

March 2002

# Gliding Australian SKY SAILOR



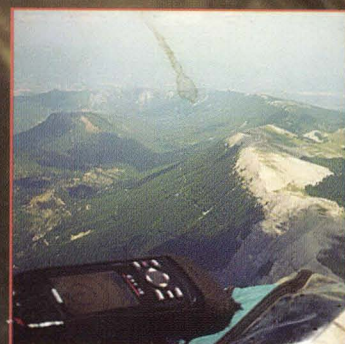
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**2002 Club and Sports Nationals**



**Morning Glory 2001**

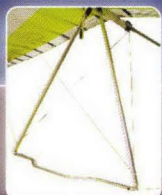
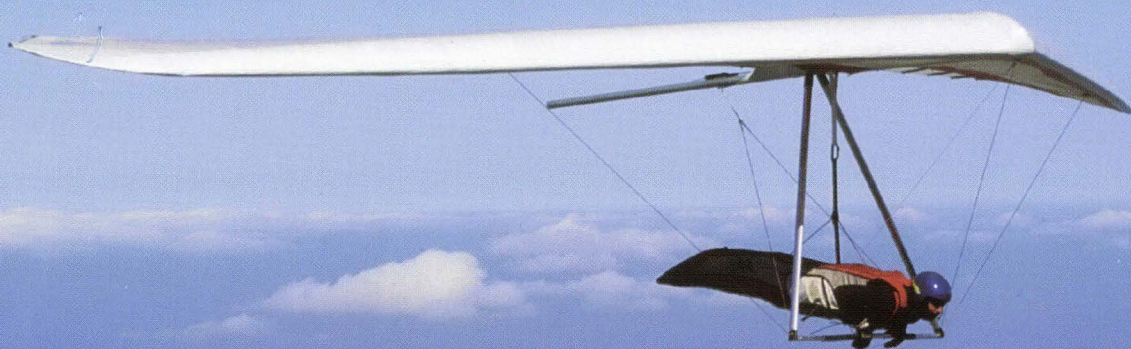


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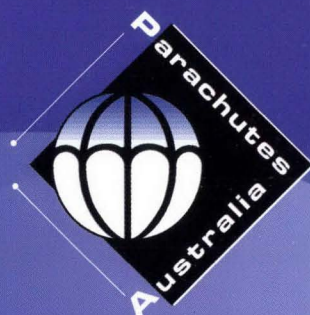
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# Gliding SKY SAILOR

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## CREDITS

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March 2002

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# Morning Glory 2001

ALAN BLAKE

It was several years ago that I first heard about the Morning Glory.

A work colleague showed me an article in a gliding magazine.

The article, with its spectacular photos of this amazing phenomenon, was captivating.

**T**he Morning Glory (MG) is a propagating roll cloud that can sometimes be over 1,000km in length and several thousand feet high. The MG is generated hundreds of kilometres away by colliding storms or some other process that mixes the atmosphere rapidly. Conditions are most favourable in the months from August to November, before the wet season. A MG will often travel from the north-east, typically at speeds of 40-60km/h, usually passing Burketown in the early hours around dawn. As the cold air inside the MG moves along, the warm moist air rises in front forming the cloud. Hang gliders and gliders are able to soar this rising air. The lift is very smooth and can rise rapidly to heights of 10,000ft. As the moist air rises it continually forms the leading edge of the cloud. The trailing edge of the cloud dissipates as the air descends behind the MG. This activity gives the impression of the cloud rolling along. Often MG's are not visible. These so-called dry MG's happen when there is not enough moisture for the cloud to form. The lift and turbulence are still present, but there is no cloud to mark the wave.

This year after a flurry of emails it seemed all the Victorian hang glider pilots with foot launchable powered harnesses were headed to Burketown. Flying the MG had often been talked about via email. We considered the Explorer/Mosquito powered harnesses with a folding prop the ideal way for a hang glider to soar the MG. Hang gliders have flown the MG before, using either a car tow or aerotowing with a trike to position themselves in front of the wave. We ourselves had no previous experience flying the MG, and this would be the first time foot launched powered hang gliders had attempted to fly it. September/October is considered the best time of year to see MG activity, so we all hoped to meet about the same time in Burketown. Thankfully I was able to tag along with Brian Lane and Steve Oakley. Frank Fontayne would arrive the week before us and Ken Jellef a few days after.

Our three and a half day trek from Melbourne to Burketown was uneventful, except for a side impact from a roo and the

trailer shredding a tyre. I had dreaded sitting in a car for so long but we had a couple of laptop computers for amusement and we changed drivers regularly.

We arrived in Burketown on Sunday afternoon. Burketown is remote. The population is only about 200, the roads into town are dirt for the last 100-odd kilometres. Even newspapers are a couple of days old. You can walk about 300-400m in any direction and find yourself at the edge of town. The bitumen airstrip is a short walk from the caravan park where we stayed. I jokingly asked directions to the nearest internet cafe and was directed to the local library.

Our first evening in town found us at the local air sea rescue BBQ. All the visiting glider pilots and hang glider pilots were there. It was a who's who of MG flying: Russell White and Rob Thompson, who were the first to fly the MG in a Grob 109 motor glider back in October 1989; Alaric Giles, who first flew the MG in a hang glider in September 1995; Geoff Pratt, who flies a Monerai motor glider and has flown the MG many times. I took the opportunity to ask a million questions. Here are some pointers I picked up on how to predict the arrival of a MG:

- *Pilots can be seen running around barefoot in the grass long before sunrise. They are looking for dew on the grass. Lots of dew means a good chance of a MG. If it's dry then you go back to bed to keep sleeping off the hangover.*
- *Another good indicator is the glass front on the fridges that are behind the counters at the Burketown Pub. If moisture is condensing on the inside, that indicates that the air may be humid enough for a MG.*
- *Another technique is just to get up real early every morning, take off at first light and head for the coast. You might run into a MG.*

## Monday, 24 September 2001

Our first day saw us wake up at 5am. We arrived at the airstrip to find Frank Fontayne had already setup his Moyes SX6 and was nearly ready to go. We setup our gliders under the floodlights as it was still dark. I have an Exxtacy Rigid wing. Frank and I both have

Explorer harnesses with folding prop's. Steve and Brian have Mosquito harnesses with their hang gliders.

We watch Frank launch before sunrise. Steve launches a while later. By the time I'm ready the sun is blindingly bright, sitting on the horizon. The wind is about two knots and blowing directly from the glare of the sun. This is my first fly in about five months so I'm being a little cautious. I launch and climb to 1,500ft and fly past Burketown. The view is spectacular, with the salt flats stretching from the edge of town to the coast about 30km away. The river meanders by the town as it heads for the coast. I fly around for half an hour until the sea-breeze hits. It's 8am and flying is over for the day.

## Tuesday, 25 September 2001

We get up at 5:30am. Same deal as yesterday. Frank's already been in Burketown about a week so he is a bit more practised at these early morning starts. Frank and Steve launch. I launch shortly after. I see Steve barrelling along the river at about 500ft and decide to follow. I spot a huge croc swimming in the middle of the river and a smaller one lying on the bank.

No glories today, either. Frank has headed for the coast but radios back that the sea-breeze has already hit. I follow the river back to the airstrip. That evening we have a BBQ with some barramundi that Geoff caught. The BBQ was a bit of a send off for Rob Thompson and Russell White who are flying their Grob motor glider home tomorrow morning. The folks that run the caravan park and the crew from the local airline join us as well.

## Wednesday, 26 September 2001

Five am start, we check for dew on the ground but it's dry again. The wind is howling from the south-east. We head out to the airstrip anyway, but the wind is too strong. Rob and Russell attempt to fly home as planned, but abandon the attempt when they spot a Kombi on the ground making more headway. A few of us end up in the airconditioned library watching the MG documentary that Rob Thompson made.

**Background:** A Morning Glory cloud, extending inland to the south, with coast below. Typical shape when over land



## Thursday, 27 September 2001

Five am start, the wind is still blowing strong from the south-east. We make our way out to the airstrip. It's dark, sunrise is still an hour away. The wind is still too strong so we head back to the caravan park. I go back to bed. Next thing I hear as I'm dozing, "THERE'S A GLORY COMING!" It's Brian. He says he can see one sitting on the horizon. "Let's go! Get dressed in the car." I'm naked in a sleeping bag, but if I unzip the bottom and hold the bottom near my knees I can actually run. I grab my clothes. We run around excitedly trying to get organised. Steve, Brian and I jump in the car. We bang on Al and Russell Ferrier's door as we drive past.

We decide to drive to the salt flats. We can see this bank of cloud stretching the length of the horizon. Debating starts as I quickly get dressed. "We should just set up here."

"We might as well go to the airport, it's only a km away" "#@\$# - I left my shoes back at the tent!" I suggest we go to the airport - at least I can get my shoes on the way. At the airport Rob and Russell White are trying to fly home again. More discussion with the three gurus. Geoff says it's doubtful it will get here. It's too dry and the wind's a bit strong, he reckons. He adds, but you just never know. More indecision - we start setting up the gliders. The sun is just coming over the horizon. The MG begins to dissipate in the distance.

The Grob takes off with Rob and Russell as they head home. We sadly pack up the gliders and go and have breakfast. Later Geoff invites us fishing. I borrow Geoff's spare rod and together with Steve we head for Geoff's secret fishing spot. With Geoff's expert coaching I land myself a barra in the first 15 minutes. I'm pumped! Fishing is fun. Ten minutes later I hook another; this one must have been huge as it broke the line.

Back at the campsite, after taking lots of photos of my prized catch, we have another BBQ and eat most of the fish.

## Friday, 28 September 2001

A MG roars through waking everybody up about 4am. It's quite exciting. The night is so quiet and still, then you hear the wind gust from the MG roaring through the trees in the distance, getting louder and closer. When it hits, the wind sounds like it's blowing about 20kt. The tent flaps like crazy. It's still dark as I stick my head outside the tent - too dark to see if there is a roll cloud. It seems to blow for a minute or so, then the gust moves off in the distance and it's all quiet again. Again there is no dew, so I expect it was a dry MG.

Today we decide that if the sea-breeze kicks in we will fly tailwind to Gregory Downs. It will be a good orientation flight, as when we do catch a MG we expect to cover the same ground. Gregory Downs is about 105km away and is far enough inland so you can swim there without fear of crocs.

Frank, Steve and I launch. Steve lands about 15km out. I land about 59km, and Frank flies to Gregory. Brian and Steve pick me up and we head back to Burketown. On the way back a rock cracks the sump and we start losing oil. Luckily we pull over into the only cool shady spot around. We scored some cool beer from some passing lads who were heading out bush somewhere. Eventually Brian gets a lift into Burketown and returns with Al, Russell Ferrier, Ken Jellef and Glen in a couple of 4WDs. We get towed back to Burketown. The car gets left at the mechanics and we shuttle our gliders to the airstrip. At least we can walk to the airstrip and fly. We expect to be without a car for a while.

## Saturday, 29 September 2001

Another dry morning with more MG activity. The first dry MG came through at about 4:15am, with another shortly after. It sure is frustrating - all we need is more moisture so the roll cloud will form. Al assures me that conditions are improving each day and that this cycle is fairly normal. Usually there are several days of dry MG's before the visible MG's arrive.

Geoff invites Steve and I fishing again, which is good as we ate the last of the barra for breakfast. More beginner's luck as I wrestle the first fish to the bank, although at the last second it got away. A little while later I hooked another and landed a beauty: 81cm long and 5.2kg. Geoff gets pretty excited fishing.

## Sunday, 30 September 2001

We see shooting stars as we walk out to the airstrip. Frank is long gone, as he headed out to fly from the salt flats about 20km away. Geoff is already at the strip, and while we are talking the first dry MG passes overhead. The associated wind gust is about 20kt for what seems like a couple of minutes, then the wind dies and becomes still. This cycle repeats and I count about eight dry glories in total. It's a little scary thinking about dry MG's. You can't see them, but the associated turbulence, lift and sink are all still there. You need the cloud to show you where you can fly.

Fruit bats can be seen flying past in the pre-dawn light. As dawn approaches we see what may be a MG on the horizon. Steve and I frantically setup as Geoff takes off in his Monera motor glider. Geoff's motor glider is pretty fast, so he will be able to catch up to Frank.

A little while later we raise Frank on the radio. Frank and Geoff are both flying the cloud! Steve launches and flies towards the MG, but the roll cloud hasn't made it this far inland. We realise we should have gone with Frank and launched closer to the coast, but without a car we are stuck. I finally get off the ground after some minor engine problems and spot Frank flying back to the airstrip after his first successful encounter with a MG. I fly around briefly until the strong sea-breeze hits.

The decision is made to fly from the salt flats tomorrow. There is more moisture closer to the coast and we will have a better chance of catching one. We have been here a week now and we may need to start thinking about when to leave. I'm beginning to wonder if I will get to fly the MG at all.

## PHOTOS: COURTESY GEOFF PRATT

Rigging at dawn at Bourketown Aerodrome



Alan Blake takes off at Bourketown





# Hang Gliding



◀ Top: Frank Fontayne over Nicholson River and the salt flats

◀ Frank Fontayne gliding back towards Burketown. Typical gulf country below

## Monday, 1 October 2001

We still don't have a car. Thankfully Ken Jellef, Glen and Frank take us and our gear out on the salt flats to where Frank launched from yesterday. We setup the hang gliders by the light of a couple a fluoros. The sand flies have us for breakfast as our repellent doesn't work very well.

As dawn approaches a large MG is visible on the horizon. Just before sunrise we get ready to launch. Frank launches first followed by Steve then me. We all launch within a minute of each other. It looks great, flying low over the salt flats in the pre dawn light looking at the other guys in front. Frank is flying with a handycam and Glen is videoing the action from the ground.

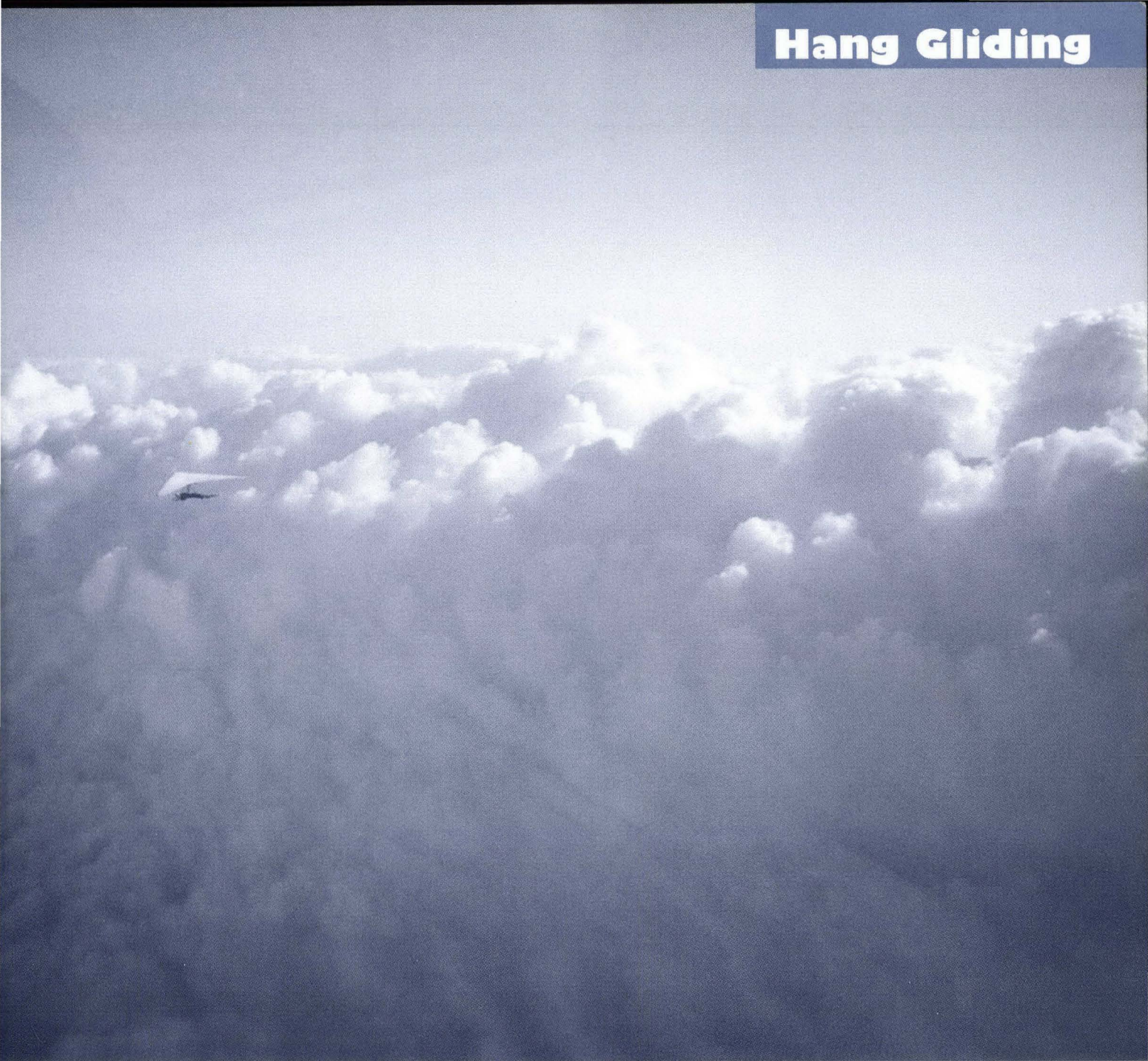
The MG is still a long way out and is approaching the coast at an angle. Frank has headed off along the coast towards the MG and Steve is above me somewhere. I decide to hang around the Albert River mouth as the coastline closer to the MG doesn't look too friendly if I have to land out. I feel safer waiting here while I try and figure out what's going on. The MG looks like it's stationary. I start getting worried that maybe we've launched too early and I may run out of fuel before I can get on it.

I see strange clouds developing that look like small glories many kilometres inland. It's very confusing. There also appears to be a small MG in front of the main one. The sun has now risen. I am looking intently for clues so I can decide whether I should fly back to the launch

point, land and wait for it to get closer, or head straight for it hoping that it's not too far away. This cloud is huge and makes judging distances difficult. It stretches from several kilometres inland, to the horizon out to sea. Later we determine the bottom of the cloud to be 500ft above ground and the top at over 6,000ft. That's about a mile high. It looks like a massive tidal wave sweeping in with some sections of the wave looking concave.

I see two dark narrow lines on the water. I assume that this is the gust associated with the MG as they pass. The two lines appear parallel. I guess that they are resulting from the small MG, and the main cloud behind. I can see where these two lines meet the coast. I now have a visual reference (I hope) of how far the





▲ Frank Fontayne on a Morning Glory cloud, approximately 6,500ft over the coast

► Morning Glory height steps up at the coast line. It extends out to sea, arcing around towards Mornington Island

MG is away from me. I estimate the distance to be about five kilometres. Looking nervously at my fuel consumption I decide I have more than enough to try and get to the MG and return if need be.

I can't see Frank or Steve any more. I head towards a part of the cloud that is visibly active. I can see fog like cloud forming out in front of the MG. It appears that the large MG has overtaken the smaller one in front.

I arrive above the leading part of the cloud at 2,000ft. I'm out past the Leichardt River mouth heading towards Gore Pt. The speed at which the cloud is moving catches me unawares as I quickly turn 180 degrees and speed up to stay in front of the cloud. The cloud towers up behind me in a massive wall.







◀ Frank Fontayne dwarfed by the Morning Glory cloud

The shadow from the cloud seems to be gobbling up the ground as it moves along.

I back off the throttle to see what sort of lift I'm getting. The engine is idling and I'm climbing at 200ft/min. The engine stalls and stops, but that's okay. I was just about to switch it off anyway. I pull on the propeller brake so that the prop folds up. The terrain below doesn't look too friendly should I have to land. It's beautiful and quiet without the engine noise and the lift is silky smooth. A feeling of relief as I realise that I've finally hooked a MG!

I start taking photos of the incredible sight, knowing that no photo can ever do this justice. I radio the crew that I can see four large white birds in a diamond formation soaring towards me along the cloud. They are probably brolgas (Australian Crane). brolgas are about a metre long with wingspans of up to two metres. What a sight! They are gliding fast along the cloud, going somewhere in a hurry.

