, which he was very happy with. We had his coordinates and knew exactly where he was, but did not know how to get there. After a lot of consultation with locals we found the village he was in. The set up was typical – Pete was sitting in the middle and villagers were surrounding him. As usual, we were the guests, therefore the villagers refused our payment for the drinks we consumed, but Pete gave some money to an elderly man who helped him to pack the glider and also carried it to the village. Apparently as soon as they packed up the glider, the old man put the pack on his back before Pete knew it and refused to let Pete to carry it.

Outlanding 6

This was our last day before hitting the road towards Istanbul. The day looked good, but did not deliver what it promised. When I saw the others were managing to stay above launch I took off hoping to do a top landing. But I was not that lucky and bombed out first. The others soon followed me. I had to get back to launch to retrieve the vehicle so did not hang around much. I left the others at a service station and hitchhiked back to the launch.

When I came down, Barb, Pete, Piotr and a local were sitting and sharing a big watermelon. Having such a cold watermelon on such a hot day was one of life's great pleasures. It was better than a can of icy cold beer. When the local guy saw these three lost looking foreigners with fancy big back packs sitting there, he felt pity for them, went home and brought the watermelon.



NOTE: Paragliding is gaining popularity in Turkey and there are more active clubs now. In the past Oludeniz was the only place you could find transportation to launch, but this is changing rapidly. Kas, a coastal town two-and-a-half hours drive away from Oludeniz, offers similar services. Tandem paragliding companies provide transportation and you don't need to pay for site fees for this site. In my opinion, it is a better site than Oludeniz for XC flying and very suitable for circuits. Pamukkale (White Castles) is the other site where the local club is very active and there is always someone to fly with you. If you are planning to go to Turkey for flying and need information, please feel free to contact me at <hmentes@ozemail.com.au>.

Club Skills Based Flying Days

SCOTT BARRETT

The Eastern Hang Gliding Club, now Melbourne Hang Gliding Club, has been actively promoting and invigorating pilot networking and involvement in club activities.

We have most recently enjoyed success with the first skills based club day. With all of the great sites available to the MHGC within reach of a day trip, the concept is to have people expect a fly at one of our novice sites the weekend after the club meeting (where possible). We analyse the weather and organise a meeting place – pilots just have to get there and fly.

PHOTOS: ANDREW MEDEW

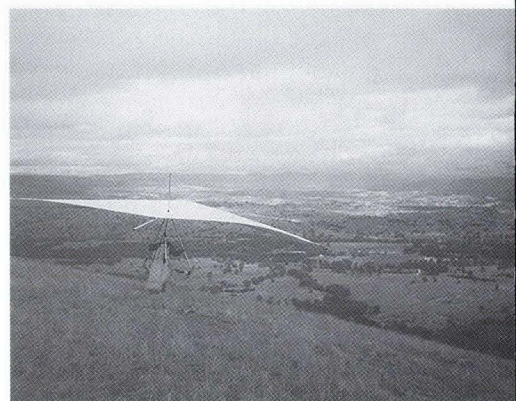


These are skills based flying days, varied to suit the particular day and site. A further aim of the event is to get pilots networking; get pilots developing groups to fly with and encourage club camaraderie.

The day is different to any other weekend because we aim to provide:

- *An appropriate site chosen for the day's activities, picking the flying conditions so our pilots know when and where to fly.*
- *An introduction to sites.*
- *Video launch and landing.*
- *Helping pilots to progress through the rating check offs.*
- *Keeping them flying safe.*
- *Debrief (as a social function, pub stop, etc).*
- *Good company.*
- *Pilot rating skills check off.*

The first of these days was held after the MHGC May meeting – all looked good for a fly at Thistle Hill, our 1,500ft south-south-west hill, just north of Yea.



Car pooling from the local bakery after an early lunch, 10 pilots went up the hill.

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

The group made their way in a motley fashion down the ridge, burning abundant lift and racing down low or cruising along at 2,000ft. There were some in-flight discussions on reading the approaching weather, terrain reading and the nature of the lift for the day.

The wedge-tailed eagles were great to fly with and flew confidently only metres in front



HGFA Events Calendar

Australia



Australian Open HG Championship 29 December 2001 - 5 January 2002

Deniliquin, NSW. Ground & aerotowing. Lately a lot of comps in Australia have become like a marathon. What chance does a new pilot flying an entry-level glider have? They never get the reward of seeing the finish line coming up! Flying halfway might be a personal best, but no cheers to greet you when you land! This Open is three comps in one: Open, Kingpost, Floater sub-classes. The aim: To have more fun! Tasks to suit most pilot skill, experience & fitness level; all pilots to have a realistic chance of making goal every day; new, low airtime pilots being able to fly with the good guys, but compete against their peers; most pilots to have a chance of winning the competition regardless of the glider they fly. (There will be three separate winners of this Open!) For more information contact us on email: <chpggc@goulburn.net.au>, ph: 0419 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, <spb@1earth.net> or ph: 0412 686 812.