I continue along the cloud trying to locate Frank. Steve missed the lift on the main cloud and has headed back to Burketown. I report to the others that my GPS is not functioning. I want to locate Frank and get a visual on him so I can get my bearings. I am not familiar with this area and navigating without a GPS will be difficult. I guesstimate Frank is about 10km further along the MG. Frank reports that he has left the coast and is out over the water. There is serious tiger country out here with very few roads and fewer people. There is more bitumen on the airstrip at Burketown than in this whole area.

Frank reports that he is also having GPS problems. I decide to head inland as far as the MG goes. We have been flying the MG now for nearly two hours. I'm at 6,000ft and can see over the top of the wave. Everything about this is awesome. I can see smaller waves behind this one. I am trying to recognise features on the

ground so I can get an idea of where I am.

There is only one road out of Burketown and I would like to find it. I can see the salt flats in the distance behind me and trees to the horizon ahead. I notice two vehicles with large dust trails on nearby tracks.

I have to leave the MG as I see the start of tiger country below. I spot a potential landing area but it's not ideal. It appears to have less trees than the surrounding area, but it's hard to judge from 5,000ft. There is a river nearby, and a road (dirt track) next to it. It's also in the vicinity of where I saw the traffic. It was never my intention to try and restart the engine on this flight. My plan was to land out and maybe launch again to fly back if conditions were favourable. I have never bothered trying to restart the engine in flight. I'm beginning to wish that I had practised this. Pull starting two-stroke engines can be tricky, especially when you are flying with the other hand. Now is not a good time to try and figure it out, but if I can restart the engine it would give me some better landing options.

I have several attempts to start the engine without success. My landing option is disappearing fast. The MG is moving faster as it moves inland. I have to go now. The only other option for landing may be a dirt track that I keep my eye on. I radio that I'm flying over the back of the cloud. I'm at 5,000ft and I'm wondering what nasty surprises are in store behind this MG. At the very least I expect a strong downdraft, which won't help my glide through the strong headwind to reach the landing area.

There is a small MG following close behind the one I've been flying. I hit some nasty sink which puts me below the top of the smaller MG. Changing course, I fly along it and quickly gain enough height to climb over it. Again I turn to fly over the back and leave it to continue my glide from 4,000ft. It's looking dicey;

if I hit any more sink I'll land short and be in trees in the middle of nowhere with no clue to where I am. As I get lower I can see the trees thrashing about. The wind is strong on the ground.

I'm going to make it – just. It's not a good spot to land. There are large trees everywhere, with low scraggly bushes everywhere else. I line up with an open patch through the tall trees. Luckily the strong wind will reduce my groundspeed, but it will be turbulent close to the ground.

The air is rough as I approach the ground. I come in to land at a manageable speed as I crash through a couple of small spindly trees. THUMP – I'm on the ground. I drop my base bar as I stumble through the growth. My instruments keep going for about two feet. The mounting bracket for my instruments snapped with the jolt. Apart from a scratch or two on my arms from the scrub all is well. I radio to the others that I have landed safely.

I stay in my harness and hang glider as I slowly waddle straight ahead hoping to see the road. It's awkward as I have to lift the wings to clear small trees. I find a cattle track which allows easier movement, heading to where I think the road is. I see cattle moving through the bush.

I stop in a clear area and get out of the harness. I swap the battery in my GPS and get my distance and bearing to Burketown. I'm only 17km away! I relay my landing position to Geoff who is still airborne somewhere overhead. "Geoff, this is Blakey. Burketown is 17km, bearing 102 degrees." I hear Geoff relay the message.

I landed shortly after 9am; I had been in the air for about three hours. There is very little shade so I grab some foliage and make some. With my parachute as a pillow I lie down, relax, and wait.

Sometime later a truck comes hurtling down the track. The driver looked stunned when he saw me. "What happened? Did you crash? You sure are lucky, we don't use this track much. Some fellas were looking for you back at the lodge." He took me to Escott Lodge where I waited. A cattle muster was in progress, which is why I could see traffic on the tracks. Later Al Giles and Russell arrived with my gear already on their 4WD. I arrive back at the caravan park by 1:30pm.

Frank restarted his engine and flew back to the airstrip. The strong wind made conditions for landing challenging even at the airstrip.

Our car has been repaired and we decide to start heading home tomorrow, however Frank wants to fly in the morning. We will go out with him and help. There is more moisture on the fridge doors that night at the pub. A good sign for tomorrow.



## Sky High Easter Fly-in

BARB SCOTT

The first Sky High Easter Fly-in last year evolved from a conversation I'd had with Carolyn Dennis



during a summer para-waiting session. We were discussing the high drop-



▲ Ground handling  
▲▲ Over Mystic bowl

Photos: Courtesy Barb Scott

**W**e decided that the number one reason was Hakim on the phone every Saturday or Sunday morning saying "Hey, what are you doing? It's time to fly!" The second significant event for Carolyn was a women's fly-in held at Canungra, where she discovered that feelings of fear, uncertainty and lack of confidence are experienced by everyone at some stage with their flying and are not unique to new pilots, or women for that matter.

The upshot of our discussion was: We needed a fly-in for novices which provided theory, a chance to improve flying skills in a supportive team and an opportunity for feedback at the end of the day. The goal was to increase pilots' confidence and ability – and hopefully keep them flying.

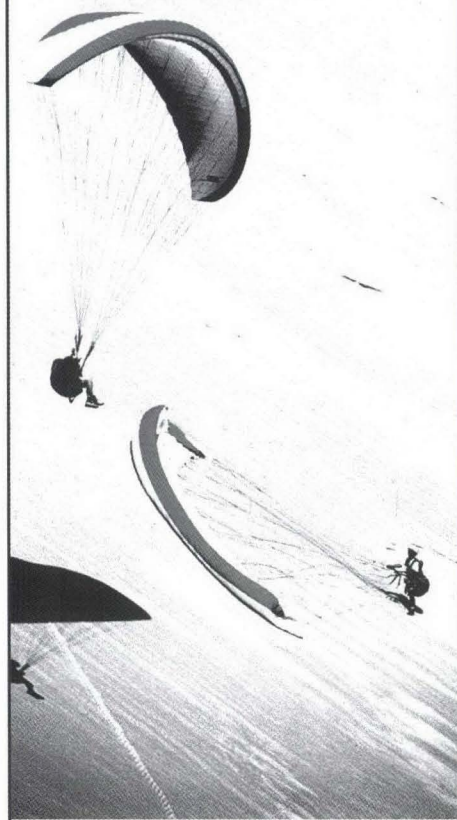
Bright at Easter was the obvious choice, providing four days of usually good weather (so long as it didn't rain!). There was also the local expertise from Alpine Paragliding to assist with the theory and follow up discussions.

The first fly-in was a great success with 37 pilots participating, many with less than 30 hours airtime and more than half with no XC experience at all. Organised into teams of four – an advanced pilot (team leader), an intermediate pilot and two novices – each team decided on their own goal for the day based on the morning weather report.

Many team leaders commented later on how much they enjoyed seeing pilots achieve their first flight away from the hill or personal best XC. Flights to Harrierville, Porepunkah airstrip and Wandu Pub were all achieved by new pilots with great excitement on arrival.

There was general agreement that we had achieved what we set out to do and had fun doing it. Special thanks to our talented and enthusiastic team leaders without whom this event just wouldn't have happened, and to all those who participated. Hope to see you all again this Easter (Friday, 29 March to Monday, 1 April 2002).

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- The wing really felt as a natural extension of myself
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# Stonefield International Airport – 9 January 2002

EMILIS PRELGAUSKAS

The day begins early. I am awakened, as are many others, by a car rumbling by with its trailer, extended somewhat later by the chatter of the fan blower, then the whoosh of the burners. The canopy rises in the pre-dawn light. At dawn, the balloon rises with its paying customer load, rising over the sleeping rows of gliders, drifting over the clubroom and hangar cluster; and the now awake glider pilots. The chase crew departs with a rumble, and we try to get back to sleep.

**N**ext, the modellers get their gear and tug out in the cool calm air of morning. The spectacle unfolds of Discus, Boomerang and DG500 rising into the sky off rapid tows behind a nondescript plane with towline rising from its CG fuselage turtledeck top.

Aerobatics, the search for the first puffs in the microclimate of the airfield's boundary layer, air against the ground. This extends on from the towline flights on previous days. Except for the apparent high speed, these small brothers are indistinguishable in flight from the full-scale stuff still dozing in the tie-down. A little later the chatter of an open frame-

work ultralight putters in from the west, orbits over the assembly, and lands for a quick look at the collective tie-down before carrying on its eastward journey. A Lightwing arrives to park in the tie-down and the observers stay for part of the day. A Jabiru, similarly, brings visitors. This repeats the pattern made by Motorfalke, RF4 and Stemme on previous days. The gliding day begins with morning breakfast, briefing, met, task setting and scuttlebutt. More participants arrive by car and join those resident for the rally.

Resident are pilots, interested people from the gliders' heyday, interested newcomers to gliding, family, extended family and other interested spectators, some characterisable as groupies. During the day spectators join in, drawn in toward the airfield by the event signs placed on the highway. Some watch, some take introductory rides. Sailplanes move to the launch point, winches create dust clouds up the runway line.

Launches, circuits, soaring, cross-country, racing, conversion flights, swaps of seats between owners. The normal pattern of the vintage glider meet. The gliders include classic, veteran and vintage; characterised in rarity, restored condition or ownership. Some are static display or works-in-progress. Some are daily workhorses in regular use, with the rub marks that reflect that state. Some are historically significant and gleam under the attention of their owners and interested onlookers. A training flight from the aviation college motors inbound, attracted by the nearby NDB. Their usual experience is that the gliding field itself is vacant mid-week. Today they see the local







Star Trails with gliders in foreground using 400ASA film at night-time for long exposures  
Photos were taken at the Leeton Inter-Service Competition by Rodney Martin

activity and choose to continue on the Trinidad's flight plan without the usual touch and goes. As the afternoon draws on, deep landings into the tie-down area begin. The racers have completed their time allocations, and present their turnpoints. The scoring system allows quick manual calculation for results to be collated on the spot.

As landings continue, early high placings are inevitably relegated. Massive handicap allocations permit the modest flights, such as the Golden Eagle, to match it on the scoresheet with the slick Boomerangs and their extensive wanderings across the countryside.

For others the vintage rally is about the outrageous lies and stories to be told, the diversity of types to be sampled, the camaraderie of spending time with likeminded people. People congregate in the clubroom, in the tie-down, at the launch control caravan, in its shade, or under the camping area trees. The other competition centres on the sailplanes, from Golden Eagle, K4 and Kookaburra, through Ka2b to the fleet of ES60s gathered. Judges wander the tie-downs, assessing the ships. Good standard on one can come from paucity of use.

On another, average standard reflects a huge leap forward from its almost derelict condition the year before.

The conundrum continues between two diverse objectives – one giving the sailplane the flying it is capable of, the other the white gloves and display case approach to sailplane preservation. The mix of trophies provides recognition to each of these varied fields of endeavour within the rally ethic.

The debate around the evening beer extends on from this to the philosophy of preservation in the museum sense; the difference in approaches needed to succeed in each category to give general display, keep airworthy, or preserve for historical analysis purposes into the future. How to keep the original material, construction techniques, designer and builder intents intact within the modern world of quite different available materials and evolved methods. The ICOMOS charter may turn out to have relevance here.

This evening the collected gathering honours the Schneider family who had spent the afternoon in the shade of the hangar watching the operations - the follow-on generations today continuing the enthusiasm and spirit of the early evolution period of the sport.

The evening proceedings are MCd by Martin Simons concluding with a presentation copy of his most recently published book to Harry Schneider. The certificates of GFA Life Membership and state gliding appreciation follow. Harry then presents the Schneider trophy, this year decided by a jury over the previous days, to the prototype Boomerang (VH-GQG) owned by Chris McDonnell restored by Alan Kirsch.

The clubroom display wall depicts the full three-view drawing layout of most Schneider types, drawn from the already published and imminent-to-appear books of these gliding eras.

The MCs introduction style sets the casual tone for the evening, with Harry pitching in and extending Martin's review of the growth of gliding from infancy to maturity. Throughout the night conversation envelops today with yesteryear. The conversation thereby becomes an oral history of gliding's most important time. All that feel and detail which might otherwise be lost are enunciated; some recorded on opportune video; the rest absorbed through the pores by an attentive audience.

It isn't often that the mood and ease exists for such an outpouring of the real stories that are our heritage.

That makes today a seminal event in gliding, unlikely to be ever repeated. And this is picked up on intuitively by most of the people there as many of these had an active part to play in bringing it all together. It is a late night, and a slow recovery next morning; but I'm glad I was here.



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# My 1,000K flight

## – the first by a West Australian

ANDREW REPTON

This flight had been in the planning for four years and James Cooper Russell Brieley and I had made four previous attempts at the 1,000km distance. All four attempts had been made with launches between 8:45 and 9:00 Western Standard Time and resulted in flights up to 915km with no early outlandings. Early in the week of 16 December, James rang to say that the Met office had not suggested good conditions over the weekend but he believed this not to be the case.

Our preparations were in place and the met man declared that the day would not be suitable for a long flight. My suspicions were completely the opposite, but not being sure, we decided not to attempt the flight on the Saturday. The first cumulus went up at 9:50 and the realisation that we had missed the day set in. Clouds proceeded to develop with climbs to 8,000ft, and four 500km flights were flown from the club. I called James and we decided to be ready for an early launch on Sunday.

With the gliders prepared the met man still said not a good day, 6,000ft climbs predicted. With much early activity four gliders were ready for a launch by 8:00 – CQI DG 200 Andrew Repton, XIF SZD 55 James Cooper, GUX Pic 20E Bob Smoothy, XJE Jantar 3 Richard McFarland. Our ever-reliable tug pilot Jim Paynter, who had launched us on all our previous attempts, was ready as usual.

I launched at 8:55 with the hope of early thermals and a release height of 2,500ft agl, then a glide straight out to find the first thermal. This was to enable James to launch straight after and pair up quickly. However at 1,500ft after a very smooth launch the first bump was felt so I asked Jim to turn. Coming around I released at 1,800ft in one-and-a-half knots which topped out at 2,500ft after a struggle. By then Bob Smoothy in the Pic and James in the SZD were above me by 400ft so a decision was made to start at 9:15. Five kilometres at 1,500ft a reasonable climb began. James and Bob left the climb at about 3,000ft whilst I continued to climb. Each time I was about to leave with the thermal running out

it gave another burst on two occasions and I eventually left at 4,500ft, 3.2kt average. The glide was smooth with more sink than to be expected for an early start so hopes were up for some strong lift.

The next climb was back to 4,500 at 3.5kt and on leaving this thermal the first climb appeared five kilometres in front and dead on track, 9:40 and 10 minutes before the previous day. James had unfortunately already passed this thermal and viewed it a few kilometres behind him as he took a thermal at about 800ft. Flying at 80kt to the cloud that gave a climb of 5.8kt to 6,000ft with the cloud still above. I called Bob in who left a five-knot to join me. He was delighted and stayed close by for the next 100km.

In the meantime James was still in the weeds

till 10:45. The rest of the leg, 258km to Perenjori, was straight forward with no significant low points and heights around 6,000ft for an average speed of 85km/h with 4.5kt average climbs – not all cumulus giving predictable climbs.

After turning Perenjori the speed increased dramatically with the trip back to Dalwallinu (100km) averaging 150km/h six-knot climbs going to 9,000ft with some good pull-ups. The total length of the second leg was 365km to Corrigin at an average speed of 143km/h.

Having turned Corrigin and heading north the sea-breeze could be seen 75km to the west and preparing to ruin the day for us (The met man had said no sea-breeze today.) North of Shackleton I saw two Beverley gliders thermaling in front and, hoping for an easy centre and good climb, headed for them at high speed only to be disappointed in their thermal choice, it was not even worth a pull-up.

Crossing the highway at Tammin with 340km to go I heard the Beverly gliders I had passed scurrying for home with the sea-breeze now at Beverley. With the average still over 120km/h it looked as if the task was achievable with a flight time of nine hours, so there would be no problem with the length of the day. Conditions were now beginning to deteriorate with a mass of cloud forming over the task area and particularly to the west on the sea-breeze. Maybe we could run the sea-breeze at high speed, but this was not to be the case, with climbs only under every third of fourth cloud and bringing the speed back to 110. The sea-

### Lessons learnt on the day

- 1) *Vital that you get a climb early to ensure progress when other gliders are higher up. In other words, stop and be patient to gain extra height, reducing the probability of being in the weeds early on and thus being forced to take anything.*
- 2) *Don't give up unless it is really obvious that the sea-breeze is going to stop thermal activity. James and I flew for four hours after the Beverley gliders went for home.*
- 3) *Turn the radio off, as over a long flight on a good day the excessive radio chatter can flatten the battery at a time when it is most required.*
- 4) *Don't have a too high wing loading as it will not gain later in the day what is lost early.*
- 5) *Be ready to launch early, very early. Be in the air by 9:00 latest.*
- 6) *Be prepared to land on the first glide out.*
- 7) *Top up with small irregular climbs early in the day to keep the pressure off in needing to spend a long time in one thermal that makes you feel you are not making progress, this keeps a rhythm going.*



breeze was now getting close to the next turning point Dalwallinu and was moving in fast. I got into Dalwallinu at 6,300ft with the last cloud as the sea-breeze was to cut it off and sign the end of the day for James, who was some considerable distance behind me.

With 170km to get home it was time for some major decisions – do I risk running the sea breeze front that appeared unreliable and confirmed by James, or not. I decided to head further off track to the east to obtain better trough conditions. After a glide of 30km with no lift and the feeling that this may be another failed attempt, from nowhere I stumbled into 5.8kt climb that went to 11,000ft and cloud-base for the first time that day. This was enough to get the 1,000km but not enough to get home. I would take anything that would give me the extra 3,000ft to get home.

The track home took me 40km off track passing over Cadoux where 1.8kt gave me an extra 4,500ft – plenty to get home with 1,500ft in reserve – so I thought. I decided to best glide home and save the 1,500ft just in case, as the sea-breeze was lifting dust. The final glide went well until just past the 1,000km mark when James, who had had to fly 35km into the sea-breeze and try to get back under the cumulus radioed to say that he was outlanding at Kalannie about 60km east of track, achieving 922km and breaking his old Standard Class record. I had kept the 1,500ft extra until 36km out when the headwind from the sea-breeze began to take effect. I used up 1,600ft of my 1,500ft and floated over the strip at 600ft, straight into circuit after nine hours and 44 minutes on track.



#### Flight Statistics

Flights from Cunderdin – 15-16 December:

Astir CS Gina Rocket	298km
Ka 6BR Kevin Saunders	300km
Jantar Denis McNeil	600km
Pic 20 E Bob Smoothy	750km
SZD 55 James Cooper	922km
DG 200 Andrew Repton	1,033 km
Total time	10 hrs 9 min
On task	9 hrs 44 min
Distance	1,033km
Speed	106km/h
Best average climb	8.8
Average for the day	4.4
Wing loading	42kg/m <sup>2</sup>
Ballast	80 litres all the way

A lot, when the met man said stay at home.

# Albatross

ANDREW WRIGHT

One of first recollections in life was that of watching the beautiful soaring birds riding the wind at the beachfront. In amongst these first recollections was a sense of thrill I got every time I imagined that I was flying and soaring like an Albatross. Since that time I have scarcely lived a day of my life without thinking of flying and in particular soaring.

**T**he South Australian State Gliding Championships together with the Performance and Basic Cross-country Week at Waikerie, once again provided the setting for soaring pilots to sharpen their skills as cross-country pilots. I was fortunate enough to fly with the Balaklava Gliding Club's coach, Bernard Eckey, in his beautiful ASH-25. Bernard is not only the BGC coach but is also the current state champion and a highly experienced cross-country pilot. His ASH-25 is an ultra high performance two-seat sailplane capable of mind-blowing performance. The combination of Bernard and his ASH-25 produced an experience that I will never forget and would like to share.

My flight with Bernard in the ASH-25 was from the beginning, a coaching opportunity. I was there to learn the finer points in the hope of improving my cross-country and competition performance. I particularly wanted to learn

about streeting, final glides and how to feel the air in order to extend my inter-thermal glides. My first lesson from Bernard was in how not to thermal. Now don't get me wrong, Bernard can thermal like a homesick angel – what he taught me was that the secret to fast cross-country speed and long distances is not to thermal. To quote Bernard, "*Our machines are gliders not thermallers*". What this means is that sailplanes were designed to glide not spend time in thermals. After demonstrating how to read the sky, feel the glider and to gently steer the glider into lift, we flew more than 100km without losing any height. One of the things I learnt during this long glide was how to fly with a light touch on the controls. Feel what the wings are telling you, they actually tell you where the lift is. If one wing goes up move the glider in that direction. Do not fly coarsely or slam the controls around. Every time you deflect the controls you come down and reduce

the opportunity for the glider to tell you where the lift is. Look ahead and try and predict where the next thermal will be. Clouds are good for this! Importantly spend time to work out where, under the cloud, the thermal is. On any particular day it could be on the sunny side or the upwind side, it changes from day to day. One excellent trick Bernard demonstrated was when we flew into an area where we felt lift he would immediately turn upwind – nine times out of 10 we flew into a good thermal core. My final lesson was hard to believe! At 7,000ft some 100km out, Bernard declares we have final glide. "*The guy's insane*", I think to myself, but if he wants to hit the deck short of the airfield he can do that. Bernard explains that we are now going put to the test all the things I learnt during the day. My job is to gain the extra height we need to make the field by flying through lift whilst on final glide at no less than 80kt. One hundred kilometres out, I begin what I believed was not possible. I use "The Force" and all of my new found powers to finally arrive back at Waikerie at 100kt plus with 2,500ft on the clock. "Big Wings" aside, I realise that the glider alone would not have got us back. Glider pilots and their skills as farmers of energy from the sky are what really make these things happen. Extracting all this energy while in cruise explains why we only stopped in a handful of thermals for an effortless flight of almost 500km in a little more than four hours from take-off to landing.

So the next time you are out flying try out just a few of the things I learnt on my flight with Bernard. I can best sum up my flight in saying that for the first time in my life I felt the thrill of flying like the big beautiful Albatross I imagined all those years ago as a child.







Little Petunia and his wife Jenny. As well as crewing for 'LP', Jenny was one of the volunteers who assisted on the Nationals' start gate

**T**he Aussies got off to a good start winning the first three days, but then Rob Looisen from the Netherlands got into top gear and blew us away on the next five.

Terry Cubley, with daughter Tegan calling the shots in the back, had a great comp in the Janus, being on top of me every time I saw them! They brought Rob's run to an end on Day nine with a magnificent performance when they were one of only seven to gliders to get home, running their final 170km without a turn and waiting out the one-in-a-100-year storm in wave over its top. They timed their run down from 9,000ft through the easing rain to perfection. The storm dumped 125mm of rain over Narromine in 90 minutes.

On Day 10, the tasksetters decided to cancel all classes, however the 18m representative prevailed and a 340km AAT was set for this class only. Tracey Tabart romped around at 130km/h to wrap up the Australian 18m Championship with a consistent all-round performance. Rob Looisen was a deserved overall winner of the class.

This competition was fantastic from the point of both camaraderie and great weather. There was only one blue day (Day one) and the others all had high cloud bases and strong lift. Fifteen-knotters were reported. Highest winning speeds were in the order of between 127km/h and 160km/h each day! Highest in 18m Class was 154km/h on Day two by Little Petunia... The sort of comp days you dream about!

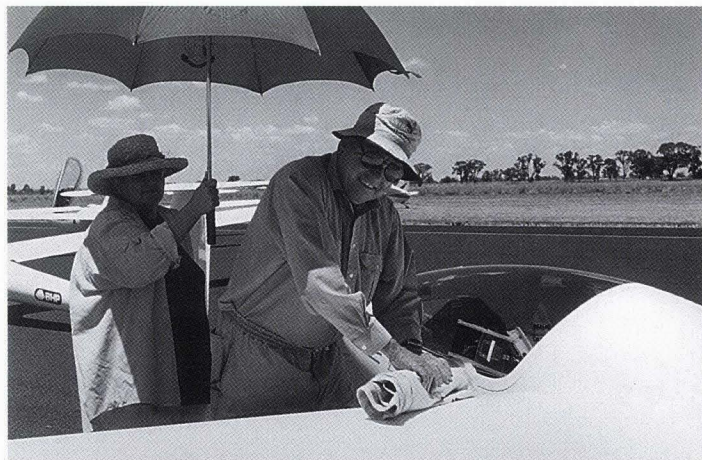
## The Storm – A Day to Remember

Day nine was one of the incredible gliding days that you will never forget (more so for some!) where the seemingly impossible happens. The task was an assigned area with 40km circles around Nyngan and Burcher, (for 18m, 15m and Standard) with three-and-a-half hours minimum time. Poor Open Class had four-and-a-half hours.

# The 18m Class at Narromine

## LITTLE PETUNIA

A first for the Australian Nationals at Narromine in January this year with the inclusion of a separate 18 Metre Class instead of being combined with 15 metre, as happened last year. The 18 metre field consisted of four Ventus 2Cs, one Janus two-seater and one DG 800... four Aussies, a Dutchman and a Belgian.



18 Metre Class pilot Bob Ward with his wife Jan, who also helped out on the start gate  
Photos: Anne Elliott

The second long leg south was again characterised by strong lift, long streets and fast speeds. BUT... a 200km long line of storms had developed running north from the bottom turn (Burcher). These eventually brought down all but seven of the field, all over the countryside and as far west as Nyngan. Some tried to push through a gap to Narromine, which was unfortunately in the centre of a one-in-a -100-year storm which produced violent winds, lightning and 125 mm of rain!

Of those who stayed to the west, seven were early enough to get through a gap near Tottenham, and had an incredible flight from there on. Just past Tottenham there was what seemed like an entire paddock of dirt being sucked up into the storm. Off-the-clock lift here required airbrake and high speed to stay clear of cloud. As you progressed further north, the north-easterly wind flow produced smooth lift right around the storm cell (which was about 50km radius from Narromine at this point). I flew in this for approximately 100km to the north-east of Narromine, in continual lift to about 7,000ft, where another cloud shelf proved to be a lenticular over the storm. Pushing out to the front of this (north) I again climbed in wave and lo-and-behold along came others (the Janus on top of course) ... waiting at between 7,600ft and 9,600ft until Arnie Hartley (finish line) reported an easing of the thunder, lightning and torrents at the field.

A tentative letdown followed by a smooth 140kt charge home then followed, with a finish in light rain on runway 011 in the middle of "Lake Narromine".

A day to remember – for seven.





# The Retrieve – or The Longest 37km Ever

**GRAEME BAILEY** (Courtesy New Zealand Gliding Kiwi)

November saw the South Canterbury Club at Omarama help run the Regionals. The first day started off with the usual computer software and GPS glitches and a long briefing – then it was time to grid.

**W**e got the 38 competitors into the air in 55 minutes which was a good effort from the rope and wing runners, and tow pilots.

Tony Cooke and myself then went back to Wardells to go for a flight in the club's Grob 103, Mike Yankee. Tony is a relatively new member to our club, has been through all the circuit bashing at Timaru, and was keen to learn more about thermalling at Omarama and cross-country soaring. The sky was looking good with strong thermals along the tops of the ridges but weaker lower down. We had a good two-and-a-half hour flight then came back for another member to have a go. At 6:30pm I received a phone call from mission control in Omarama asking me to arrange a road retrieve for our Australian member Ian Grant. Ian was flying Craig King's ASW19 in the competition and had landed on a strip about 11km up from Falls Dam, just 37km away from Omarama. The strip was narrow with large snow tussocks along the sides. The glider had ground looped. The strip was not aero towable. Funny how everyone seems to be busy when the word 'retrieve' is mentioned. Tony said he would be keen to come so he could get his first retrieve signed off in his logbook. Poor sucker! Down at the trailer park there were about 45 trailers with only half of them showing their glider registration. That's great! After half-an-hour scratching of heads and tossing coins we phoned Craig in Christchurch to confirm the right one.

Then at 7:15pm we were off on task, driving Craig King's Toyota Corona All Terrain vehicle. We called in at Cromwell to stock up with fuel and food for the long night ahead. About 10:30pm we found the road leading to the top of Falls Dam and the serious road stuff began. There were seven deep gully mountain streams to cross with boulders the size of foot-balls making loud banging noises under the car. They jar your feet something awful. Not to mention the matagouri bushes scraping underneath and along the doors. Past Falls Dam and another 11km to the strip. Oh, by the way, there were 21 gates to open and close.

We did a cruise up and down the strip, but no glider. What to do? Time, midnight. Unhook trailer and go on further in the hope that there was another strip we don't know about. After two kilometres we turned back because no way could we get the trailer there anyway. We did not have GPS coordinates or any cell phone coverage, or numbers for that matter. We hooked on the trailer and back-tracked towards Falls Dam, trying the cell phone now and again for a signal.

I had searched Craig's car for phone numbers (talk about a lady's handbag) and found his number on a bit of paper. At last we got

a signal and dragged Craig out of bed. He had been in contact with the glider and we determined he was on the opposite side of the valley just three kilometres away, then our batteries died. Two-and-a-half hours later we were bashing our way up another track with 'bingo! A hat on a post! We found the glider, at 3:05am, but where was the pilot? Lift the canopy and there he was in a deep nightmarish coma. The clutch was slipping badly on the car by this stage, so instead of a five speed manual we had five speed automatic! De-rig, into the box and we were off. Should make Omarama by 7am. Wrong! Just south of Tarras we felt the trailer doing funny things. Blown tyre, no spare, no jack, no spanner, no park. We hobbled along to a farmer's gateway, abandoned ship and headed to Omarama for a quick brekkie, and more wheels, tyres and tubes than you could poke a stick at, then back to Tarras for the final two legs of our task.

Everything fitted so we slipped our way back over the Lindis and made Omarama at 11am, just 695km and 16 hours later – not bad for a 37km retrieve. Roger Harris greeted us with "Good finish Lima Bravo!" We had scored a few trophies too. One stuffed wheel, one stuffed clutch, two possums, two rabbits, one hat, one Aussie wombat and two stuffed Kiwis.



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# Little Boy Lost

KELVIN GLARE

30 May 2001 dawned at Broken Hill with a heavy layer of frost covering the landscape. When John "Diesel" Waite, Andrew "Agfa" Ashton, David Wentworth, Ryan Romeike and your author, Kel "Old Man Emu" Glare, arrived at the Broken Hill airstrip our microlight trikes were also covered in a heavy layer of ice. We had set out from Benalla two days earlier to fly to Alice Springs, Ayers Rock, The Olgas and return. The trip was totally self reliant and we carried everything necessary to meet our needs. Needless to say all the trikes were heavily laden.

**A**t the Broken Hill Aerodrome we quickly set our trikes up and waited for the ice covering our wings to melt. About an hour and a half later we were up and away. The flight to Strathearn Station, our waypoint and stop en route to Wilpena Pound, was uneventful, although it was a relief to sight the Station in the distance in such barren and uninviting country.

We joined into an informal circuit and I was the first to land.

As I taxied to the end of the runway I noticed a motor cycle and rider approaching at high speed. I was concerned, as the way the motor cycle was being ridden indicated the rider was not only in a hurry but also agitated. Having telephoned about two weeks earlier and gained permission to land there on whatever day we would arrive, I could not guess as to what the problem might be. I became even more concerned when the rider broadsided to a halt near my trike and alighted, clearly in an upset state.

It was with mixed feelings I discovered the rider was the Station owner, Richard Treloar, and that the reason for his rapid arrival was that his two and a half year old son, Charlie, had been missing from the Station for the last hour and a half.

Richard gave me the details and as the others arrived I told them of the position and we mutually agreed that I would taxi to the Station buildings and coordinate and control a properly organised search. Fortunately, in a previous life, I had performed these functions on many occasions.

David indicated he had about three-quarters of an hour's fuel left and offered to take off immediately and commence searching while the others refuelled. I asked David to commence searching flying at five hundred feet above ground level and using a spiral pattern based



▲ The search area

► Back (L to R): David Wentworth, Andrew "Agfa" Ashton.

Front (L to R): Ryan Romeike, John "Diesel" Waite and Kel "Old Man Emu" Glare





The girls jumped out of the vehicle and secured Charlie and the pup and we headed back to the Station. Charlie could not see what the fuss was about. It was a very relieved father that greeted his wayward son – particularly as Charlie's mother was away from the Station that day.

We gathered at the Station for a leisurely and very welcome coffee and cake and resumed our travels to Wilpena Pound with Richard Treloar's words of thanks ringing in our ears.

Not long after take off I experienced my second bout of radio transmission failure for the trip and was thankful that the radio had held up during the search for Charlie.

The lesson for all of us was that anyone flying in the outback should have a reasonable grasp of the principles involved in search and rescue, as one never knows when those skills

on the Station buildings, and to continue with this until the others were airborne, when I would then allocate specific sectors and nominate a further search pattern. In the meantime it was agreed that Richard Treloar would use his Cessna and fly at one thousand feet above ground level, both to ensure the safety of all and to provide an overlapping search system.

Shortly after the search began, Richard spotted Charlie about one and a half miles from the Station. When spotted Charlie was headed for a large Station dam and was in company with a three-quarter grown pup.

David was dispatched to the scene and circled overhead, allowing Richard to return to the airstrip. I jumped into one of the Station vehicles that fortunately had the keys in it and headed in the direction of David's trike that I could see clearly in the distance. On the way I picked up Charlie's bigger sister and Charlie's young female minder. When we got towards David's trike we were able to go off the dirt track and drive to where we found Charlie taking very little notice of David's trike and just happily wandering along in the scrub.

might be required. This incident was also a timely reminder of the need for good luck, as we just happened to arrive at Strathearn at a very opportune moment for Charlie.

It was five very happy pilots who arrived at Wilpena Pound that afternoon.



▲ Charlie is found

▶ "Wanna' go for another walk, pup?"

**PHOTOS:**

**ANDREW ASHTON PHOTOGRAPHY**

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# Wyndham — The Last Frontier

JOHN PIERCEY

Thursday dawned hot and humid — maybe this would be the day for a little distance? It was the second day into a three day camping and flying trip with Dave Humphrey, the WA Cloudbase Paragliding Club President. We were flying the Bastion, a 340m asl/agl coastal-come-thermic site in Wyndham in the far north-west of WA. I picked Dave up from the Kununurra airport at about 2pm and said we should go straight to Wyndham, as the wind had been northerly all day.

The hour drive to the site passed quickly and as we neared the top of the hill the windsock screamed to us to set up in double time. First off the hill was Dave with me right behind. By six o'clock we were both getting some good height and finding the flying superb. 500m agl and still slightly thermic, we both flew to Ken's Rock, a 380m agl hill at the end of the Bastion range (named after one of the local hangies that first made the jump over the gap). This gave us a useable soaring hill of five kilometres. We boated around for approximately two hours before landing with the setting sun. It's always relaxing ridge soaring in the late afternoon and not having to worry about staying up.

The morning of Thursday we spent parawaiting on the hill, watching huge dusties sucking everything off the hill except the rocks and the trees. They were very powerful. The wind was undecided on which way it wanted to blow, but at around midday it started to cycle up the face so we headed down to the north launch and set up. It was my turn to go first this time.

The wind still being a tad light, we scratched around for awhile in some small bubbles gaining some height above take-off. Then I hit something moving through like the 5:30 express. I turned away from the hill, the lift increased to 4.5m/sec, and I easily cleared the hill on the first 360. Around and around I went, concentrating on the lift and not worrying too much about where I was drifting (as you do when you know you're just about climbing straight above the hill).

Dave came over to have a go and see if he could find it, but it must have already gone through — bummer dude.

The 360s are feeling comfortable and the air is cooling — a nice change from the 38°C on the hill. I reached 1,800m and decided to head downwind. I glided about 8km and got down too 450m, but with no killer sink until just before the next boomer. What a cracker! The first turn pulled some G's as I tried to tighten in and settle into the core. I found it — about



Nearing cloudbase  
Background: Going cross-country

PHOTOS: COURTESY JOHN PIERCEY





4.5-5.5m/sec average. Very nice. There are leaves everywhere so me thinks there must be some powerful convection below. Having seen some of the dusties before we left the hill, it's no surprise they suck everything so high.

I kept the thermal through to 1,800m, then headed off again. The inter-thermal glide was nice and buoyant. I covered about 10km this time and was getting close to my PB from this site of 21km.

Now it was decision time, as there was a good range of hills on track and I had not crossed them before. I was a bit apprehensive. Not to worry though, as I hit another thermal similar to the previous two. It's a good sign when you see the leaves coming up and some black tail kites circling. I climbed and drifted over the crocodile country – always a good feeling.

By the time I was back to 1,800m I had passed my PB and was getting close to the end of the hills. Time to go for it, looking all the time to make sure my landing options were still good. As I neared the end of the hills it was time to sit back and soak up the cool air and the most spectacular views I'd seen. Creeks cut gorges through ancient hills that were formed millions of years ago.

Time had passed quickly as I had concentrated so hard. The sun was getting lower and the air cooler and smoother between thermals. Three and a half hours had passed and the thermals had packed up and gone home for the day, with the exception of some small bubbles that the kites and I played in for a while, hoping to delay the inevitable, but only for another 30 minutes. They were a great help, as unlike wedgies can sometimes be, they are neither territorial nor aggressive but very inquisitive.

The landing options looked good as I had followed the main road most of the way. The

March 2002

Gibb River Road turn-off looked the best, so I set up my approach and had one of those landings that even the non-flyers amongst us wow over. A car had stopped and the people had got out and watched. What timing it was. A mate of mine from Wyndham there to give me a lift straight back. Not many people from this part of the country see gliders floating out of the sky, so he was well impressed.

I had thrashed my PB doing 51km, and was airborne for four hours in a purely thermal flight – can't wait to beat that! We picked Dave up from the bottom of the Bastion as he had not been able to get away. All the tourists going up the hill looked at him as if he had a body in his glider bag. I thought it must have been beginner's luck. After the first two thermals it was really quite easy.

Friday was just about a mirror image of Thursday, with us not taking off until midday again. Dave first this time and me straight after. The air was very similar to yesterday. Many days are like this here. I boated over to my little house thermal, and up I went again at 4.5m/sec. The only difference today was that the drift was opposite to yesterday, so I opted not to try and beat yesterday but to see if I could beat my highest PB of 2,000m. So I played around in the thermal till 1,800m, at which point it slowed from 5.5m/sec to 2m/sec. It got a bit rough but the clouds were still forming and I was still climbing. Patience was the name of the game, so I persevered until 1,950m, nearly at my PB. The lift got better then, back to 5m/sec and getting wider and I was at 2,100m.

Then, nearby, my mates the local black tail kites were screwing up past me. Must be worth a look, I thought, when suddenly the vario had a fit and goes to 6.5m/sec peaking at 7m/sec.

#### In front of the Bastion range

I then noticed the cloud above is huge and very dark. I started to get a little worried as this was my first time near base, and everything was rushing into the cloud including leaves and bits of paper. So at 2,500m I hit the speed bar and went for the edge, popping out into the sunshine soon after. This was a welcome relief as I was only in shorts and a T-shirt and it was a little nippy up there.

Time to relax and think about what to do. I assessed the situation and it seemed in fact that the clouds did not appear to be all that well developed. So I headed back under the cloud with renewed vigour and climbed to base at 2,800m agl. I wear a full face Lycra balaclava to stop my face getting sun burnt, and every time I breathed out my sunglasses would fog up in the cold, dank air.

I boated around for over an hour before heading up the gulf to maybe meet the sea-breeze front, but with no luck. This was a good experience though as the sea-breeze can come in and we get good convergence, but I am not usually high enough to fully explore it.

I then headed back to the hill, but the ridge lift had also decided to go home so I set up for a landing at the bottom of the hill; a bomb-out paddock the size of the Lake Eyre salt flats, miles in every direction.

So there it was, another PB (2,800m height) and 14km out and return. It is going to be hard to top these three days of flying. As we headed to the Wyndham town hotel for a well deserved icy cold amber nectar I think to myself what a great weekend it was. But there's always next weekend and another thermal somewhere!

Fly high, get cold, go far!