Bogong Cup 20-27 January 2002

Bogong, 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/~alpcmp/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 Wennes, 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>.



2002 Flytec Championships 21-27 April 2002

Quest Air Soaring Centre, 6548 Groveland Airport Road, Groveland, Florida, 34736 USA. Ph: +352 429 0213, fax: +352 429 4846, web site [www.flytec.com]. USHGA Class A and CIVL/WPRS points meet. Entry fee: \$275 (\$325 within 30 days of the meet). Does not include towing. Meet Organisers: Steve Kroop and the Quest Air Family. Meet Director: David Glover. Safety Director: Russ Brown. Scorekeeper: David Glover. USHGA Meet Steward: John Borton. Awards and prizes: A minimum of US\$5,000 prize money will be split over at least 13 places throughout Class 1 and Class 2 based on registration. Mandatory Pilot Briefing: Saturday, 20 April 2002 5pm at Meet HQ.



Nova Fun & Fly-in Maninjau 2002 21 - 28 April 2002

Lake Maninjau, Sumatra, Indonesia. For those with a yen for something different & who wish a unique and memorable paragliding experience in a beautiful & tranquil part of West Sumatra. US\$300/person twin share, US\$175/single supplement. Includes 3-star resort hotel overlooking lake & close to launch, land transportation in flying area, transfer: airport-hotel-airport, dinner with cultural show, sightseeing for non-flying participants, video shooting for night time review. For more info visit [http://flieg.com/indonesia/~sumatra] or [www.paragliding.indonesia.com] or email <anwisata@cbn.net.id> or <info@paragliding-indonesia.com> or call us at: +6221 8841915, fax: +6221 7970924 or 8841915.



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

A pub stop for a meal and debrief completed the day. All were happy with the good flying and knowledge imparted, but most importantly we had a good safe day. It was a good day out



with your mates type day, including both old and newer club members.

What more could you ask for? Well...

As expected the next day was on again at Thistle Hill. The turnout was better still with twelve flying members - all had great flights.

Congratulations to those who made use of it and had great flying. Thanks to Andrew Medew and Kevin Grosser who were central to the organisation of the day and gave guidance to their fellow pilots.

Those participating have given positive feedback, particularly in having pushed their performance and imagination of what is possible by learning from the experience of others. In my opinion, this type of event is one of the most important services a club can offer to its members.



HGFA General Manager's Report

I recently saw a video called "Crank & Bank". It runs for around 30 minutes and features some great hang gliding action in and around Newcastle and Manilla. It is certainly worth a look. We should have copies available in the Tumut office by the time you read this, or you could contact the producer, Mick Hurley, at <fly176@hotmail.com>.

Public Image

A strong part of the Active Australia Club initiative is to encourage clubs to be active within their community. A great example of this was the North East Victoria Club's recent donation of a "pulse oximeter", valued at \$1,200, to the local ambulance service (this machine registers the capability of the blood to carry oxygen). The club's donation was covered in the local media and was a very positive public relations exercise.

Similarly I read that a hang gliding club in the USA arranged for 37 members to each donate a pint of blood. This also led to some very positive press. The Bikers Christmas run is a classic example of this – and generally the bikers' public image is even worse than ours!

Visiting Pilots

Early indications are that there will be a huge influx of overseas pilots visiting Australia this year. To give something back to instructors, clubs and agents issuing HGFA Visiting Pilot Memberships (VPMs), the HGFA Board has implemented a scheme where issuing agents receive 20% of the membership fee. To gain this benefit agents must purchase the VPM cards up front and complete the transaction with the visiting pilot.

HGFA News

I have just returned from the HGFA Management Board meeting in Melbourne. Several items discussed at the meeting warrant passing on.

Membership Income

As you would no doubt be aware, last July we increased membership fees to cover our hefty insurance premium. Despite this, year-to-date figures show that there has been only a slight increase in total membership income. The projection of these figures indicates that the HGFA may incur a financial loss during this financial year of at least \$100,000. This is simply not sustainable. Obviously this trend has resulted from members deciding not to renew membership. Where these pilots do not renew and continue to fly, those of us who remain members carry a substantially heavier financial burden. It is therefore essential that clubs, safety officers and pilots ensure that all pilots are financial members, not just for the financial gain, but also to ensure retention of our sites. To make the checking process easier, we are re-implementing the helmet sticker system. As soon as we get them printed, we will be issuing stickers indicating membership expiry dates.

Given that insurance is now around 40% of our annual budget, there is a strong possibility that the Federation will not be able to offer insurance to our instructors next year (our insurance policy is up for renewal on 31 March next). Sadly this will undoubtedly lead to a reduction in instructor numbers and a further reduction in members.