# The 2002 Club and Sports Nationals



DAVE MEREDITH

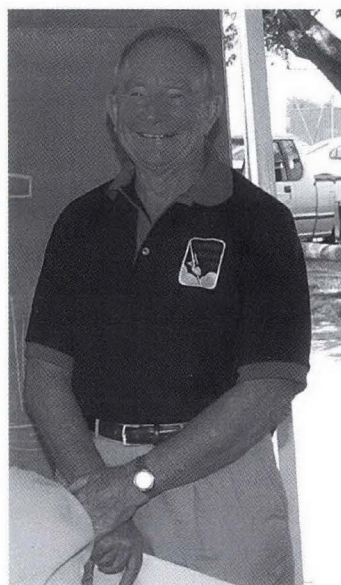
After a six-year absence from serious competitions, it was time again for me and my Jantar to go and catch up with brethren at Temora for the 2002 Club and Sports Nationals. My first few hours in town revealed a number of concerns with the competition:

- *The cheapie hotel I was intending to stay at had many ghosts from competitions past, there goes my liver, hearing and budget when I realise Hayden (the original Dunn in the Sun) Dunn, Mitch Turner, and Simon Brown etc were also at the Shamrock!*
- *There is an impossibly large number of Gilberts and their extended family at the competition. I was only able to find three people, a P76 and a large potted plant which didn't seem to be related to them. (I wish my family was able to be as committed to supporting the sport as they are).*
- *The day I arrived was 12kt to 12,000ft – clearly, the next few days where going to be stuffed.*
- *We were going to be treated to a cocktail of both POST and Assigned Area Task formats, so I asked Ron Sanders what this meant – he went on to tell me he was getting tee shirts made up with the slogan “real pilots fly fixed turn point triangles” – I wondered how many he'll sell during the fortnight.*

And so with a nagging hangover, not felt since the last time I stayed up drinking with Queenslanders, we staggered off to, arguably, the world's longest briefing on our first official proactive day, 30 December 2001. In this briefing we got the low-down on the new competition formats, the 87 different types of controlled air space that sparrows carrying coconuts in the task area may encounter and a little bit about the weather, which indicated the sky was full of fronts and we had strong westerlies. This became obvious as briefing was outside in a tent. So with two hours to strut our stuff ahead of us we launched and remembered how to use broken thermals and then get into the wave above the mess. Still some of us managed to outland, including your fearless author, in a lovely paddock, 50m from a silo and 100m from a heritage hotel – some things are never forgotten. So ended the first day of shaking the bugs out. Well done Ron Sanders for showing us how to do it with a first place.

Then the second practice day dawned and happy New Year to all. The strong westerlies creating the Christmas bush fire crisis were creating their own crisis for us – 40kt at 6,000ft – forget it, it's a practice day, and so the day was cancelled. Pity, as it was going to be our first go at assigned areas. Team Shirley, or the upstairs gang, probably found this a useful period to prove that this year's modifications to the scoring program worked. Unfortunately, the first day one also blew and blew and blew and blew, so us little piggies had another day off while the big bad

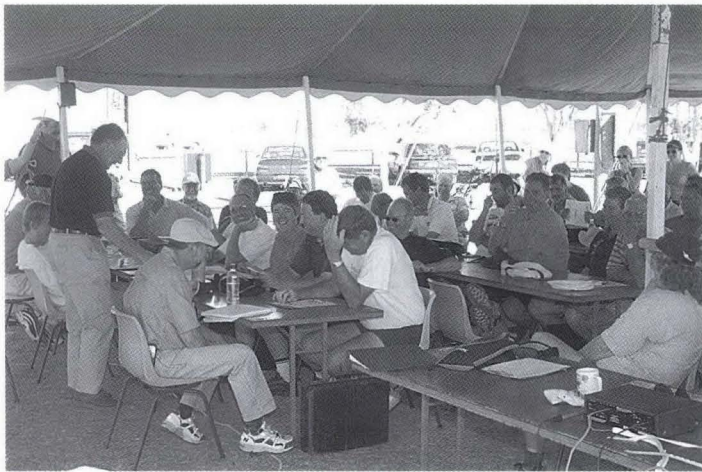
weather wolf teased us with a sky full of good looking (but fast moving) cumulus. The aviation museum, which includes a fine display of aviation in Australia as well as a first class theatrette (its also 100m from the club house making it rather accessible) was opened up for us. So with promises of blue movies, we all tramped next door and looked around, enjoying the displays and then finally two great films on the Space Shuttle and the Blue Angels (the aerobatic variety!) The real day one proved to be a lot better – two-and-a-half hours of reminding us why we came here – to fly faster than everyone else and have a datalogger to prove it! Well Bruce Taylor did but sadly most of us didn't. The handicap pulled him back, but he still managed to clean us all up by 10km/h. The day consisted of sharp broken thermals to about 5,000ft above ground and many nervous looks. A notable outlander was Ron Sanders (reminding us of the small distance between the penthouse and the outhouse). The other piece of scandal of the day was our weatherman Dave (do as I say, not as I do) Wilson who, after convincing all to leave early, left an hour after everyone else... good thing he's working for free! We found out at briefing this morning that the team coined “the sublime and the ridiculous” were going to be hard to beat, with the team taking first place in both sports and club class – Ian McPhee/Mark Laird in the Bergfalke and Bruce



Taylor in the ASW22. Day two was blue and there was nothing else we could do but to experience assigned area tasking for the first time this comp. Three turnpoints were selected, each with 30km radii giving the ASW22 and PW5 all the options they needed. All of us (except Ron) absolutely loved the format and the type of flying it created. We still met up with other aircraft, but also had to make our own climbs. I'd like to thank Team Conway for the 10-knotter they marked for me at the second turn! Thermal tops

Contest Director Colin Turner





**First day briefing**

were around 8,000ft so it ended up being quite a good day, even though it was entirely blue. Victory again to the

S and R team – we are still none the wiser as to who was the sublime!

Day three was a POST competition with a choice of mandatory first turnpoints, allowing some gagging and team flying for the first leg up to Caragabal or Grenfell. It was another interesting blue day, with thermals not quite as strong as day two. Mind you, most went to Caragabal meaning yours truly had a long low and lonely look at Grenfell township. Ron Drummond continued to impress the locals at Quandialla with his outlanding prowess as he landed there for the second time in the comp – although we did notice a large blanket and magnum in the Libelle during the launch! Day four, oh Day four. This day was like a girl I once went out with, she looked so good, promised so much, took her time in getting going – but then she left me behind in the weeds! It was a 40°C day with cumulus at 12,000ft and climbs of seven to 11kt, but was difficult to judge and get right. Thank goodness it was another assigned area task as it allowed us to work around the massive patches of overdevelopment that would have created many retrieves had it been done the old way. As it was, only two managed to outland and everyone else, including Keith “dusk patrol” Willis arrived home in the mighty PW-5 in time for a midnight snack. After handicaps we had three gliders of grossly dissimilar performance within 1km/h of each other. The eventual honours again went to Hank Kaufmann. Rolf Buelter was just second and Bruce Taylor immediately behind in third. In Sports Class, AJ Ward slipped quietly into the Team Wombat Puchatz and knocked off the Bergfalke duo for the first time. Sadly a new job, a new bride and the related old problems associated with that and soaring meant that AJ then slipped back off into the sunset – not to be seen again in competition land. The other highlight of the day was the commitment to the environment by Laird/McPhee who, after giving last rites to Macca’s car, used a mountain bike to tow out the Bergfalke – at last we knew which one was the ridiculous!

Monday saw a front come through with not much rain for us, but a lot of wind – so we declared a rest day and held the annual pilots’ meeting, chaired by a patient convener, Tom Gilbert. Significant in the discussions was the affirmation by the pilots for AATs. Every pilot wanted them as part of the tasking options for this competition as they solve all of the problems posed by POST and speed tasks. They are safe, allow a sense of people flying together, cause everyone to fly in the same air, cater for differing glider and pilot performance and minimise outlandings. After the meeting we all did what you do on a rest day and tried not to notice the cumulus popping mid-afternoon at around 10,000ft! Day five promised to be windy, blue and difficult. Bruce Taylor summarised the weather and briefing quite succinctly “so we start late, finish early and put up with weak broken thermals whilst flying 100km into 20kt wind – sounds easy”. A 1pm sniffer eventually showed the day was okay, so a shortened AAT of two hours minimum time was eventually flown. Actual conditions were a lot better than predicted with nine-knot climbs in some places making it easier to punch into the now moderating wind. The

March 2002



**Waiting to be towed out**

Gilbert gaggle, given good guidance, gained greater points than the rest of us with father and son (in-law) team Tom and Scott coming in first and second. They seem to have got this team flying going very well. Col Vassarotti also reached a milestone that day, by celebrating the 40th anniversary of his first nationals with a very convincing 32nd place – that pacemaker may need some servicing soon! Sports class was cancelled on the grid due to high winds however the mighty Bergfalke still flew – achieving a place in the top 10. Days six to eight, were generally more of the same following on from Day five; in other words – blue, moderate winds and Ian McPhee and Mark Laird winning Sports Class! The only variations came in the form of the amount of smoke in the atmosphere (visibility down to 10km on Day seven) and the winner of Club Class. The winners for the last three days were Hank Kaufmann, Toby Geiger and Bruce respectively. Fortunately, the conditions did improve with raw speeds around 80 to 100km/h for most of the average aircraft – eight knots to 8,000ft certainly helps pick up the speeds, particularly when there are no clouds to cause you to divert. Some of the more interesting occurrences for the last few days were:

- Ross McLean managed to outland twice in the same day
- Clan Shirley clearly demonstrated their scoring prowess by having the final scores for Day eight, the overall aggregates and individual certificates produced and completed by 8pm on the presentation night. These guys have really got their act together and clearly the program they are using is brilliant, and
- Tegan Cubley took nine hours to retrieve Simon Brown from a paddock 70km away! It appears she got a tad lost. Fortunately Simon was able to explain what happened to anyone in earshot.

The final scores revealed a victory for the sublime and ridiculous with Bruce Taylor winning in the highly uncompetitive ASW22 for Club Class, and Macca/Laird team winning the sports competition along with the prize for the fastest wooden glider, best placed two-seater and the most comatose pilots in the whole fortnight. The speed trophy was won by Hank Kauffmann in his ASW20 and the Libelle Trophy was won by Tom Gilbert. Bob Musgrave was the clear pick for the Battler’s Award – good thing he brought along a crew and a light glider (yet another Libelle). The highly coveted 16th placegetter certificate was won by yours truly. I would like in this final paragraph to thank all the behind-the-scenes people who helped make this a safe, rewarding and fun competition:

- Nick Gilbert for the info web site.
- Tim, Gemma and Joy Shirley – the best scoring team we’ve ever seen!
- The members of the Temora Gliding Club who made thousands of sandwiches and meals, as well as the normal range of host club duties.
- Tom Gilbert and his team of organisers.
- Colin Turner – for one of the most outstanding performances as Competition Director that I have seen. Colin shared this role with Tim Shirley enabling both to fly pilot pairs as well as manage the days.
- The many people who helped with radio calls, registration and all those millions of other administrative jobs. These included Evelyn.

All in all – a great competition and a job-well-done by all.







# GFA Development Officer's Report

**TERRY CUBLEY**

## The first visit

People are keen to tell me stories about how visitors are treated (poorly) when they visit a gliding field. The stories are usually about another club and are often second or third-hand, so you are never really sure that you have heard the whole truth.

I have however come across a personal tale told by a close friend and have experienced another example myself.

## Coming back

This person had been a member of a reasonable-sized club for many years, and was even President for a while. He put a lot of effort in to help the club grow and develop. He then moved to another club that better met his soaring needs, but retained a close feeling for his first club. Some years later he returned to the original club with his wife, popping in for a visit. The club happened to be having its AGM that afternoon so he and his wife sat quietly through

the formal parts of the meeting. There were no old faces present. Not one person spoke to him, asked him who he was, what he wanted or if he was interested in gliding. The meeting ended and people started to leave. Finally one of the last people mentioned that they were heading to the pub for dinner.

It is a reasonably large club that is doing quite well, but if this approach to the visitor was typical of how they welcome new people then I suspect that there may be a problem in the future.

## Good news

The personal example that I can offer was with a recent visit to Balaclava club in South Australia (see last month's AG). On the Sunday morning I did not announce myself (you know the bit – "I'm from the GFA and I'm here to help you"). Completely unknown, I was approached independently by two of the early starters who asked who I was and if they could help me with a flight in a glider. It was a very positive experience. They had an information package to

explain about the club, they had clear signs warning me away from the winch wire, water available in the pie cart. They went out of the way to help me enjoy the experience.

## Club philosophy

These two examples show how the philosophy of the club acts to make visitors feel good about their decision to find out about gliding, or to turn them away from the sport (possibly forever). As the marketing people tell us, every dissatisfied customer tells 10 of their friends about their experience.

## Why should we care?

Visitors who are well looked after and probably have a flight with the club do a number of things:

- They tell their friends and suggest that they also 'have a go'
- They take away a positive image of the sport which helps all of us, and your club specifically, when it comes to getting local, state and national government support.

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- They give some dollars to your club
- They increase utilisation of your aircraft
- They may become a member

### What is the cost?

There is as cost of being pleasant to visitors. It requires your current members to give up some of their time and it takes up space in the two-seater (but remember the discussion the other month – if your two-seater is not flying in excess of 500 hours per year then you are not achieving anywhere near its potential). Some clubs have gone out of their way to encourage 'passenger' flights and in the process have burned out a lot of members. Others pay for most of their club's annual expenses through organised open days. It comes down to how you want to promote and support this activity. At the end of the day, all new members want to experience the sport, enjoy the experience and then get hooked. How well does your club handle this?

### Some suggestions

Get your club members involved in welcoming new people. This may be more difficult in bigger clubs. If necessary you may have to have some people specifically allocated to approaching new people. Don't use the Duty instructor for this, they are usually up in the air and when on the ground are usually arranging for the next student, watching the solo pilots and trying to escape for a pee and/or cuppa. The duty pilots, if you have them, may be a good option but often they are fairly busy and are usually yelling at everyone so may not be able to change their approach sufficiently with the new person. Maybe all of your Air Experience, passenger pilots may be the correct target group here. They will probably be involved in taking the flight and at least understand the needs of the nervous visitor.

### Clear signage

Out on the road to get people through the gate. The VSA has a scheme where it sponsors each club up to \$500 to place new signs on major roads near to the club. On the airfield to advise people where the best place to go, and to direct them away from any danger areas. These signs need to be sensible – too many means that no one reads them or the place looks too regimented. Be aware of signs such as the ones I see at some clubs, placed there by some frustrated official. The sort that threatens you for daring to make a cup of coffee and possibly not putting 50 cents in the till, or washing your own spoon.

## Take away packages

**P**eople love to take something away with them. Be it a sticker, their photo getting into the glider, a club leaflet, a tee shirt or hat. The opportunities are endless. The GFA has just purchased 1,000 fantastic new promotional videos produced in New Zealand. The video lasts for approximately 13 minutes and shows how a young female pilot learns to fly at her local club (excerpts from "Lucy goes gliding"). It then goes on to discuss soaring opportunities, badges and even competition. The video is very impressive. Great scenery, easy to follow and quite inspirational. Your club can purchase these in lots of 10 or more for only \$3 each plus postage. You can then sell them to visitors or give them away as part of a package. There is space for your club info to be attached. Give them to schools and libraries, sell them at open days. The opportunities are endless. The following is recent information received from Viv Drew, from the Gliding Club of Victoria. *"I have seen the new video, and I am very impressed. It has all the essences of the sport from the beginning and the frustrations and nervousness is exposed, which is a good thing, through to the elite aspects."* The GCV Committee is very keen to utilise this video as an adjunct to one of our Lilydale packages, the Super Deluxe package, which we are formulating at the moment. This will involve utilisation of the Duo Discus during the shoulder and winter season, three months membership of GCV, chicken and champagne and a copy of the video as part of the package."

**Soaring – Your Sport For The New Millenium.** Order your copies now, 10 or more, \$3 per copy plus postage from the GFA office. Phone 03 9379 7411 or fax 03 9379 5519.

This can all be done very politely but some people delight in accusing everyone of some dastardly action.

### Information for visitors

What does your club have to offer; what is really special about your organisation that would make someone really want to participate. When do you fly, who can they phone with some questions, how can they get to the airfield, how can they participate in club activities, what time should they arrive and leave, what if they can only fly on Saturday afternoons.

I am currently holding discussions with some state associations with the view of developing an information booklet to promote clubs that are interested in being promoted. This will enable current and new members to locate a club that can best meet their needs. No good someone coming to your club if they have little money and you only have aerotow and expensive gliders. They may be better advised to join another nearby club that operates with a winch. It is best for someone to join another club than for them to leave the sport altogether because they didn't understand the alternatives.

**If you club has any promotional material  
I would appreciate receiving a copy.  
Via email: <cubley@netconnect.com.au>  
Via post: RMB 400 Ballan VIC 3342**

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# The Longest Day

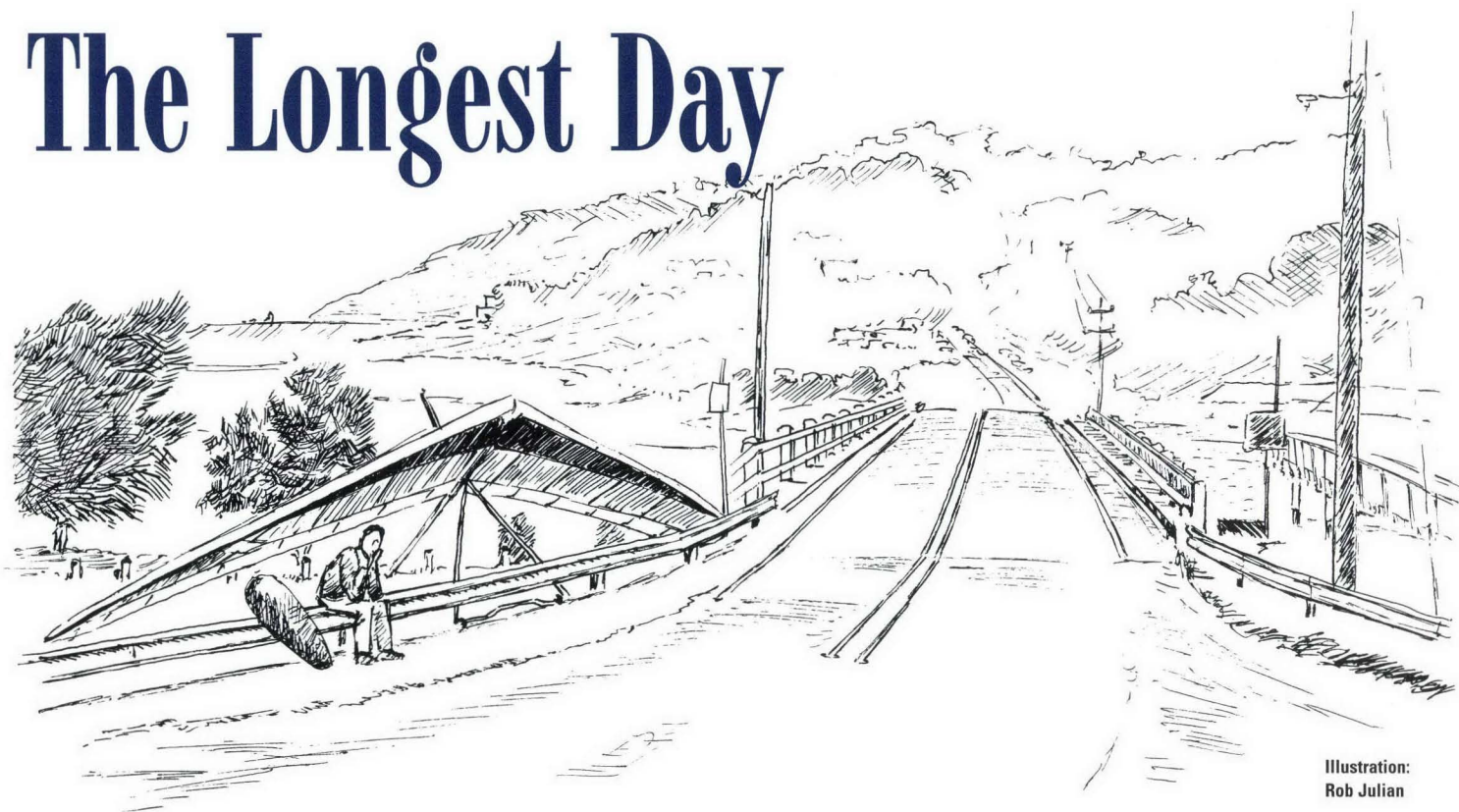


Illustration:  
Rob Julian

### ROB JULIAN

*Author's note: Although some names have been abbreviated to save embarrassment, the events in this story are unfortunately true. The following events do not purport to show appropriate SAR procedures or indeed any common sense whatsoever.*

I have a mate (we'll call him 'P') who seems to be a kind of human good luck charm when it comes to flying. Some of my best flights have occurred while he's been mired in the bomb-out paddock or stuck driving retrieve. On one epic day in the country, he was searching for me on a mountain after dark while I was back at home in Melbourne, watching the telly in my trackies. Not having a radio, I wasn't able to let him know that I was flying most of the way home (this was before mobiles were universal and we were both too poor for such luxuries as UHF sets). Still, it's all okay if you can laugh about it later. But with the passage of time, you tend to think that these sort of epic stuff-ups are unlikely to repeat themselves. That's why, about eight years later when we were on another 'day trip' on the coast, we weren't really thinking about XC disasters. Anyway, we both had mobile phones and UHF radios. Maybe we should have taken them with us...