HGFA Web Site

The new HGFA web site is up and running and looking great, thanks to the efforts of Mike Bruce, Mike Zupanc, John Reynoldson and Stewart Dennis. The web site address is [www.hgfa.asn.au].

Active Australia

With the aim of reducing my workload, Rohan Holtkamp has taken on the oversight of the Active Australia Club development initiative. Rohan will be working with Belinda Head to establish the proposed network of club development officers to assist clubs.

Stanwell Park Site Issues

Following up on the coroner's recommendations regarding site supervision at Bald Hill, the Stanwell Park HGPC will soon be implementing a system where pilots pay to fly the Bald Hill site. Funds will be put to use in ensuring that there is a paid duty pilot on site during busy periods. All pilots must seek out the duty pilot prior to flying the site.

The club asks that all pilots strictly comply with all club rules, particularly those relating to separation from members of the public.

Mt Borah Fatality

As previously reported, it appears that the prime cause of the paragliding fatality last October was the pilot's failure to do up the harness leg straps. I received the following from a paragliding member:

"I own a secondhand PG harness with a safety strap, or "stupid strap" as they are sometimes known. The previous owner had the strap installed after she witnessed a very experienced PG pilot launch inland without leg straps done up. Somehow he managed to hang on through lift and land okay. She said that it was the most horrifying thing to watch. Soon afterwards, she retro-fitted her (my) harness with safety straps.

I'm sure that the incidence of this accident type is low, but perhaps new harnesses should be required to have these safety straps installed before sale. It would not cost that much relative to the overall cost of the harness, especially so if someone is buying a whole PG package. Perhaps it may save a life."

I certainly agree, most (though not all) new paragliding harnesses incorporate these so-called "silly straps". I strongly recommend that pilots purchase a harness with the straps fitted, or have them fitted to their current harness.

Accident Causes

Recent reports indicate that accidents are still resulting from the same old causes.

In hang gliding these causes have resulted in several launch accidents by: "popping the nose" by failing to control the angle of attack during the early stages of the launch run; failing to maintain roll control during the launch run; starting the run without the wings level; or failing to adjust the launch run to suit the prevailing conditions. One pilot broke his arm after a blown launch on a sand dune, saying that he didn't run "hard" enough. As I have said in the past, a strong "hard" run is good where necessary, but is more important to maintain an appropriate angle of attack, keep wings level and accelerate throughout the launch

run. If there is wind, it is not necessary to "run hard" – maintaining control of the glider is more important.

Several paragliding accidents have occurred as a result of: pilots flying in unsuitable conditions (either too windy or too turbulent); pilots underestimating wind strength prior to launch and being unable to penetrate; or flying too slow near to the ground.

Accident Reports

No 1

Pilot:	Advanced HG pilot
Experience:	150+ hours
Hours previous 90 days:	3
Hours on aircraft:	100+
Aircraft:	High performance HG
Damage:	Broken keel, control frame and battens; sail damage.
Weather:	2-5kt wind
Location:	XC outlanding
Pilot injury:	Broken ankle
Description:	

The pilot identified a landing paddock and completed a circuit. During the circuit the pilot identified a powerline on the opposite side of the road to the proposed landing field and could not see any poles to indicate any other lines in the area. As the pilot turned onto final approach he was a little high and extended the turn to lose extra height. He changed grip for landing and had almost levelled off when he saw two powerlines as they crossed the horizon, just a split second before impact. The upper wing impacted the first wire which broke, the glider passed under the wires and hit the second wire with the king post, which caused a severe nose-up and stall followed by a hard impact with the ground, keel and wingtip first. The broken powerline fell onto the barbed-wire fence and the paddock was circled by a "live" fence. A neighbour was able to gain access to enable the pilot to be assisted. The fence remained live until the power was disconnected some time later.

Comments:

Powerlines are dangerous! This accident occurred despite the pilot's endeavours to spot any lines during an extended circuit. Those coming to the aid of the pilot were also endangered. The first action in providing first aid is to check for any danger to the person offering assistance. In 1985 a pilot was killed in north-east Victoria as he tried to assist a friend caught in a powerline. Extreme care must be taken.

No 2

Pilot:	Intermediate PG pilot
Experience:	69 hours
Hours previous 90 days:	2
Hours on craft:	50
Aircraft:	DHV 2 paraglider
Aircraft damage:	Nil
Weather:	9-16kt, light turbulence
Location:	Inland soaring site
Pilot injury:	3 fractured vertebra
Description:	

Conditions on the day were variable, with lulls resulting in the site not being soarable at times. The pilot was soaring approximately 20m above the slope in light conditions. He entered a left hand

turn, the left wing collapsed going negative, spinning backwards and vertically into the ground, resulting in a serious spinal injury.

Comments:

The reporting witness said: "I believe the light conditions with thermal activity and turbulence produced from a large tree on the slope below the accident site contributed to the collapse and resulting negative."

No 3

Pilot:	Microlight pilot
Experience:	229 hours
Hours previous 90 days:	3.75
Hours on craft:	60
Aircraft:	Two-place microlight

Damage:

Extensive damage

to base and wing

Weather:

nil to 0.5kt headwind,

nil turbulence

Location:

Inland grass paddock

Pilot injury:

Facial grazes and

minor bruising

Passenger injury:

Broken arm and bruising

Description:

Several pilots and friends camped overnight and woke to find wet weather. Eventually the showers stopped; the pilots prepared the microlights and waited half an hour for the wings to dry. The first aircraft (an Airborne Wizard) took off without incident, with around half of the paddock length to

spare. The second aircraft took off and used the entire runway, only just got off the ground a few metres before the fence and the left rear wheel clipped the top strand of the fence. The fence acted like an arrester wire and resulted in a stall and very heavy landing.

Comments:

Again several factors compounded to cause this accident: the fast wing; heavily loaded aircraft (close to maximum take-off weight); damp wing (though not fully wet); long wet grass; slight uphill run; some elevation (500ft); humid conditions and little headwind.

**Fly safely,
Craig Worth**

HGFA President's Report

There are two clubs in Victoria, relatively close together. They used to have similar memberships, with similar interests. Now one is in decline. The other has quadrupled its membership, in very short time, and is really firing.

What has happened here? Just two things differentiate the two clubs. One has burnt out its committee. Just two people were handling everything – organising events, managing and maintaining sites, looking after the day to day issues affecting the club's members and all the other jobs required of running the club. In short they got hit with a concrete mixer, and equipped with only a shovel it was no wonder they couldn't keep up. Not only were they overwhelmed, but to add insult to injury they were also criticised for the things they couldn't do, or for being late, or for poor organisation as things slipped through the cracks. As the fun went out of it, so did their motivation, and even less got done. The loss of enthusiasm was contagious, and now the club is in strife.

What about the other club? Why are they booming? They thought it would be a good idea to actively support new pilots. So they found one member who was prepared to support new pilots. Each month that officer got a list of the names and contact details of new pilots from the local school. One phone call to each student was all that was required to hook them up with another student of the same ability, and to direct the two of them to a flying site that weekend where the conditions were suitable for their level of ability. That was all it took – one phone call! Such a little thing made such a profound difference.

Each year our schools train around 800 new pilots. We lose a third of them within three to six months of their graduation from the school. We lose the another third over the next six months, they don't renew their membership at the end of their first year in the sport. All but one or two from the remaining third fail to renew for a third year. Less than one in 12 of those who completes a training course becomes a long-term member of the sport.

A recent survey of lost pilots confirms that it is the lack of support that occurs after a student leaves a school that turns them away. Fear of crashing, concern about being "judged" by other

pilots, and the effort required to go out each weekend only to return home without a flight take their toll. The majority don't sell their gear, the dream of flying is still important to them. But they find that without the support and encouragement needed to achieve 10 to 15 hours flying experience they don't build the skills they need to become confident pilots.

It is not just some clubs that don't look after new pilots. Sadly, some schools don't yet appreciate that it is in their long-term interest to get their students into a supporting club environment. This was proved years ago by Andrew Humphries, who started and actively supported the Dalwallinu Club. He was quite open about his vested interest; he claimed, perhaps with some exaggeration, that he stood to make \$7,000 from a pilot if he could get them to stay in the sport. But that claim didn't stop the Dali Club from taking off, its pilots developing their skills, and having a lot of fun along the way.

Successive HGFA Boards have been concerned about the terrible loss of new pilots graduating from our schools. We have also been dismayed to see great clubs fold and go under, when one or two enthusiastic members have left or become overwhelmed. We now have two initiatives under way to address these two issues – overloaded volunteers and unsupported students – through the Active Australia program.

The first is a series of Club Development Workshops, being conducted by Belinda Head. The intent is not to foist some administrative burden on clubs, quite the opposite. Nor will it lecture them on what they "should" be doing. The intent of the workshop is to allow each club to identify why it exists, what it wants to do and, how best to do it.

Most clubs have a driver, a primary need or concern that causes pilots to come together and hold together as a club. It may be sites that need to be secured and maintained if they are to fly, an ongoing safety issue, or a social need. What the workshop will cover will vary from club to club, depending upon the needs of the members, the skills and resources at hand and the maturity of the club. The workshop is flexible and dynamic, and Belinda will tailor the seminar to suit the participants and the direction they want to take.

At the end of the workshop the participants should have a very clear idea of why the club exists, where it is going, and a simple and direct plan that will allow the club to achieve the objectives that emerge during the workshop. The participants should also have articulated the roles or job descriptions needed to achieve their vision, and have identified some resources that they hadn't previously known were available to help them to achieve their goals.