**27** November 1999. It's a late spring evening on Victoria's Great Ocean Road, and P is getting worried. Having passed up his opportunity to join me in the air, he finds himself generously performing retrieve duties in my ancient Kingswood wagon. Unfortunately the Holden's idiosyncrasies hold no charm for P. But wrestling it around the twisty road is no longer his main concern. As the sky darkens and the 25kt south-easter takes on a cool edge, P scans the air and the looming ridges and begins to worry. One moment I was there hovering over Spion, and the next I had disappeared. Driving back and forth between here and Lorne there is no sign, either on the beaches, in the trees or in the air. Looking at the gaps in the Otway ranges, he tries to dismiss the possibility that I've been sucked back into a valley by venturi effect. He decides to do another search towards Lorne.

Only a few hours before we had been swimming below Spion, the southern ocean giving us a bracing wake-up call. Rejuvenated, we dry off and head back to Melbourne, not feeling too bad despite not being able to fly. Another dud day. Sunny, but not enough wind. As we roll out of the carpark, I notice a tickle of sea-breeze springing up from the east. Surely this can't amount to very much, but we still detour to our easterly site at Winkipop. It's on like a steam train – 20kt shovelling straight into our faces off Bass Strait. Whitecaps are peppering the surface and being blown into white streaks as they form. Having already given up on the day, I feel a bit apathetic. How much easier it would be to drive home. But here is a strong easterly and this doesn't happen everyday. Somewhat wearily, I begin to haul the Xtralite off the racks. P demurs, thinking it a tad strong. He's right. By the time I'm airborne it's 25 plus, easing slightly as I climb up through the compression band above the hill.

An hour later and I'm back at Spion. I'm 500ft over our earlier swimming spot and in the pound seat. The day seems to be going into reverse, not least for P. He is below in the car as if attached to me by a string. It's a comforting feeling, despite having no radio contact. Flyingwise it's been easy up to now,



though there were a couple of scary moments. The first was over Pt Addis. A crescendo of noise like a semi using the airbrakes seemed to develop from the whole sky. Just as suddenly, a yellow and white Cessna appeared very close out in front rocking its wings in greeting. I was relieved to find an answer to that alarming noise, but was annoyed at the pilot. Near Urquhart's Bluff I hovered over a wedding ceremony trying to gain maximum altitude and courage for the white knuckle run to the light-house at Airey's Inlet. Earlier in the year I had a big scare on this run, having to put down on a tiny beach when the lift quit. I didn't want to go through that again and the decision to push on had my heart pounding. But halfway along I had so much height I just cut the corner, floated over Painkalac Creek and arrived at Spion with plenty of height.

Now there is the run to Lorne. With so much lift I just straight line it out over the bay to Big Hill, climbing the whole way to 2,800ft. This is definitely my day. Near the top of the convergence it's as rough and punchy as anything I've experienced inland. In smoother air, I fly straight out in front of Pt Grey, the tongue of land that has foiled many previous attempts. At 2,300ft I float among the only clouds I've encountered so far. Finally I've made it round! Supposedly, the next stage to Apollo Bay is easy. It's so beautiful to be up here. It's bright above the cloudbase, but it seems like twilight below it. Deep blues and greens everywhere. The little clouds form around and just below me, suspended in the late afternoon light. But it's lonely. I am very aware of the fact that I'm the only pilot in the air today and that P is way behind me by now. I wonder if anyone on the ground has even seen me pass overhead? I could put down back at Lorne. Another hard decision, but as I've been trying to get into this position for years now, the prudent option goes out the window. Snapping off a couple of shots, I jam the camera back into the chest pocket and make for the furthest point I can see – Cape Patton and safety.

At first I wasn't even aware I was losing height until the sink alarm sounded, and even then it seemed like some trivial variation in the air. But it didn't go away, not once, and I was forced to confront the possibility of going down. Ahead, the dark flanks of the Otways dropped straight into the sea. All rocks and trees. The swell pushing in from the south-east had me convinced that the breeze was still coming in. But smoke near the little bay way ahead was rising vertically. Something weird was going on. Soon it was a stretch to the little bay and the little town around it. I couldn't believe it. Pointy toes, full rope. The monotone of the sink alarm made a tedious companion.

After minutes of agony the safety of the beach flashed by beneath. Just before the power-

lines I whipped it around 180 degrees, releasing the VG. Short final and the obligatory couple with small child just ahead. They split just before I touched down at a sprint which developed into a whack. Who cares? Down okay. Relief. The couple with the baby return cautiously.

*"I know this might sound odd, but can you tell me where I am?"* I ask them.

An hour later, I'm standing in the dinner queue at the pub at Wye River feeling like a shipwrecked sailor. This just hadn't seemed possible when I rounded Pt Grey above cloudbase, my dreamscape spread out before me. But here I am, carpet beneath my feet. It seems ridiculous though; I should really be thankful to be safely down. It felt like I was floating in a magnificent bath when some capricious spirit pulled out the plug. It's the middle of a seaside weekend. Families are piling in for dinner. The hubbub of the bistro is a crazy contrast to those silent hours in the air. Nursing a pot, feeling completely spent, I gaze out through the plate glass windows that overlook the beach. Down there next to the bridge over the creek, my glider rests still set up next to the road. I wonder when P will arrive. No hurry. It's warm and comfortable here and there's a meal on the way. If only I could unburden my adventure onto someone who would understand.

By the time I've finished my meal the passing cars have become mere headlights. I wander outside to a phone booth and put a call through to my girlfriend in Melbourne. If P rings, I'm down safely at Wye River, I tell her. She seems unconcerned. As the last light begins to disappear, I reluctantly start to pack up my glider.

Hours later, the families have drifted off to their holiday houses and caravan parks. Having exhausted the pub's collection of fishing and surfing magazines and finishing yet another beer, I let the surfer boys behind the bar know that I might need a bit of assistance. I give them a run down on what's happened. *"So that was you?"* they exclaim. *"Hey, this is the bloke in the hang glider!"* they announce to the bar. I feel like a freak but I'm too tired and sozzled to care. My answers to all their questions are kind of simplified by now. The boys let me know that they'll fix me up with somewhere to crash when the bar shuts. Nothing for it but to hang here with the locals and have another beer. At 12am they start clicking off the lights. Then the phone rings. It's their flatmate, 'Greenie', calling in to say that he was walking across the top of the in-ground septic tank when the concrete gave way. He's cleaned himself up, but the house pongs a bit, he reckons. I'm laughing with everyone else, but I seem to have some trouble stopping.

I vaguely remember a car drive up a winding road to a pungent beach house and then drinking some more beers with my surfer mates and talking crap before they offered to break out the spare mattress for me. *"That'd be nice"*, I murmur before signing off completely. At this

moment, not 10km away in a carpark in Lorne, P is making his own arrangements for the night. Having convinced himself that I wouldn't have gone past Lorne, he agonises over whether to call my girlfriend. Maybe I've rung through, but if I haven't, then she'll be freaking too. He can't quite bring himself to make that call, at least not yet. Torn between calling her, alerting the authorities or waiting to see what the morrow brings, he chooses the responsible option – some take-away and a bit of a lie down. Unfortunately for P, everything in town is booked out. Even if there were camping spots free, he'd have to blag a tent off someone, not to mention a mattress and sleeping bag. He finds the wide bench seat of the Kingswood takes care of the first two requirements. And for the sleeping bag? All he can come up with is a huge sheet of bubblewrap found kicking around in the back. Wrapping himself in the bubblewrap, he lowers himself onto the bench seat and makes himself as comfortable as he can, accompanied by the odd popping sound.

I wake to a vision. Warm sun slants in through the open french windows. On the balcony, a girl in a sarong is feeding a rosella perched on the rail. From somewhere beyond her is the murmur of the sea. This is nice. The fact that I don't know where I am hardly seems to matter. As memory comes back I begin to sense the lurking presence of a hangover. Got to get going. Pulling on my clothes and gathering up my harness, I ask the girl to pass on my thanks to the boys and head off down the winding road into Wye River. The glider is still under the bridge where I stashed it. Propping it on the A-frame next to the road, I amble off to the shops for a cup of coffee and consider the next move.

Crunching gravel, the Holden rolls into town before the coffee's even finished. P and I sit on a park bench in the sun and swap our stories, long past the point of recriminations. I tell him about the septic tank and he recounts his bubblewrap horror. Apparently, last night was the night after the Year 12 students broke up, and Lorne was chock full of inebriated schoolies. As P recounts it, he'd finally nodded off to sleep when some drunken kids spotted him inside the car, opened the door and laughingly made off with the car keys. He had to divest himself of the bubblewrap before he was able to chase them down. After this he had to park out of town. *"So does bubblewrap keep you warm?"* I ask him. *"Yeah, it's actually pretty good, but the problem is it just doesn't breathe."*

Then I tell P that I'm going to show him something that may cause some distress. Lifting up the folding rear seat of the wagon I show him three objects stowed on the floor behind the drivers seat. I point to each, naming them in turn. *"Tent". "Thermarest". "Sleeping bag."* I say. P takes it pretty well, though driving home, he does seem a little quiet.





# Skysports France Tour 2001

## Part 1

MIKE DUFTY

I've wanted to go back to France to fly my paraglider, ever since returning from my first trip when

I only had eight hours and had a distinct impression the mountains were wasted on me. In June 2001

I joined in the trip organised by Skysports flying school in WA.

A good chance to go with a bunch of like-minded pilots with guiding and retrieves organised.

The trip didn't go quite as planned though. I was the only paraglider pilot; the other four participants all insisted on lugging hang gliders with them. Hang gliders may have advantages over paragliders, but convenience of overseas travel isn't one of them. I arrived in Paris a little later than the others to find the roof rack Shaun had just welded together for the hire van had been ripped right off by a car park with a roof lower than the warning barrier on the entry. Even better, the hang gliders arrived with their protective tubes destroyed. Surprisingly the contents looked okay. After a couple of circuits of the Paris ring road we found a way out and drove all night down the péage. Jamie, Shaun, Russ, Graeme and I were now on our way.

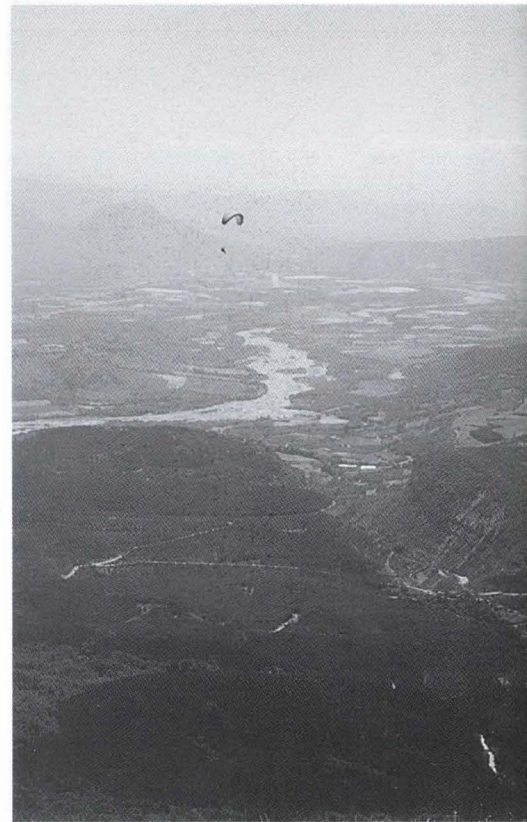
Dawn found us amongst the Alps at Grenoble, and we arrived at Laragne at about 8am. No sleep for three days, but it was sunny and the 2,000ft ridge of Chabre behind the campsite beckoned. A drive up a spectacular limestone gorge brought us to take-off, where the wind was quite strong and cross. A few locals launched and got tossed about, but conditions slowly improved and by the time everyone was ready to drive down I decided it was

safe to fly back down to the campsite. Having decided to bomb out (since I was tired and jet-lagged) I of course launched straight into a 1,200ft/min thermal. An hour of soaring about up to 7,000ft and I was ready to fly back to the campground (about four kilometres) and go to bed. The other's hang gliders were still short packed so they went for a swim in the waterfall in the gorge instead.

On Sunday we drove up to Asprès Sur Buech, a south facing 3,000ft ridge about 30km north of Laragne. The wind turned out to stay north-west, but there was a launch that faced enough that way to get in the air. I flew for an hour while the hang gliders were setting up, then headed back towards camp, again from 7,000ft. I got low in the middle of the valley, but got up again off a Noondeening size hill beside Asprémont (about 600ft, tiny for here) and had a relaxing climb to 8,500ft over the flats (none of those scary mountains, much more comfortable). With a nice tailwind I glided from there over a large circular formation of 2,000-3,000ft hills called the Mt de St Génis and on to the campground where I found another climb to 8,000ft and flew back a few kilometres upwind to the local ridge Chabre.

Over Le Lure on the epic day. Shaun and Jamie "bombed out" beside the towers





▲ South face of Chabre  
 ▲ Top: Heading for Arambre from Asprès  
 ▲ Asprès take-off

PHOTOS: MIKE DUFTY

By this time it was after 6pm and the lift started deteriorating, so as I flew back I was gliding alongside the huge white cliffs of the ridge top. I landed at the campground beside Jamie who had come from Asprès a little behind me.

The campground at Laragne is awesome. We were camped amongst cherry trees in full fruit – a great setting – with dry warm days and cool nights making for perfect camping.

The next day, Monday, I had a similar flight from Asprès but conditions were weaker and I landed three kilometres short of camp at the Chabre landing field. On Tuesday we went to Asprès yet again. This time we had a southerly wind and could fly the whole ridge. But conditions were a bit stable and no one got much distance after leaving the hill. Jamie and Shaun got the longest glide landing near Serres, where the valley narrows to a gorge with no HG landing options. Russ and Graeme suffered from pub suck at the gliding club, which has a designated HG/PG landing area next to the bar. It was Shaun's first flight of the trip. His newly acquired CSX had its carbon crossbar shattered during shipping (doesn't bounce as well as a paraglider) but he managed to borrow

a 10-year-old glider from René-Pierre, the caravan park manager.

By Wednesday we were starting to get tired of Asprès so we drove to St André, an impressive site one-and-a-half hours drive away. I flew for an hour but found it quite rough and difficult to get more than 800ft above launch. Then when I tried to land at the bottom I couldn't get down and so climbed back up 2,000ft before succeeding on my second attempt at landing. The others were entertained by a pilot who strolled off the flattish launch with a brand new Atos in variable launch winds, dropping a wing and smacking in before he really even got off the ground. Graeme managed a much better launch than that, but got nothing but sink right down to landing. A few minutes later someone launched an old Apco paraglider and flew straight out from the hill going up over the landing field, where he hovered pointing into the wind for some time before spiralling down. The others decided this was a good reason to pack up, but later it clouded over and Jamie and Russ set up again and got half an hour of smooth lift, almost ridge soaring.

I met Phillippe Lami (glider reviewer for one of the French mags) in the landing field, and Tomas, who is doing French translations of the Ozone web page for Carl, the guy who got the job I applied for with Ozone, and is now working so hard he doesn't get to fly (maybe I was lucky not to get the job?).

Thursday the wind was strong from the north so we went to St Vincent Les Fort, where the wind was nice and the view fantastic, but the cu-nim behind was making scary rumbling noises. It was actually nice to get a rest after five days straight flying.

On Friday, 1 July, we got the day we came here for, the day that made all the other days look crap. We went to the Chabre and at 11am we could see clouds above the 9,000ft peak of Dormillouse in the distance.

A lot of paragliders were launching and bombing out, and it didn't start to look easy to stay up until near 1pm when I launched. I timed it pretty well I reckon, within a couple of turns I was circling in dead smooth 1,300ft/min up with two other paragliders and a hang glider. We hit the wispy-bits a few minutes later at 8,500ft and proceeded to cruise east along the ridge for 15km, turning occasionally to stay above 8,000ft.

Near the end of the ridge I crossed the valley to the north, following a topless hang glider. He left me behind of course (I think he went on to break the site record with a 200km





triangle) and I started watching the crest of the ridge in front. It's a nice feeling when you start to see more fields appearing behind the next ridge and know you're going to clear it. I cleared this one with a few hundred feet to spare and hooked into another nice ride to cloudbase right over the peak. From 9,000ft I made the next valley crossing to the high ridge of Le Lure, again arriving just above the ridge (this one is above the tree line at around 6,000ft). I got a climb here and was on the near side of the ridge. Up to cloudbase again and I ran back west along the ridge of the Lure to Sisteron.

While I was topping up some height to head into the blue across the main valley at Sisteron, I heard Shaun on the radio, *"You're not going to believe this, but we've both landed by the towers"*. Shaun and Jamie had both bombed out near the summit of a 6,000ft mountain, 1,500ft above take-off! They later walked their gliders one-and-a-half kilometres to try to re-launch but the wind changed and they had to be retrieved by car.

I made my glide over Sisteron, snapped a few pictures of the 12th century citadel atop the cliffs there, and climbed back to 7,000ft above the cliffs on the other side of the valley. The air was less pleasant there with no clouds, but I still made it to the next hill easily. From there I spotted a paraglider circling over the flats towards Laragne, and flew towards it getting massive sink. Eventually I got a low save from a small river gorge in the flats, and was able to land at the campground. According to my GPS I covered a 70km pentagon in 3.5 hours.

Russ was unfortunate to launch in sink but was happy with a safe landing in the particularly small south bomb-out paddock (if you over-

shoot you end up gliding down the long winding gorge with the swimming hole, and I don't know if you'd make it out the end). Graeme had a great flight on the ridge, getting his personal best height of 8,000ft and landing at the campground after a couple of hours.

After that epic day the next was a bit of a disappointment. The thermals couldn't decide which side of the ridge to come up, and we couldn't decide which side to take off. Once in the air at about 3pm we only got to about 6,500ft and the lift was weak, so we just played around on the ridge and above town before landing.

On Sunday the Mistral was blowing again, but this time there were no cu-nims at St Vincent and we got to fly. I had fond memories of St Vincent, as I had my first ever thermalling flight there back in 1996 with eight hours in my log book and no vario, but I didn't expect it to be quite so inspiring this time.

The launch is at about 3,500ft, which is 1,500ft above a huge lake, beside a ridge with ruins of ancient fortifications, and below the 9,000ft peak of Dormillouse. The views over the lake and down on the forts and village were stunning as ever, but the thermals were quite broken and it didn't seem possible to get more than about 700ft above launch. After an hour flying the ridge and taking photos I decided it was time to explore and went to the left of launch, where the ground rises in front, making the steep ridge only about 300ft high above the flat ground. The ground rises even more behind though, leading up to the Dormillouse, and this must group the thermals better as I easily climbed up to 9,000ft. I discovered the views were even better up there, with another ruined fort amongst the snow on the summit, and green pastures and pine forest stretching out

## Le Gorge du Verdon

to the lakes. I was joined by Phil Stehli, who I've met before in Manilla.

The hang gliders all flew too, but had trouble gaining the height needed to go to the left while sharing the ridge with 18 paragliders, so didn't end up leaving the take-off ridge. They had a nice scenic flight though, and found some good beers for sale by the bomb-out paddock. Monday we drove down to the Gorge du Verdon, a 2,000ft deep limestone canyon. We drove along the road lining the canyon first, then set up on an overgrown launch to fly over the gorge. I went first as usual, waiting for a thermal so I could take off amongst the bushes on the steep take-off (really only a hang glider take-off). I got a bit of height straight away, then very strong lift, then a big asymmetric tuck as I turned back towards the hill, then another, at which point I decided this wasn't a good place to be. I had a full frontal collapse as I left the launch gully too. Seems we were in rotor from the ridge on our left. We'd assumed it was just light and variable. I flew onto the main face and got a bit of lift there, but it was weak and a bit rough and I was a bit nervous after the take-off conditions. I ended up landing by the lake after 20 minutes.

The others then got to de-rig their gliders and walk them back the 200m of rough track to the car. Having established the wind direction, we then went in search of the launches on the other side of Moustier. We found the first one at the end of a Roman road that runs alongside sheer drops and hasn't been maintained for 1,000 odd years. Our front wheel drive Citroën Jumpy van managed a good imitation of a 4WD, but the wind seemed a bit cross when we got there. We could see paragliders flying from the 1,500m launch above us though, and we finally got up there with a bit more 4WD imitation and a bit of pushing, in time to launch at 7pm in magic lift type conditions with a strong breeze.