One very important outcome will be a much broader engagement of club members, and a rekindling of enthusiasm as people become more involved and start to achieve some milestones. Another key outcome will be that a great burden will be lifted off the club's existing volunteers, and they will be able to re-focus on the activities that motivated them to originally volunteer.

The second initiative is the appointment of Regional Development Officers. Their first responsibility is to engage those new students coming out of the schools, to put them together with other pilots of similar interest and experience, and to get them flying with their local club. Their other area of responsibility is to provide follow up support to the clubs in their region, to assist them as they work towards the objectives in their Club Development Plan.

These two initiatives, supporting new members and developing clubs, should have a beneficial and mutually reinforcing impact on each other, and on everyone involved. So keep an eye out for Belinda's schedule, and get to your club's workshop.

Finally, I leave you with a personal observation. Over the years the flights I've enjoyed most, the really satisfying ones, have been when I've flown a task with a pilot of similar ability. The secret, it seems, is that we set and agreed a challenging objective, something we didn't really think we could do, and together we managed to achieve it. Or we didn't, and had a great adventure anyway. So ring up a pilot whose ability is similar to yours, and set yourselves a challenge.

**Fly safely,
Rohan Grant**



Uplifting Times

COLIN VASSAROTTI

Beginnings

"*CABLE BREAK ... Ja!*" yelled the ancient and grizzled German with undisguised glee. What the heck was a cable break? Suddenly the view changed from blue sky to brown green earth as George Detto, my pilot, lowered the nose to maintain flying speed. Sensational!

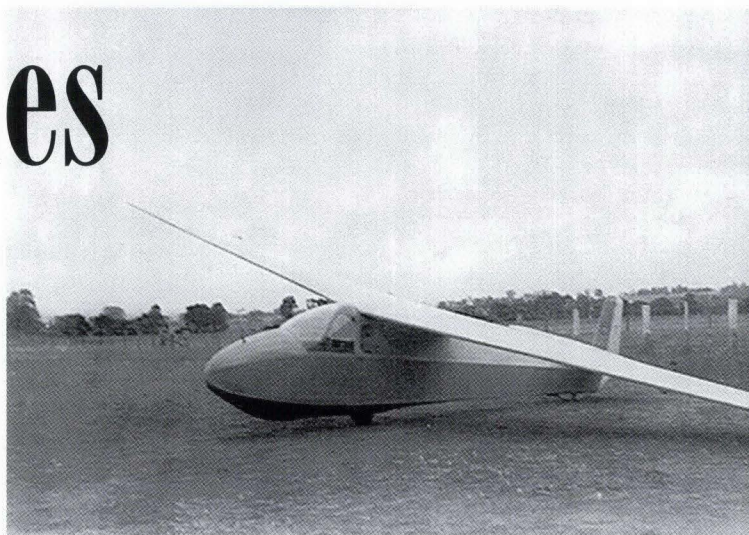
Moments before I had sat strapped in savouring the prospect of motorless flight – pure flying indeed. The cockpit of the wood and fabric ES 52 Mark II Kookaburra two-seater glider was small but the view through the bulbous canopy was excellent. The instrument panel was intriguing. I could recognise the airspeed indicator and altimeter. There were a couple of holes evidently awaiting installation of other gauges. In the centre of the panel was a rather peculiar instrument. It featured two vertical glass columns, one containing a red pellet, the other a green. Between them was a scale in feet per second. "*Some kind of climb and descent indicator*," I concluded. Later on, I found out this mysterious device was called a Cosim variometer.

As I breathed in deeply enjoying the satisfying and unique aroma of wood and dope-finished fabric, I saw movement in the wire cable lying on the ground in front of the nose. I knew vaguely that this cable connected our glider to a winch of sorts. The winch was way out of sight at the other end of Camden aerodrome. The instructor sitting beside and slightly behind me shouted something like "*Take off!*" to the man holding the left wing tip. Then came a marvellous smooth surge forwards and upwards. Flight!

The glider felt alive. We climbed at a seemingly impossible steep angle. Runway markers and other earthbound objects shrank rapidly into irrelevance. I was enthralled.

And this was only the beginning. I knew I was hopelessly hooked from the moment we left the ground. No one had mentioned such things as soaring or cross-country flying to me, nor did I know or care about them, in my gliding innocence. At the age of 17 I had discovered a great love – the exhilaration and challenge of motorless flight.

George announced we were slightly high on the approach so we would sideslip. It was fantastic to see and feel the silver and dark blue two seater respond to the controls, sliding gracefully side-



ES57 Kingfisher. Southern Cross GC's hottest glider in 1959. Colin did his first full spin in this aircraft

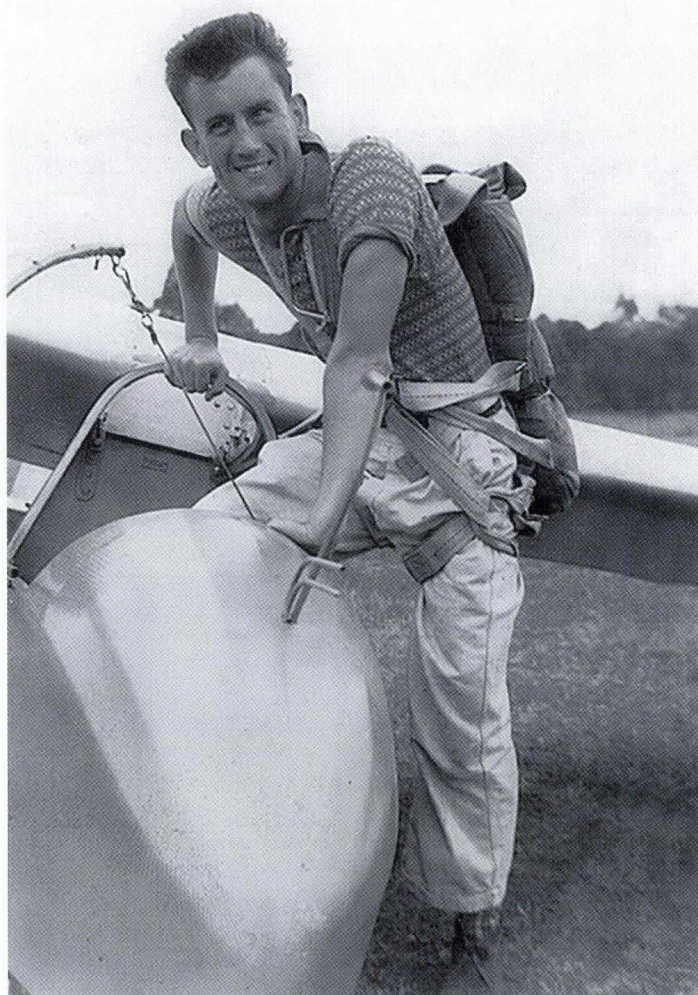
ways and downwards. I have loved sideslipping ever since. It is a much underrated and little used manoeuvre in modern sailplanes. Pity really.

Kerry Burton, a school mate, had made the journey with me from Sydney to Camden aerodrome, home of the Southern Cross Gliding Club. Getting there was an adventure in itself: tram from Randwick to Museum Railway Station, train to Central, changes of train at Strathfield and Liverpool with the final leg from Campbelltown to Camden on what

was quaintly known as the Camden tram. This was followed by a mile-and-a-half walk from Camden Railway Station to the airfield.

We had designed a kind of hang glider at school. This was long before hang gliding was heard of – at least by us. We hadn't even heard of the original hang glider pilot Otto Lilienthal. Our plan was to test and learn to fly our creation by leaping off the sand hills near Kurnell. Fortunately for life and limb it never got beyond the design stage.

Even finding out about gliding at Camden was a challenge. In 1958, gliding clubs were not a feature of the white or yellow pages in the Sydney telephone directory. Undaunted, I phoned the Department of Civil Aviation. Nobody there, it seemed, knew anything about gliding nor where one could take instruction. I persevered and eventually was put through to a helpful official who gave me the late, great, Merv Waghorn's name. "*Merv was*," he said, "*something to do with gliding*." In due course I discovered what an understatement that was. Happily, Merv was in the phone book. He told me about Southern Cross as a club that gave instruction and suggested I make my way to Camden one weekend.



The Kingy and Colin, 1960

**PHOTOS: COURTESY
COLIN VASAROTTI**

Back on the ground at Camden George gave me good news and bad news. Because our launch had not reached 500ft, it was free. The bad news was that the club couldn't fit me in for another launch that day. The

entire flight had lasted about 90 seconds which was a little disproportionate to the seven or eight hours of travel involved in getting to and from the airfield. My enthusiasm was undiminished.

I asked about joining. More bad news was forthcoming. I would have to wait until after the annual cross-country camp because the club moved operations lock, stock and barrel to Narromine aerodrome in western New South Wales from Christmas until February. Tragically, the club's popular president, Mike Taylor, was killed at that year's camp, flying the ES57 Kingfisher. I read about this in an evening newspaper.

Early Lessons

The CFI was an Englishman named Geoff who flight-tested military jets for a living and had flown Spitfires in the war. He was my hero. Best of all, he gave me a lift in his car several times from Camden Railway Station to the airfield. This was very important because the train arrived at Camden at 8:30am and the flying list was ruled off at 9am. Arrivals after that time only got to fly after the earlier arrivals had flown twice.

My hero taught me some excellent flying habits. He demanded the highest standards of speed control during approach and landing. He was particularly insistent on holding off during landings until the aircraft simply would not fly anymore and settled reluctantly and gently, wheel and tailskid, onto the ground. I can still hear him now, chuckling with pleasure and saying, *"Hold her off, hold her off, keep her flying."*

Geoff also failed me on what was meant to be my pre-first solo check flight. *"Over-use of rudder in the final turn,"* he said. This was a fundamental lesson I shall never forget. I had to wait another two weeks before I could try again for that precious first solo.