We flew till about 8:30pm enjoying the smooth air and the view. I crossed the plateau upwind to the lower launch and was able to soar over the entrance to the gorge at sunset, using up my second roll of film in as many days, then landed by the lake for a nice swim, watching the moon rise behind the last few gliders.

After a pizza beside the lake we made it back to camp at 1am in the morning, only to discover Jamie's bag with his air ticket had been left on top of the hill!

The next day we returned to Asprès. Conditions were a bit weird; it was cross on launch and there was massive sink everywhere, but also very strong lift and good clouds. I lost 1,000ft straight after launching, but managed to get a save back to take-off, then instantly





St Vincent windsock

lose most of it again before a second save back to cloudbase at 9,000ft.

Once up under this nice cloud street I again lost 2,000ft in strong sink, gliding to where a nearby sailplane was circling. I ended up being scared of bombing out from 9,000ft, so I cleared off while I could. I tried a different route this time, going 10km east to the Roc du Long Dent, where I again got thrown about by a mixture of 1,000 up and 1,000 down, with huge threatening cliffs below me, in the shadow of a huge dark cloud, quite scary and lonely. I probably would have landed if the terrain below wasn't as scary as the air was. Once up to base things improved though, and I was able to hop from cloud to cloud back to Laragne. Since I arrived back at 9,000ft I decided it was a shame to land, and carried on down the middle of the valley to Sisteron. From there I saw some of the clouds going cu-nim up the valley so I tried to run back home.

Three kilometres from the camp ground I was down to 300ft with a crosswind, but over a paddock being harvested with a little hill behind, and in a bubble. I worked and worked the bubble just trying to get enough height for a three kilometre glide and save myself a walk, but once I got high enough to make it the thermal took off, 1,000ft/min all the way back to cloudbase. So I had to wing over and spiral my way back down from 9,000ft to land after four hours and 56km of pretty interesting flying. In hindsight this may have been a bad idea, as I had a bit of a cold and my ears took about an hour to equalise after the rapid descent.

Russ had quite a good flight, getting high, and landing at the gliding airfield (with bar and swimming pool). But the sink on the hill was pretty bad and the air demanding, and everyone ended up landing nearby rather than fight with it.

On Wednesday the forecast was for more cu-nims and there was a reasonable south

breeze at the campsite, so we went up Chabre with fairly low expectations. There were plenty of paragliders and hang gliders staying up there, if not getting much height. I was a little lacking in enthusiasm after hours of intense flying the day before, but after an hour watching couldn't really find any excuse not to fly, and even after that much procrastination still ended up ready to go at the same time as Graeme and Jamie on their hang gliders.

I got to 7,000ft pretty quickly, but was well behind the ridge despite 800 up lift. It's quite an experience drifting over the back from the south side as the back of the hill is a 300m vertical cliff face, so you can't help the feeling of falling as you circle back over the edge. I pushed back forward and got another thermal, but lost it at 6,000ft this time. I decided there was too much wind to go anywhere much and headed down the ridge to the camping ground. Then as I reached the end of the ridge Jamie got on the radio wanting to fly downwind to Asprès. Shit, my first chance to fly together with some people and now I was almost committed to landing. I found nothing at the end of the ridge, but when I gave up and headed for home I got back to 5,000ft (500 ato) over the flats. I promptly lost it again, but then found a steady 100 up over Laragne town and drifted with it all the way to the next mountain. Not much lift, but considering I was in the middle of the valley in complete shadow I thought I'd better stick with it. I got back up to 7,000ft above the Mt St

Génis, and spotted Jamie well ahead but a little below me. I had two really nice looking cu's between me and him, and behind them the 5,000ft peak of Arambre, so I figured I had a good chance to get some quick height and catch up if he waited a bit. Unfortunately neither of the clouds worked, and I then got massive sink down to the summit of Arambre, which also produced nothing. Rather than fight the wind I slunk around the side of Arambre, but still got some dodgy rotory feeling air, and kept running until the low hills in the middle of the valley, where I got another nice but short lived climb. That gave me enough height to watch Graeme land behind the Arambre, and to glide to my goal, the gliding club at Asprès and its bar, pool and freezer.

Jamie made it to Asprès and made a valiant effort to fly back headwind, but got stuck behind Arambre (and the narrowing of the valley I mentioned before at Serres) and ended up landing the same place as Graeme. Jamie and I had gone most of the way over the flats. Graeme had run along the peaks on the west side of valley, which worked well to start with. He got a great climb off the Roc de Beaumont with some eagles, but ended up at Serres in the wrong place (where Shaun had been continually telling people not to go) where there are no landing options. He found himself low on the peaks and not getting lift and had to flop over the back to keep in glide of a landing and had an interesting ride down the lee side. He landed safely in the big paddocks beside the road there near Jamie. He said afterwards it was one thing to be warned about rotor, quite another to experience it. Jamie actually got a bit of rain before landing, and by the time we were back at the camping ground there were towering cu nims on both sides of the valley and over 15kt of wind.

*Sub-ed note: Mike Duffy's account of the Skysports France Tour 2001 will be concluded next month.*

## ANNECY



### CHALET CHAVENETTE

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## 40th FAI Multi Class Australian National



Standard Class competitor Yuji Morinaka with his wife Reiko who is an accomplished glider, powered aircraft and helicopter pilot and instructor in Japan. She is also the holder of 12 Japanese National gliding records and has claimed another six records for flights made in Narromine during January. Yuji holds three Japanese National gliding records



Tuggies Roger Browne, Arnie Hartley and Nick Hunt



Contest Director Eric Sweet, met man David Wilson and head of tasksetting Paul Matthews



Matt Anglim, Frank Turner, Tom Claffey, Laurie Georgeson and Australian Standard Class champion Andrew Georgeson



Fifteen Metre Class league two winner, Lisa Trotter, who on day two achieved her fastest speed ever



Tuggie Allan Curtis



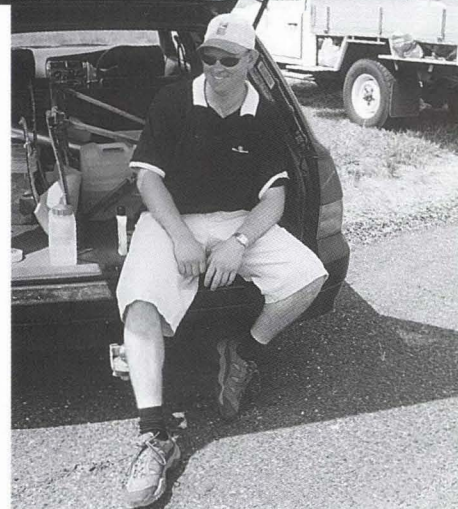
# Is – Narromine 13 to 25 January 2002



▲ German Karl Ernst Laub and crew Ursula Lenz

◀ Rope and wing runners Daniel Turner, Adam Woolley and Ben Thompson – what a mighty job they did

▶ A laid-back Bruce Campbell

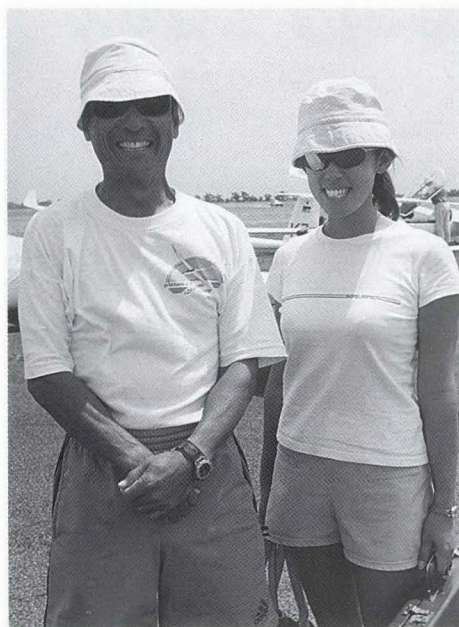


**PHOTOS:**  
**ANNE ELLIOTT**

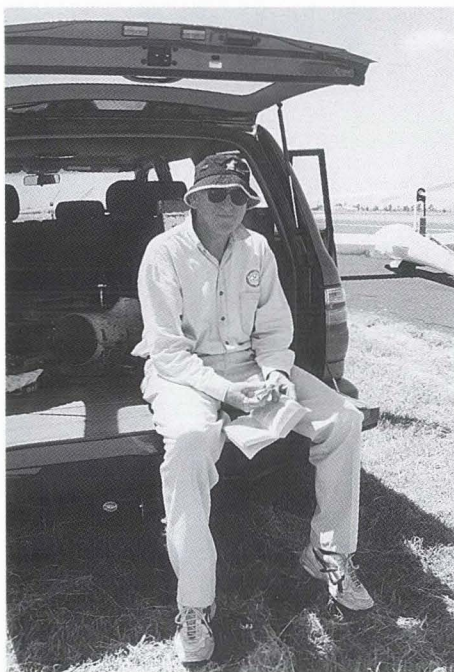
## Results

Standard Class — First 15 placings																	
Pos	Name	Reg	Total	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Ichikawa M	J-KZ	8181.3	996.0	856.9	927.5	922.1	1000.0	904.7	630.2	994.7	949.2	0.0	0.0	0.0	0.0	0.0
2	Georgeson A	AUS-AG	8178.4	1000.0	1000.0	897.0	910.2	977.1	976.5	841.9	713.3	862.4	0.0	0.0	0.0	0.0	0.0
3	Takizawa S	AUS-36	8041.9	913.9	800.7	816.9	927.2	981.9	1000.0	741.6	1000.0	859.7	0.0	0.0	0.0	0.0	0.0
4	Matthews P	AUS-76	7886.7	891.7	771.6	807.6	927.3	950.2	946.2	839.4	923.2	829.5	0.0	0.0	0.0	0.0	0.0
5	Wells M	Br-321	7874.1	838.5	849.2	908.9	831.0	986.5	912.9	861.2	784.0	901.9	0.0	0.0	0.0	0.0	0.0
6	Renner I	AUS-XX	7850.4	986.8	339.6	1000.0	1000.0	946.1	947.7	769.0	950.0	911.2	0.0	0.0	0.0	0.0	0.0
7	Claffey T	AUS-TC	7821.8	838.6	933.2	812.7	877.8	928.9	883.3	764.1	783.2	1000.0	0.0	0.0	0.0	0.0	0.0
8	Campbell B	AUS-D1	7799.8	980.3	768.9	748.2	863.5	871.0	985.9	807.9	896.0	878.1	0.0	0.0	0.0	0.0	0.0
9	Anglim M	AUS-ZBK	7303.7	918.6	703.3	770.6	887.5	883.6	679.3	774.8	709.2	976.8	0.0	0.0	0.0	0.0	0.0
10	Wilson D	AUS-ZAE	6674.0	902.7	748.4	786.7	790.7	602.0	829.7	485.8	749.8	778.2	0.0	0.0	0.0	0.0	0.0
11	Buskens P	AUS-XJG	6636.1	787.0	618.0	720.0	766.1	820.0	724.6	661.3	705.6	833.5	0.0	0.0	0.0	0.0	0.0
12	Downer R	AUS-UP	6616.5	782.3	804.5	642.4	785.9	664.7	782.9	657.0	707.3	789.5	0.0	0.0	0.0	0.0	0.0
13	Ruddick V	NZ-G2	6613.5	692.1	715.7	753.0	744.7	893.5	777.4	569.3	626.9	840.9	0.0	0.0	0.0	0.0	0.0
14	Walker B	NZ-73	6507.2	824.7	516.4	760.9	863.3	883.7	653.1	467.7	726.5	810.9	0.0	0.0	0.0	0.0	0.0
15	Morinaka Y	J-34	6410.8	672.5	611.2	658.3	741.6	876.6	795.6	579.1	653.2	822.7	0.0	0.0	0.0	0.0	0.0





Shinzo Takizawa, placed third in Standard Class, with crew Makiko



Open Class pilot Paul Mander



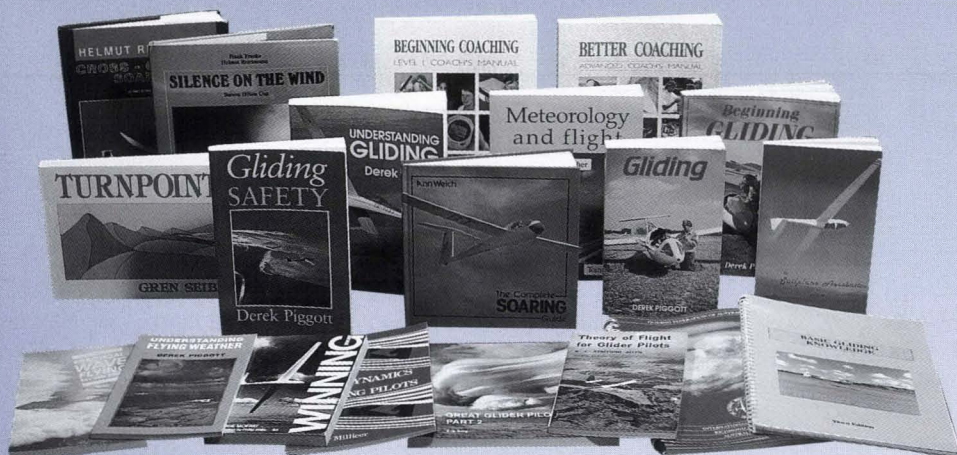
Graham Parker, fresh from the Mafikeng World Championships

## Results continued

Pos	Name	Reg	Total	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Results – 15M Class — First five placings																	
1	Rendla T	Chz-FF	8914.6	1000.0	994.4	955.9	1000.0	997.6	1000.0	1000.0	1000.0	966.7	0.0	0.0	0.0	0.0	0.0
2	Pechanec M	Chz-3W	8640.8	983.2	1000.0	969.8	983.4	1000.0	955.9	943.3	971.0	834.2	0.0	0.0	0.0	0.0	0.0
3	Trotter P	AUS-QG	8023.7	931.3	906.4	1000.0	931.1	919.2	845.7	683.7	972.0	834.3	0.0	0.0	0.0	0.0	0.0
4	Parker G	AUS-YL	7928.0	909.5	902.6	941.1	919.2	754.2	880.0	760.4	861.0	1000.0	0.0	0.0	0.0	0.0	0.0
5	Trotter L	AUS-IIC	7319.2	682.6	848.4	940.9	888.5	710.9	783.0	732.3	856.9	875.7	0.0	0.0	0.0	0.0	0.0
Results – 18M Class — First five placings																	
1	Looisen R	NI-NL	9466.4	981.2	973.6	991.5	1000.0	1000.0	1000.0	1000.0	1000.0	773.2	746.9	0.0	0.0	0.0	0.0
2	Tabart T	AUS-TT	9075.1	991.6	825.0	997.4	890.4	899.7	927.4	827.7	961.0	754.9	1000.0	0.0	0.0	0.0	0.0
3	Ward B	AUS-ZBW	8721.6	1000.0	801.1	818.3	774.5	952.4	949.8	840.1	936.9	924.6	723.9	0.0	0.0	0.0	0.0
4	West T	AUS-LP	8015.8	933.4	1000.0	1000.0	828.3	971.4	832.1	696.7	0.0	954.2	799.7	0.0	0.0	0.0	0.0
5	Cubley/Cubley T	AUS-FQT	7962.0	903.5	656.2	782.2	714.7	837.3	677.2	810.2	841.0	1000.0	739.7	0.0	0.0	0.0	0.0
Results – Open Class — First five placings																	
1	Buchanan J	AUS-BB	8543.0	800.8	980.0	1000.0	1000.0	997.6	958.2	951.4	879.4	975.6	0.0	0.0	0.0	0.0	0.0
2	Kurstjens G	AUS-VW	8426.9	897.9	899.4	964.8	870.5	1000.0	1000.0	957.0	893.4	943.9	0.0	0.0	0.0	0.0	0.0
3	Kurstjens P	AUS-PM	8257.4	987.9	991.9	876.2	944.1	917.7	869.9	795.7	902.1	971.9	0.0	0.0	0.0	0.0	0.0
4	Mander/Debitus	AUS-GO	8013.2	820.3	1000.0	875.5	797.9	996.0	823.0	857.8	876.0	966.7	0.0	0.0	0.0	0.0	0.0
5	Valero P	Sp-AV	7506.2	840.9	791.5	762.1	840.6	923.5	717.9	925.5	774.3	929.9	0.0	0.0	0.0	0.0	0.0
Results – League 2 Standard Class — First 10 placings																	
1	Anglim M	AUS-ZBK	8491.3	1000.0	866.6	977.3	1000.0	988.9	818.8	893.9	945.8	1000.0	0.0	0.0	0.0	0.0	0.0
2	Wilson D	AUS-ZAE	7866.9	984.0	924.1	1000.0	891.0	673.8	1000.0	551.1	1000.0	842.9	0.0	0.0	0.0	0.0	0.0
3	Buskens P	AUS-XJG	7783.9	866.4	758.1	906.7	863.2	917.8	873.4	758.6	941.0	898.7	0.0	0.0	0.0	0.0	0.0
4	Downer R	AUS-UP	7780.8	861.6	995.8	799.3	885.5	744.0	943.6	753.4	943.3	854.3	0.0	0.0	0.0	0.0	0.0
5	Ruddick V	NZ-G2	7772.0	769.1	882.3	952.7	839.2	1000.0	936.9	649.6	836.0	906.2	0.0	0.0	0.0	0.0	0.0
6	Morinaka Y	J-34	7515.4	748.7	749.4	821.3	835.6	981.2	959.0	661.2	871.1	887.9	0.0	0.0	0.0	0.0	0.0
7	Turner F	AUS-KB	7232.7	790.7	864.0	878.6	680.7	879.0	846.7	648.1	907.6	737.3	0.0	0.0	0.0	0.0	0.0
8	Laub K	GER-KU	6504.4	351.5	1000.0	838.3	730.1	535.2	766.0	589.6	812.4	881.3	0.0	0.0	0.0	0.0	0.0
9	Claffey K	AUS-FV	6488.1	777.0	677.6	850.2	696.8	605.7	754.2	482.0	833.9	810.7	0.0	0.0	0.0	0.0	0.0
10	Orrsater B	Swe-Z	6458.4	817.3	775.8	869.6	788.7	774.7	994.7	700.3	737.3	0.0	0.0	0.0	0.0	0.0	0.0
League 2 15M Class — First five placings																	
1	Trotter L	AUS-IIC	8826.8	882.6	1000.0	1000.0	1000.0	964.1	1000.0	1000.0	1000.0	980.1	0.0	0.0	0.0	0.0	0.0
2	Dodd L	AUS-KYF	8007.6	981.1	841.5	768.9	770.5	905.3	853.6	951.8	966.4	968.5	0.0	0.0	0.0	0.0	0.0
3	Webster M	AUS-IZR	7708.8	806.5	806.0	863.0	767.0	903.0	841.0	902.1	884.2	936.0	0.0	0.0	0.0	0.0	0.0
4	Speight D	NZ-MT	7063.0	1000.0	736.4	874.9	865.0	1000.0	880.2	138.3	568.2	1000.0	0.0	0.0	0.0	0.0	0.0
5	Brown G	AUS-HC	5899.8	929.9	776.0	342.7	849.1	307.5	854.3	874.1	966.2	0.0	0.0	0.0	0.0	0.0	0.0







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# Personal Best Racing

EMILIS PRELGAUSKAS

**S**port flying, as opposed to purely recreational flying, centres around measures to compare the participating pilots and their mounts. In sailplanes this has evolved into a regime involving scoring, verification methods, pilot records and hand-ins, and their associated rules; each now tuned at high levels of complexity.

It wasn't always so, but over the decades various codes, classes, and categories within the sport have tended to coalesce toward similar solutions – fixed tasks, POST, POT, Assigned Area Task, and so on. The stated guiding goal for each of these complications has been to optimise fairness in an otherwise basically unjust world.

So it is interesting to observe the steps more recently being implemented today to bring into being a simpler, less cluttered racing format where other priorities are given reign.

The first of these is the reminder that tomorrow no one will remember (or care) who won yesterday – so let's enjoy the flying itself and for its own sake. This opens the way to a racing format with numerous features contrary to traditional racing wisdom, such as:

- *let the race begin at each pilot's personal launch*
- *let the race end when the pilot lands on the aerodrome*
- *let each pilot go as they want, where they want*
- *let all competitors race to a common time goal, but accept under and overtime*
- *let the rules not exceed two pages.*

Many of these details within this system will be unfamiliar to traditional racing pilots.