On the other hand, our CFI did have some rather strange flying habits. Cable breaks were very common in those days, about one launch in every four on a good day, sometimes a lot worse than that. I never saw Geoff land ahead off a cable break. At an alarmingly low altitude he would routinely execute a 360° turn from any break above 100ft. Awful as this sounds, when he did it the manoeuvre always seemed smooth and perfectly safe. From the student's seat it was spectacularly impressive as the lower wingtip seemingly pivoted around a point on the nearby ground. All of this was happening at about three G's and was accompanied by cheerful chuckling from the exuberant Geoff. He solemnly warned all of us students never to attempt the manoeuvre ourselves. In retrospect it was not exactly teaching good flying habits by example...

Spinning

Geoff also considered spinning unsafe. It was rumoured that during his RAF service he and a student had a most unfortunate experience in a Tiger Moth. Evidently, because of centre of gravity problems,



Southern Cross GC single drum winch 1958. The cable had to be manually spread onto the drum during the launch. The "spreader" was usually the newest club member. Unlike the winch driver the spreader was not protected by a steel cage from a back-lashing broken cable. Colin was spreading one time when the cable broke with such force it chopped the winch battery in halves

they managed to get the Tiger into a flat spin all the way to the ground. Remarkably they lived to tell the tale but this undoubtedly coloured Geoff's view of spinning.

So we were only taught incipient spins. My first full spin was solo in the club's ES 57 Kingfisher. The Kingfisher was a beautiful little wooden airframe glider with short wings. I always felt when flying it that the wings were an extension of my arms. It was very sensitive on the elevator and quite unforgiving of any pilot who touched down still with flying speed. The record number of bounces for such a landing was eight.

When I had about five hours on the Kingfisher and an overall total of 15 or so I thought it time to experience a full spin. The instructor of the day, whose name was Frank, said this would be okay provided I got at least 1,500ft on the launch. I released at 1,800ft and did a turn to make sure the wire was gone. Then I pulled full back stick and pushed full left rudder. The glider momentarily reared skywards and in an instant pointed vertically at the runway rotating rapidly in a tight corkscrew. Very exciting!

This was a spin for sure! I only intended to do one-and-a-half turns but things were moving at great speed in my vertically rotating world. Full opposite rudder and ease the stick forward – sure enough the rotation stopped and I pulled out of the dive – at about 300ft. This was a convenient height from which to complete the circuit and landing.

Frank was slightly pale and seemed upset. *"Why did you do three-and-a-half turns?"* he demanded. *"Sorry,"* I said. *"It spun like a top and took an extra two turns after I applied recovery action."* I added *"Does this happen every time?"*

"I don't know," came the reply. *"As far as I know nobody has actually spun the Kingy before."*

Some years later another club pilot had an interesting spinning experience in the same glider. The green pellet of the Cosim variometer had a unfortunate habit of sticking at the top of the tube during winch launching because of the high rate of climb. Our intrepid aviator upon reaching the top of the winch launch and releasing was overjoyed when he thought he had encountered the strongest thermal ever seen over Forbes aerodrome. His attempt to circle before gaining flying speed resulted in an instantaneous fully-developed spin. We watched helplessly as the glider rotated three-and-a-half turns to the right, recovered momentarily and then spun two turns to the left. Just as impact with terra firma seemed inevitable the glider stopped rotating, flared at about 10ft and landed with no damage to pilot or airframe. The pilot said afterwards that he thought the wings had fallen off and had no idea he was in a spin. The only recovery action he remembers taking was pulling back the stick immediately before touchdown.

So began my involvement in the wonderful sport of gliding – an involvement I have never regretted.





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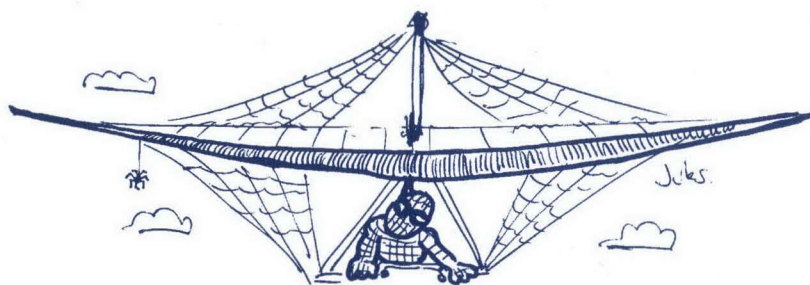
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HGFA Addresses



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



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

Hang Gliding Federation of Australia

HGFA Office Manager: **Margaret Crane**
Administration: **Colleen Lacrosse & 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>

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

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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; <hang_glding_association_wa@hotmail.com>. Admin: Richard Williams 08 92943962, 0427 057961, <rickandalice@hotmail.com>; HG Rep: Mike Thorn/Sam Blight 08 92988174, 0409 901500 & Steve Hoefs/Dave Wellington 08 93977250; PG Rep: Mike Duffy 08 93823036, 0417 923741, Dave Humphrey 08 95745440, 0418 954176; Trike/HGFA Rep: Keith Lush 08 93673479 (h), 08 93679066 (w).