They represent a different emphasis on systems and methods, parachutes, verification, cameras, loggers, GPS and so on, and represent nil emphasis, almost a shying away from, gaggle flying, start gates, finish

lines, and stuff. A leisurely launch pad alone is enough to ensure airspace between the competitors.

Some won't like it. That's fine; they have the traditional venues suited to their needs.

Not surprisingly, trials in recent years toward simplified racing for today draw on the wisdom

from those who were instrumental in the formation of Sports Class nationally in the late 1970s. Keith Nolan is chief scorer in the simplified format evolution today in its national's sense. Similar outcomes are visible in local initiatives, such as club level pylon racing, and end-of-season regional regattas.

The Sports Class race format was, in its day, seen as radical. In its formative years it wasn't sanctioned. Some of the tenets accepted today in Club Class, as it has evolved from that beginning, were at the time of instigation thought to be impossible – individual glider handicaps, varied task by individual competitors, and so on. The simple race format today repeats that previous revolution; again it sets a radical agenda, this time for the new millennium. It has features that mimic the PB (personal best) flying approach used in other sport flying disciplines. It rejects assumptions now calcified into traditional sailplane racing lore.

While fairness can, in the simplified racing format, legitimately be queried, the race format does achieve some desirable outcomes.

- *pilots are encouraged to fly cross-country, irrespective of the glider's suitability, the absence of sophistication in instruments or recording devices, the pilot's expertise, and the underlying great or hesitant ambition*
- *the short flight interval required (two hours) does allow for more than one pilot to task on the same day in the one glider*
- *pilot reports can be processed immediately, by hand or calculator, and scores issued for consumption that evening – this leaves the next day free for more racing.*

Thus there are also financial advantages to pilots within the simplified format. No set demand for capital expenditure on hardware, nor operating cost premiums, and because tomorrow no one gets het up about who won last, there is little point in cheating within the race format. And anyway, there is existing debate about the achieved fairness in traditional racing formats.

As noted below the simplified system gives reasonable handicap separations; the Club Class churlish handicap allocations mean that even driving a glider to achieve outcomes beyond that measurable under McCready still won't give you a good outcome. Such as achieving 122km/h in a Boomerang, and being given fifth place.

The simplified format has been in use, trialled alongside and within national vintage glider rallies as a contest component in recent years (since 1998 says the trophy).

Kookaburras can take their pilots short (a few 10s of kilometres) but nervous distances from the circuit area and get creditable scores. Traditional Sports Class sailplanes use race techniques as they have developed over the last quarter century. In 2002 five ES60s gathered in a field of 13.

Handicap numbers, considered by some as massive disparity (400%), keep parity between the diverse types; something the Club Class measures can't achieve (demonstrably being acceptably comparable only within 10% deviation – so to win you can still turn up in a more expensive glider). And interestingly, the quantity of debate about handicaps is less amongst the wide range than for traditional handicap lists. This may have something to do with the number of pilots who, during a contest, on one day fly gliders from the performance end, and fly a glider from the other performance end on another day.

With the migration of some sailplane types away from traditional racing environments in recent times, the simple racing format may suit such pilot and mount combinations looking for a new challenge. Where the goal is simply personal satisfaction rather than formal comparison of all competitors to find a winner, and thus implying all the rest be characterised as losers, a superior outcome is that everyone has fun, rather than getting hung up on the winner (whatwasiname again?).



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# Playing by the Rules

TIM SHIRLEY

In almost all sports we expect to see the game played according to a strict set of rules, and that if we pursue those sports we expect to be treated fairly according to those rules. Strictness doesn't mean that we can't be flexible within the rules, but we do have to treat everyone the same. One of my continuing concerns about gliding is that we seem to treat the rules as optional, to be changed as required – and we do so even at the highest level of the sport.

Of course there is nothing wrong with changing rules before the contest starts, or before the season – but in gliding we seem to be willing to do it on a day-to-day basis during an event. This practice has a number of detrimental effects:

- *It devalues the competition, by making it less clear that a win was achieved on its merits*
- *Competitors who are doing the right thing are short-changed*
- *Competitors who go to other countries will be surprised to find that our lax attitudes are not followed there*
- *Officials become confused and sometimes harassed by rule-making on the fly I will give a few examples.*

These examples come from a variety of competition situations going back many years and are not intended as criticism of any one event or any particular pilots or officials – indeed, most of them are from competitions in which I took a leading role as an official.

## 1. Wingspan

The Standard and 15m Class rules are clear – “any glider with a wingspan of 15m or less...” Not 15.0001, or 15.1 – 15 metres.

Suppose a glider comes along that is overspan and we allow it to fly? Well, all the ones that do comply are disadvantaged. Now probably a centimetre won't make any difference, but how many will? Two? Ten? Where is the line drawn? The answer should be obvious. Fifteen metres. That's what the rules say. The message to pilots should be clear – bring compliant equipment, or fly in the next higher wingspan class.

## 2. Overweight

Suppose we don't weigh gliders, and so allow pilots who want to take the risk to fly overweight. Well, again we disadvantage the pilots doing the right thing, or those who are concerned about their safety.

In the Club Class, we destroy the integrity of the handicap system because the handicaps are set to a reference weight. The rules of most competitions specifically require gliders to be flown within the limits of their C of A – and that means all of them.

## 3. Allocated Starts

The idea of allocating start points arose at the specific request of pilots, as it tends to reduce following and team flying tactics, as well as improving safety by separating gaggles. If organisers don't allocate start points, team

flying and following return immediately, because it is simply faster to do it that way. But those who don't have a team miss out; those who don't want to join large gaggles miss out – so the results of the contest are different.

## 4. Dataloggers

At the multi-class Nationals, only approved loggers are permitted as primary verification (in Club Class the rule is slightly different). Suppose the organisers permit someone to put in a Garmin as a primary every day, taking pity on a back marker? Well, for a start the other back markers who read the rules and do the right thing are unhappy, because they believed the rules and bought an approved logger. The downloading and verifying crew are in trouble because they might not have programs or cables ready for the task. All competitors are affected, because the points they get depend on who else is competing and if someone gets 500 when they

should have got zero then all other scores change as well. These are just a few examples – there are plenty more I could list, but you get the idea. By not following the rules we affect everyone who is involved – other pilots (particularly the ones prepared to do the right thing), officials, those who give out prizes or international team funding – everyone.

The results of not operating according to the rules are many, and they are all negative:

- *There is less confidence in the integrity of the result, and so the worth of any prize is diminished. – The number of competitors will tend to reduce because the competition is seen to be run in an unfair or ad hoc manner.*
- *Officials will not volunteer because they cannot be sure that they will be supported if they try to administer the written rules.*
- *Pilots trying to do the right thing will be the losers. They spend megabucks on their gliders and equipment – they deserve a fair competition run according to the rules.*

We need a change of culture. If Steve Waugh called a players' meeting to change the LBW rule every time the umpire's finger was up, there wouldn't be much interest in cricket. If there was a discussion about whether the offside rule was applied depending on whether the soccer team was at the bottom of the ladder there wouldn't be much point in playing soccer. And if a yacht could enter a race with a mast even a millimetre longer than regulation, there would be protests from every other competitor! The best gliding contests I have been to were run to the rules. Safely, fairly, and where necessary with flexibility, but clearly according to the rules.

At the World Club Class event in Gawler last year, I was very impressed with the attitude taken by Terry Cubley as Contest Director. He interpreted the rules fairly and with good humour, but never once varied from the letter of the written rules. When on one day we gave penalties for airspace infringements to 10 gliders (zero for the day!) there were no protests, and in fact the only queries were about whether we had checked for infringements on other days. The concern was not about the penalties – it was about whether we had been consistent throughout. I have personally decided not to be involved again as a competition official unless I have a clear undertaking from the organisers and the contest director that the rules will be followed. As a pilot, I will be demanding that as well – and I commend that attitude to you all. Any comments on this are welcome – I can be contacted on 0417 268 073 or <tshirley@bigpond.net.au>.





# Competitions, Inexperienced Pilots and Safety

GRAHAM SUTHERLAND

This article is aimed at inexperienced pilots that are interested in entering serious competitions. An inexperienced competition pilot has never been in a thermal with twenty other pilots. Has not done numerous cross-countries involving multiple thermals. Has not flown a diversity of inland sites where there hasn't been someone telling you where to avoid and how to approach the bomb-out, etc.

**A**t the Canungra Cup something approaching 50% of the inexperienced pilots in the comp had accidents. Not all were injured, as the two that had the mid-air collision descended without injury under their reserves even though still entangled. There were also a couple of broken feet and a broken arm.

No doubt the Canungra Club will be considering how they can improve safety for next year's comp. However, I would like to point out that your personal safety must always ultimately be your own responsibility. You can't expect the organisers of a serious competition to hold the hand of every inexperienced pilot and protect them against themselves. If you are not wearing the specially designed paragliding boots and you break your foot or your ankle, you have no one to blame but yourself.

When I was in my early 20s and right into hang gliding, I thought that I was very focused on flying safely. It wasn't until I had an accident that put me out of the air for a few months that I realised that I was fooling myself. I wasn't flying safely at all. I was a classic example of intermediate syndrome, where you think your ability is improving faster than it actually is. The mind has an amazing capacity for self-deception. If experienced pilots offer advice, thank them and consider it, don't make an excuse. Nothing stops experienced pilots giving you advice like giving the appearance that the advice is unwanted or unnecessary. The advice might not be correct, as no one knows it all (me included), but you should consider that it could be you that is wrong.

You should understand that in serious comps the seriously competitive will want to fly even in conditions that are very dangerous for the inexperienced. There is unlikely to be anyone there who is familiar enough with your skill level to be able (or want to take the responsibility) for telling you if it is safe for you to fly or not. You will have to make this decision for yourself. Just because most other pilots are launching should have nothing to do with your decision. You should feel under no pressure to fly. Remember that you are probably flying an unfamiliar site, in possibly unfamiliar conditions, with more pilots sharing a thermal than you have ever experienced before. This is a lot of new things to take on at once.

There can only be one reason for an inexperienced pilot to enter a serious comp and that is to learn. Well, you can learn a great deal by just sitting on the hill. You can watch the decision making of the gliders and how they go about getting away. You can do this more effectively from launch than you can in the air. You can improve your site and conditions assessment skills, because you will see where pilots are getting away from, where pilots are staying away from, where and when it gets rough, how well gliders are penetrating, how pilots are making landing approaches, etc. Just sitting on the hill or in the bomb-out at a serious comp can be very educational.

Your first decision will be whether to enter the comp in the first place. Be aware that there are a number of groups with vested interests in convincing you to enter. The HGFA seems to think that competitions are important and that

it is therefore important to get people interested and learning to compete early. The comp organisers want to maximise entrants (up to a point) so that the comp will be more economically viable, be bigger and more important (more kudos), and they will make more money for the club running the comp. Your friends or instructor may be going and want you to come along for the company or to share the driving, etc.

In the air you should be aware of thermal-flying safety and etiquette. Firstly you have to be watching around you like you never have before. Before you do a turn, make sure there is no one likely to come close to intersecting with your intended track. Don't fly straight at people circling in a thermal, instead make it obvious that you intend to enter the thermal on a tangent. When entering a thermal give way to those already in it. Don't make sudden and radical course changes. Give the people around you time to see what you are doing and to allow for it. Remember it is not enough for you to know what you are doing, you should also be allowing others to see what you intend to do. Watch the faces of those near to your intended flight path to make sure that they have seen you. Their heads will also turn before they initiate a turn, so you have an extra couple of seconds warning. Don't force others to change course to avoid you.

If you are flying parallel to someone don't be in a position where if they hit lift they will want to turn right into where you are. Nothing pisses off pilots more than wanting to turn into a thermal and finding someone on their heels and in the way. This is also one of the most likely causes of mid-airs, ie, someone hits lift, looks around, but doesn't look quite far enough to see you, then cranks it into a turn right into you, before you have time to react. If it gets too crowded for you, leave the thermal. The other pilots are probably much more skilled at close-in flying than you are. Leave it to them. There will be other days when pilots are getting away quickly and so the air is less crowded.

Remember that in a competition, people will often push the limits further than is safe. Don't be one of them. Remember you are doing this for fun. If it ceases to be fun, head for the bomb-out.





# Is it a bird? Is it a man?

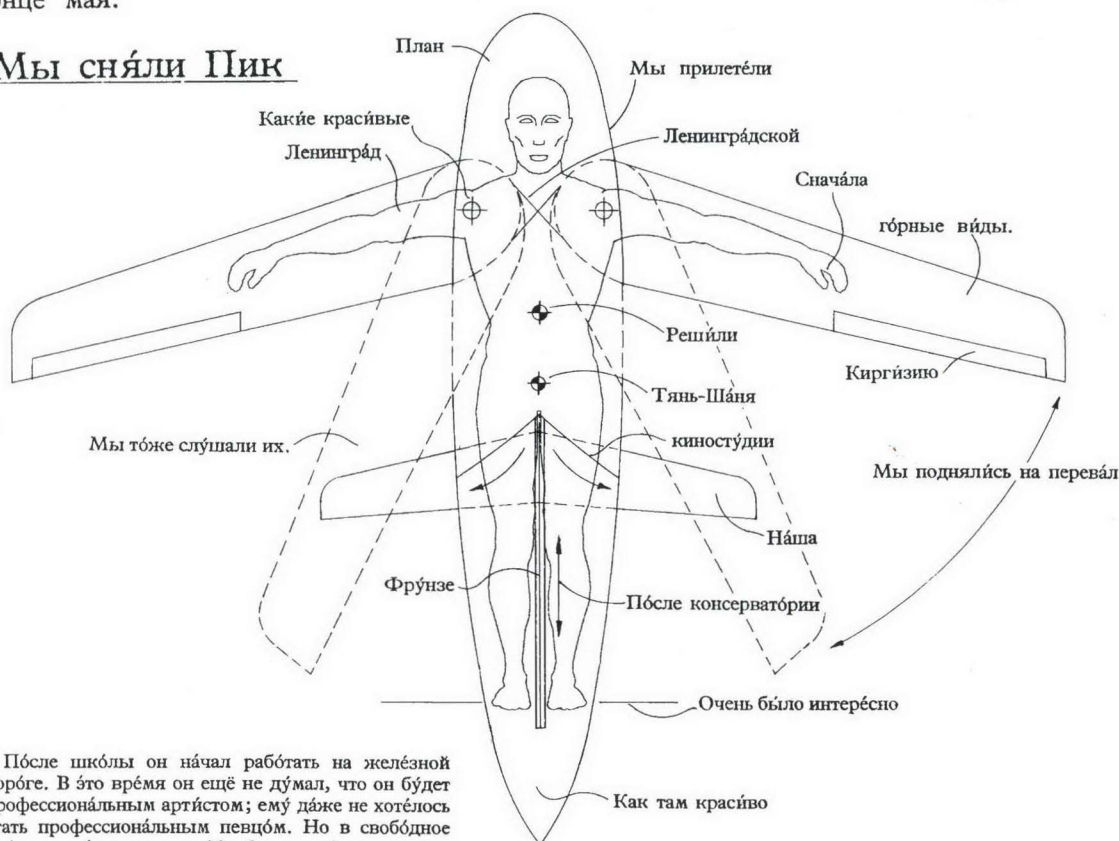
NICK COLLINS (article courtesy of 'Skywings')

Nick Collins unearths a remarkable Cold War glider design.

Наша экспедиция вылетела из Ленинграда в конце мая.

## Мы сняли Пик

Киргизия



После школы он начал работать на железной дороге. В это время он ещё не думал, что он будет профессиональным артистом; ему даже не хотелось стать профессиональным певцом. Но в свободное время он часто пел в клубе. Он пел русские народные песни, которые его товарищи слушали с большим удовольствием.

## ТЕКСТЫ

The above document was picked out by a friend of mine who works at the Patent Office in Newport. He was searching through Russian patents from the 1960s, in the heat of the Cold War, looking for 'prior art' on parachute design, and turned this up. He thought I might be interested. I was!

He tells me from the details in his translation that this skydiving 'mini-glider' is likely to have been more than just a paper drawing. It appears that the intention was for military use, whereby dozens of paratroopers would be flown in at high level in a Tupolev transport plane (similar to the RAF's Hercules) and would launch from the large payload door at the rear.

In a standing position the wings rotate on pivots around the shoulder joints so that they point downwards, just clearing the floor. Details in the description strongly suggest that prototypes were made and actually flown. Presumably upon exiting the rear of the plane the pilot-skydiver would rotate the wings forward into their flying position. The structure seems to be of solid construction around these joints to take the flight loads.

Control was by ailerons and elevators actuated by the pilot's hands on outstretched arms inside the wings. Construction was of aluminium and fibreglass, and the complete apparatus must have been a fair weight.

shows wheels built into the structure of the 'pod' so that the pilot could actually land on a flat runway! Seventy miles per hour with your face 20cm from the deck. It could only have been the Russians: 'You will fly this!' The documentation doesn't reveal which method was actually used.

I can see it now: like a swarm of bees, 500 crack Russian paratroopers gliding into Heathrow in close-packed formation, landing straight down the centre of the runway. The machines would have been too small and too numerous for conventional weapons to have had much effect against them. We wouldn't have stood a chance!

Seriously, I think this design has some potential. In the grey zone between hang gliding and skydiving the boundaries are becoming blurred. Hang gliders can now almost free fall, practically straight down at speeds approaching those of free-fall parachutists, while skydivers are developing winged suits endowing them with significant glide potential. With modern materials like carbon-fibre and advance plastics this Russian micro-glider could have a future.

Now, if you took one out in a Force 8 gale and launched from the top of Rhossili, I wonder how fast...



Statistics quoted give a 30:1 glide ratio at 86mph! The intended purpose was to glide into a landing zone undetected, the small size making the radar signature invisible. From a drop height of 20,000ft, these craft could have had a theoretical glide range of over a hundred miles!

Like me, you are now thinking – but how did they land? The patent document shows three options. A conventional parachute pack on the back that was intended to bring down the whole glider and pilot. Alternatively, a pop-out backplate was envisaged, which allowed the pilot to separate from the glider and the chute then deployed from this backplate. Presumably this made landing rolls much easier! The third option is definitely not for the faint-hearted.

One of the drawings



# Electrikery

## Part 8: Radio Fault-Finding

NED McINTOSH

Few things are worse than having your radio pack up whilst you are flying, or before you even get airborne.

Below are some fault-finding procedures which will help you diagnose the problem. Remember, most trike radio problems are caused by simple things.

The radios themselves are highly reliable. When looking for the fault, get the most accurate appraisal of the symptoms as possible, and don't panic.

Chances are the solution is very simple – once you have found the actual problem. *"Switches, fuses, plugs and relays often cause frustrating delays!"*

I learned this over 20 years ago and it is so true!

### 1. You can receive but you can't transmit:

Well, at least half your radio is working! Your headset earphones are also okay. If you are receiving transmissions from other aircraft in the circuit or some distance away then the receiver in your radio has a clean bill of health. So has your antenna. The problem is most likely in your cables/helmet/headset or microphone.

Check your PTT button. Is it plugged in? Does the radio indicate "Tx" when you use the PTT? Hold the cable motionless where it emerges from the PTT switch and try it – cables fray and break inside the insulation at the plug, causing intermittent faults. Try the same trick at the cable where it plugs into the radio or intercom. Flex it slightly whilst trying to transmit. If your radio intermittently transmits, chances are the cable is broken internally or at the connector. Either new connectors or a new PTT cable is the cure.

Check the mic plug at your radio for the same problem. If possible, swap with someone else's radio. If they use the same intercom, you may be able to swap interface cables and prove your cable in that way. Pull the plugs out and use the PTT on the radio itself – got some output? If so, the cables/plugs/PTT switch are suspect.

Microphone inserts also pack up, especially if the foam windscreen is a bit old and has been well impregnated with saliva over the years. The two wires to the insert are usually very delicate and their soldered joints corrode and eventually fail. Often a quick re-soldering job fixes that problem. If the mic insert is a dynamic one you can actually see

the output on a sensitive digital multimeter. Try metering across the mic plug whilst whistling loudly into the mic (if it's an electret condenser mic don't bother, this test doesn't work on them). Got several millivolts on the lowest AC scale? If you did, the mic insert is a dynamic one (ie, it uses a voice-coil and a magnet) and it is working fine. Noise-cancelling mics are often dynamic.