NSW Hang Gliding Association

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

North Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 81711115; Pres: Stuart McClure 08 82973452, <stuart.mcclure@ad.clw.csiro.au>; Sec: Mark Tyminski 08 83774570 (h), 08 84076621 (w), <marknjan@senet.com.au>; Trs: Rob Woodward 08 82977532, <benchpos@dove.net.au>

Tasmanian Hang Gliding Association

PO Box 27, Rosny Park TAS 7018, [www.thga.net]; Pres: Anthony Mountain 0407 299011; Sec/Trs: Warren Judges 0419 175170.

Victorian HG and PG Association

PO Box 400, Prahran VIC 3181, [www.vhpa.org.au/]. Pres: Geoff Tozer 03 97583250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smatchat.com.au>; SSO: Rob Van Der Klooster 03 52223019 (h). Site weatherboxes: Three Sisters 0409 864 700, Buckland Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

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Pres: Peter Burkitt 0418 435204, <cartisan@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, 7:30pm, Blue Cattle Dog Tavern, Mamre Rd, St Clair.

Byron Bay Hang Gliding Club Inc

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Chairperson: Andrew Polidano 0428 666843, 02 66843510, <info@poligold.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

[www.homestead.com/kapcl]; Pres: James Ryrie 02 62359120, <ryrialago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexor@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 Wennesse 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: Mick Hurley <fly176@hotmail.com>, 02 49432903; Sec: Adam Donaldson <adsnic@rivernet.com.au>, 02 49472466; Trs: Brad Cootes <chugest@bigpond.com>, 02 49521428; SSO: Inland - Al Giles 02 49430674 & John O'Donohue 02 49549084, Coastal - Scott Alder 02 49514581 & Jason Turner 0419 997196. 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 Vesik 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: Rod Johnson 02 8836 5069 (w), <rod.johnson@thempc.com.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.

Sydney Paragliding Club

PO Box 225, Helensburgh NSW 2508, [www.sydneyparaglidingclub.com/club/], <sydneyparaglidingclub@yahoo.com>. Pres: Enda Murphy 0412 445741. Meetings held every 3 months, Marrickville Bowling & Recreation Club Sydenham Rd, Marrickville. Next Meeting 6 December 2001.

QUEENSLAND

Cairns Hang Gliding Club

Pres: Bernie Zwalen 07 40965593; V-Pres: Ken Wright 07 40937028; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586.

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 55335596; 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 <chgcrtreas@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 <afactor@gil.com.au>, 0412 807516.

Central Queensland Skyriders Inc

915 Yeppoon Rd, Iron Pot QLD 4701. Pres: Bob Pizzev 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Geoff Craig 07 49923137, <gcraig@tpg.com.au>, Paul Barry 07 49922865, <prbarry@tpg.com.au>

Conondale XC Flyers Club Inc

Pres: Peter Buch 07 54949579, <buchy9@bigpond.com>; Vice-Pres/SSO (PG) & Local Flying Contact: Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au> Sec: Sue Buch, 343 Commissioners Flat Rd, Peachester QLD 4519, 07 54949579; Trs: Kim Hodson, 16 Gizeh St, Enoggera QLD 4051, 07 33541910; SSO (HG) & Micro-light Flight Experience Instructor with Passenger & Tug Master Endorsements: Russel Groves 07 54450084.

Dalby Hang Gliding Club Inc

16 Lunga St, Carina QLD 4152; Pres: Bob Keen 07 46639770; Sec: Damien Gates (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 07 54840464, 0417 697004; Sec/SSO (PG): Jean-Luc Lejaille 0418 754157; Trs: Michael Powell 07 54425568; 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@primus.com.au>; Committee Members: Hakim Mentess <hmentess@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: Klr Glare; Sec: Ben De Jong; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, various venues.

Western Victorian Hang Gliding Club

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

WESTERN AUSTRALIA

Albany Hang Gliding Club

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

Cloudbase Paragliding Club Inc

Club message bank 08 94875253; [www.cygnum.uwa.edu.au/~madmike/paraglid.html]; <cloudbase@paragliding.org>; Pres: Dave Humphrey 08 95745440, 0418 954176, <paradive@avon.net.au>; Sec: Michael Duffy 08 93823036, 0417 923741 <madmike@cygnum.uwa.edu.au>. Meetings: 2nd Wed/month 8pm, Rosie O'Grady's Pub, South Perth.

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

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



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