### 2. You can transmit but you can't receive:

Did you plug in the headset? Are the headset cables frayed or intermittent? Open the squelch – hear any noise? Leave it open and ask for a radio check. Have you got sufficient volume on the radio to hear in the headset? Is the antenna connected? Check the antenna connectors, especially the centre-pin as it can creep back into the connector and make a very poor connection. The cable can break where it is soldered onto the pin of the connector – disassembly will show this. When in doubt, cut off any suspect connector and re-terminate the cable properly. Use crimp-on connectors rather than the type that have a threaded collar, washers and tiny rubber gaskets. Where possible, avoid using "barrel-connectors" to join two male BNC plugs. An in-line female BNC socket is readily available and is a better connector. Always keep a supply of spare connectors and a crimping-tool and learn how to use it. If your intercom uses clear plastic telephone-style connectors (eg, old Comunica) have a supply of these as well and the correct crimping-tool. The little plastic tabs eventually break off and the connectors will not stay in the sockets without it. Re-terminating the cable is the only cure. With the right tools it takes less than a minute. Without tools... forget it!

### 3. High-pitched whine in your headset when your engine is running:

Alternator whine! Check your regulator and spark-plugs. Where possible, use radio-resistive spark plugs (eg, NGK BR8ES rather than B8ES) and make sure your spark-plug leads are clean and dry. Also check your connection from the battery-charging circuit to the battery – if it becomes disconnected your battery will not receive any charge, nor will it act as a partial filter to absorb high-voltage spikes. Check any earthing cables and make sure they are securely attached to the earth connection on the frame of the trike. If it's still there and everything is fine, you may need to buy (or build) a filter. This can be as simple as a 0.1uF capacitor across the power-supply leads, or more complex; coils in series in each lead (called "chokes") and capacitors across positive and negative leads near the radio. Or you may need a new regulator!

### 4. The radio doesn't work at all:

Check it is receiving power from the DC power cable. If it isn't, check fuses or circuit-breakers. If a fuse is gone, replace it with one of the exact same rating and try again. If this one blows, the problem is a little more serious than a fuse that simply gave up from vibration. On the other hand, fuses regularly blow if subject to a lot of vibration and certain models of trike were known to mount a fuse-box right on the engine casing. This guaranteed a heavy rate of fuse consumption. Moving the fuse-box is the only cure.

Check your intercom for power and fuse as well. Check plugs and sockets where the radio leads plug in. If possible, swap with someone who has identical gear and prove your radio/intercom that way.

### 5. The radio got wet when I flew through some rain:

If you encounter heavy rain in flight, and it starts to get on your radio, turn the radio off – quick! Nothing will do more damage to a radio than water when the circuits are live. In seconds the tiny components inside fall off as the soldered joints turn to sludge when water hits live electrical circuits. If this has happened, you may well be up for a new radio – our small radios are virtually throwaway items, with limited ability to be repaired. The cost of a complex repair may approach that of a new



radio anyway. This applies to your GPS too, unless the manufacturer specifically states it is waterproof (most recent ones are).

If your radio got water in it whilst it was turned off, remove the battery and dry both units gently. This may mean placing them near a stove or heater for a day or more. Avoid excessive heating. Once thoroughly dried out, often the radio will work perfectly again once the battery pack is attached. An unpowered radio that gets water into it has a far better chance of survival than one which is powered.

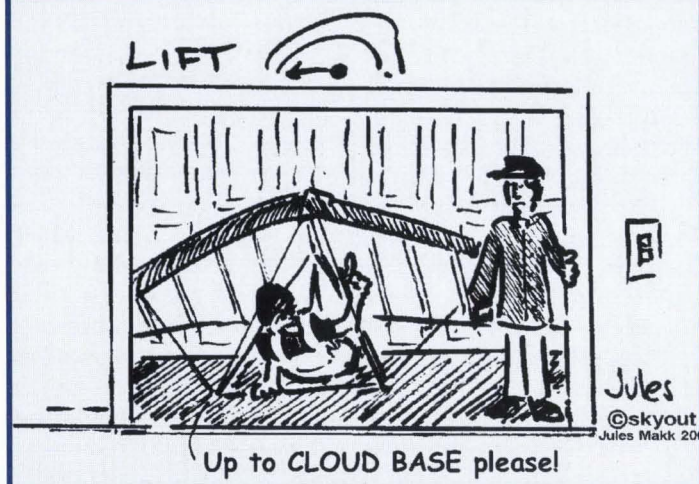
## 6. I receive other aircraft with lots of crackle and static on them:

A dodgy antenna connection, or a problem somewhere in your coaxial cable. Number one suspect is the antenna base where the whip aerial attaches. Number two is the junction where your coax plugs into the cable from the kingpost – always a stress-point. Corroded cable fittings can also cause these symptoms. Try a spray of WD-40 or RP-7 as a corrosion preventative. Check that pesky centre-pin hasn't fallen out of or back inside the connector – that'll do it every time. It may look all right, but have someone who knows what they're doing test it.

Now you have a few clues for where to go looking for the problem, and how to fix it. This also concludes the 'Electrikery' series. I hope it has been useful. Good flying to all!



## CARTOON by Jules Makk



*Sub-ed note: I'd like to personally thank Ned for the amount of time he's put into bringing us this very well-written and informative series. It's been interesting reading and his efforts have been much appreciated.*

# Letters to the Editors



## Australian HG Nationals at Hay

► Many thanks to Wes Hill and the team from Dynamic Flight (notably James Freeman and Rohan Holtkamp) for organising the recent HG nationals at Hay, NSW. Particularly appreciated was the free entry for pilots who haven't been in the Hay Nationals before. This served to attract me to the comp and I'm glad someone thought of the likes of me as a worthwhile cause.

It was also good to see so many overseas entrants (but not to get beaten by them all). It was one of the biggest events to have hit Hay, but this year, there's competition from the "Year of the Outback" celebrations.

Pete Bolton

## The Flying Bug

► My article titled 'The Flying Bug' (Feb 2002) contains an error in the reason for my 'little misadventure' – when written, I had a fairly inconclusive memory of the incident and was of the opinion I turned the wrong way on launch (how else could you twist your lines on take off?). Since then I have had another scenario explained to me (thanks Major Tom) and it makes a lot of sense.

Evidently, after bringing the canopy up over my head for a reverse launch, I turned to go and then started off down the slope. Almost immediately after I turned the canopy was hit by a gust and was rotated significantly to the right. As I continued going forward (with my head

down and arms high behind me) I was running in the harness straight ahead down the slope but the canopy was flying off to the right. When I stepped clear of the ground the harness was pulled around to the right by the tension in the lines, therefore rotating it (and me) in the direction the canopy was flying. Unfortunately, the harness didn't stop at the straight ahead position and continued to rotate as the canopy flew away from the hill to the right. Two seconds later I had my first line twist, and was half way through another rotation when I hit the ground (flying downwind) a couple of seconds later. (Try spinning in an office chair with a rotation time of two seconds to give you an idea of what I was experiencing.)

As the article states, the whole thing took about five seconds and my reactions just weren't quick enough to work out

- what had happened, and
- what I could do about it.

In hindsight, I chose to fly in conditions too rough for my ability, with a prior lack of commitment to ground handling exacerbating the situation when something went wrong. As the article says, I can't stay away, but I can fly safer by working hard on my ground handling skills and flying only on days that suit my ability. To say free-flying is very unforgiving of error is an understatement, but I'm confident I've addressed the 'human error' components of my flying.

Dave Tonks

# TUMUT EASTER FLY-IN

## FUN FLYING and SOCIAL EVENINGS

29 March to 1 April 2002

Come for one day or the whole of Easter!

Briefing every morning at Tumut Aerodrome at 10am.

Open to all pilots, especially HG, PG and Trikes.

This Fly-in will suit all licensed pilots, whether with 2 or 2000 hours airtime Aerotowing (HG) or hill launching Bring your 4WD if you've got one.

Many sites to choose from.

Call or email Tove for more info

Ph: 0419681212,

email: <chgpge@goulburn.net.au>

or simply just show up!





## Three New HGFA Board Members

The results of 2002 HGFA Board Ballot follow:

Number of members eligible to vote	2,718
Total number of votes received	291
Invalid votes (unfinancial /ineligible)	10
Duplicate votes	0
Total number of valid votes received	281
Rohan Holtkamp 217	Rohan Grant 169
Mark Thompson 205	Bill Moyes 167
Stewart Dennis 198	John Reynoldson 151
Keith Lush 188	Stephen Bayley 148
Rob Woodward 184	Mark Howard 129
Nigel Lelean 172	Jules Sanderson 126

Change-over will be at the next Board meeting – scheduled for 19 to 21 April 2002.

Given that the existing Board has spent many hours discussing insurance issues, it was decided that the change-over should not be until after the decision on insurance is made (prior to renewal on 31 March).

Congratulations to Mark, Stewart and Nigel.

## High Adventure Airpark

High Adventure is expanding and moving to a newer and better location, offering aero towing for all level of pilots, and teaching hang gliding by aero towing like the Wallaby ranch in the USA. See [www.wallabyranch.com].

Gliders will be available for hire and tow endorsements available every second weekend. Call Lee Scott for the new details on 02 6556 5265.

## Club News

### Sydney Paragliding Club, NSW

We only meet four times per year, but 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 02 9557 1185 or email <mark@sydneyparagliding.com>.

**Dave Fowler**

### Skyhigh Paragliding Club, VIC – Easter Fly-in 2002, Bright, Victoria

It's on again! The Skyhigh Easter Fly-in! A must for all pilots – novice or otherwise.

Learn everything there is to know about inland flying from the experts. Qualified instructors from Alpine Paragliding will be sharing their expertise with us through a series of information session with Q&A and videos.

Flying in teams of mixed experience during the day and setting your own goals. This is not a comp but a chance to improve inland flying skills and learn about XC flying from those who do it. Come along, fly with the locals, gain some knowledge and have fun!

Where: Recreation Room, Outdoor Inn, 106 Coronation Ave, Bright, ph 03 5755 1154

or 0418 528 631. When: Friday, 29 March to Monday, 1 April. Registration: 9am Friday. Information sessions: Friday, Saturday and Sunday mornings. Q&A sessions/video: Friday and Saturday evenings. Cost: \$20 + Mystic Pass \$10.

Don't miss out – book accommodation now and we'll see you there! Enquires to Barb Scott, ph: 0408 844224 or email <bcsott@iprimus.com.au>.

## Hill Flyers News, WA

Summer flying in WA has been relatively cool compared to most summers, but still lots of flying at both the local hills around Perth and down at Albany, at both Shellies Beach and Sandpatch (or should we now call it "The Wind Farm"?). This summer has been characterised by late season changes, meaning dominant winds which usually occurred in September and October were delayed till November and December. A few of us (Gavin Nichols, Dave Longman, Graham Sharp and myself) even managed a few hours of flying in light wind and some incredibly buoyant air at Noondeen-ing on the 2nd of December, where late afternoon flying meant flat and level flying right out over the river for half an hour at a time, maintaining around 1,700ft throughout in "zero" air. (ie, lift matching glider sink rate in straight and level flight).

December saw sea-breeze flying out at Gin Gin, interspersed with silky late afternoon wonder wind flying at Bakewell for not only us local pilots but also for John Clark, visiting from Sydney for the festive break. A number of hangie pilots – Wayne Divo, Mike Derry, Geoff Smith and Ken Feast to name a few – all added most of the hill sites to their log books this season, having all exceeded the minimum requirements of at least 10 hours airtime and a pass on the intermediate theory exam. This was set by the club last year, prompting most to go on and complete their full intermediate rating as they built air time and experience. Congratulations guys and welcome to the great flying to be had on the hills around Perth.

The 23rd of December saw 11 pilots up at Bakewell for late afternoon wonder wind flying, all enjoying superb buoyant air, with easy separation between aircraft because of the wide lift band and buoyant thermals. With both Mike (Annear) and Wally radioing to me whilst we were all in the air, and offering to top land their paragliders to drive my car down from the top east-south-east launch, and then with me landing on the York Racecourse and packing up on freshly mowed green grass surrounded by the dry brown paddocks, made for one most enjoyable flying experience – thanks again Wal and Mike.

New Year's day brought SE winds again for more flying at Bakewell, with Mike (Ip.) and John Clark glad to have forgone this year's flying trip to Albany (where the flying days were somewhat limited over Christmas/New Year due to bad weather) in exchange for fantastic flying over York. Two weeks later we slipped out from Perth in the afternoon for some more with Dave

Eck pigging out with over four hours flying (both thermal and ridge soaring) while I was content with two hours and an out and return to Mount Brown, finishing with landing at the Racecourse for that green grass... and I owe Mike (Dufty) and Aaron a beer for a racecourse retrieve...

Seems like this is a Bakewell season... see you out there.

**Rick Williams**

## FAI News

### World Pilot Rankings Update

This update sees the start of the southern hemisphere season with changes to hang gliding and paragliding rankings.

#### Hang Gliding

Competitions added are the Australian Open, the Lanzarote Open, the Australian Nationals and the Korean Open. Deleted are the Finnish HG Open, the Slovenian Open, the Women's World Championships in Greece, the Pre-WAG in Algonadales and the Icelandic National Open.

Manfred Ruhmer (AUT) remains in 1st, Robert Reisinger (AUT) holds 2nd and Oleg Bondarchuk (UKR) bounces back to 3rd (from 6th). Gerolf Heinrichs (AUT) slips to 4th (from 3rd) and Gordon Rigg (GBR) slides to 5th. Mario Alonzi (FRA) is in 6th, Josef Zweckmayer (AUT) 7th, but newcomer to the top 10 Antoine Boisselier (FRA) comes in at 8th, deposing Jean-François Gerard (FRA) to 9th and Rohan Holtkamp (AUS) comes in at 10th place. (Sub-ed note: Go, Rohan!)

In the team competitions, the top three places remain the same (FRA, AUT, GBR) while AUS swaps 4th place with the USA (5th).

Results not yet received (and therefore not included in WPRS yet) are the Andradas (Brazilian) Nationals and the Buenos Aires Flatlander.

#### Paragliding

Competitions deleted from the paragliding rankings are the Aeolian PG Open, the British Open in Piedrahita, the Alpen Open in Austria, and the PWC in Granada. Competitions added are the Ruitoque Open, the Venezuelan Open, the All Africa Open and the Korean Open.

The top 10 remain unchanged with Steve Cox (SUI) maintaining 1st place overall and Christian Tamegger (AUT) and Kaspar Henny (SUI) equal 2nd. Tsuji Tsuyoshi (JPN) and Hans Bollinger (SUI) are equal 4th, Patrick Berod 6th, Joos Achim (GER) 7th, Martin Brunn (AUT) and Jean-Marc Caron (FRA) hold equal 8th and Jimmy Pacher holds 10th.

The countries remain the same in the top three places: SUI, FRA and AUT.

Results not yet received (and therefore not included in WPRS yet) are the PG Lanzarote Open and the PWC Mexico.

Full details of the rankings (PG and HG) can be found on the World Pilot Ranking System web site: [www.fai.org/hang\_gliding/rankings/]. Any queries/questions regarding the World Pilot Ranking Scheme should be sent to Paula Bowyer, email <paula@fai.org>.





# HGFA General Manager's Report

I enjoyed Geoff Sexton's "Confession of a Novice Pilot" in the last AG/Skysailor issue. It again reminded me that we are a competitive lot, not just our gliding members, but also our microlight pilots. When I first started flying I thought it was just the pilots in our small group that were always vying to be highest, stay up the longest, or to fly the furthest. I soon came to realise that it is the nature of most pilots to maximise both their personal performance, and that of their aircraft. This reinforces the fact that we take part in a sport, not just a recreation. It follows that clubs running fly-ins and entry level competitions for our newer members can only foster their enthusiasm and maximise their chances of continuing to enjoy our sports.

Several critical airworthiness advisories have come in this month, one in each of our HGFA disciplines – please note the following.

## Hang Gliding – Wire Degradation

During the recent Bogong Cup, two instances of seriously damaged flying wires were detected (these are the primary side wires running from the base of the control frame to the cross-bar/leading edge junction). The two hang gliders were recent models, both using 1 x 19 stainless steel wires. This 1 x 19 has been used on high performance gliders for several years – they are sometimes known as "racing wires". It was a wire of this type that failed when the British pilot died in France last year as reported in my December report.

Both the wires detected during the Bogong Cup were damaged at the bottom end (near the control frame); the damage was between the eyelet that fits into the tang and the adjacent swage. Many strands of the wires were broken, one wire had only four of the 19 strands remaining, the other had only three intact. This damage was most likely caused from the wires being kinked during set-up or pack-up. Had the alert launch director not noticed the end of a damaged wire protruding from the heat-shrink, I would likely be reporting a fatal accident rather than this advisory. The damage was evident though the heat-shrink had not been removed – a careful pre-flight check would have detected the damage. Though the heat-shrink covering is transparent when it leaves the factory, it does not take long in our Aussie sunlight before the UV affects the plastic to the point of it becoming opaque. If you have a glider with 1 x 19 wires fitted (or any wires for that matter), remove the heat-shrink from the swaging and carefully check the wires for damage. Read your glider owner's manual and replace the wires as recommended. The manuals usually recommend replacement of the 1 x 19 wires every 50 hours or six months, or after 100 flying days, with longer periods for 17 x 19 wires. Regardless of these recommendations, if the wires show any signs of damage or kinking, replace them. The cost is minimal compared to medical bills.

An excellent article on this issue by Dave Barber of the British Hang Gliding & Paragliding Association is to be found following this report.

## Paragliding – Faulty Harness Carabiner Report

A report has been issued by DHV (HGFA's equivalent in the Germany) regarding a "Parafly Automatic" harness carabiner which failed during a paraglider launch. This carabiner was manufactured by AustriAlpin and had been used permanently over a period of three years in DHV test flights. After a material investigation it turned out that in all probability the nickel-chromium surface finishing initiated cracks to the aluminium carabiner material. Over the period of use the cracks within this material increased and resulted finally in the total failure of the carabiner.

In agreement with the manufacturer, the DHV has issued the following advice:

**All "Parafly Automatic" harness carabiners made by AustriAlpin, with surface finishing made of bright chromium must be replaced.**

**Pictures of these carabiners are available at:**  
[[www.xcmag.com/read/zoompics/431-7217.gif](http://www.xcmag.com/read/zoompics/431-7217.gif)],  
[[www.xcmag.com/read/zoompics/431-6778.gif](http://www.xcmag.com/read/zoompics/431-6778.gif)]

Please note that this type of harness carabiner is available with different surface finishing. The only carabiners affected by this problem are those with the bright chromium surface. If there is any doubt in identifying the defective carabiner type, the supplier should be contacted.

## Microlight – Plastic Nose Wheel Failures

Following is an incident reported from AUF microlight CFI, Jim Cuthill.

*"The following information is provided in the interest of spreading some important safety information to all microlight & ultralight users, in the hope that this information may help prevent injury or worse in the future.*

*Early in 2001 there was a microlight ("trike") accident in the Bendigo area. As this accident is still the subject of an Inquiry I will not go into all the details, except to say that the accident resulted in the death of the passenger. The aircraft involved was an early model Pegasus XL microlight. The pilot's description of the events was very clear that the front wheel of the aircraft collapsed, during a "normal" landing, producing the "classic" microlight roll-over. Because this accident is still to go before a coronial enquiry this disastrous accident has not yet been published for all to read and learn from.*

*Now though, to tell my own story: I am a CFI with my own training facility – Falcon Hawk Airpark in Northern Victoria. I have been teaching microlight pilots for eight years now and sometimes I teach in Pegasus aircraft, including my own. After I was informed of the above accident, I made it my business to regularly and fully check plastic wheels on any aircraft for signs of visible deterioration before I will fly or teach in it – including my own!*

*In early January 2002, I was teaching in a Pegasus Q, a well maintained aircraft with a new wing and all wheels inspected, showing no cracks or nicks. The student was practising crosswind landings in moderate conditions with me in the rear seat, instructing and participating in the control of the aircraft when required. On the third landing, the front wheel suddenly collapsed shortly after touch-*

*down and the aircraft rolled over, base over apex (end over end – or front over king-post), finally coming to rest on the propeller, with both student and instructor lying back in our seats, staring into the sky. The student's first response was:*

*"WOW, how many times did we go over?" and my reply: "it felt like about three". In actual fact we rolled 3/4 of a turn, going from our wheels to the propeller in one easy forward motion. We were able to safely exit the aircraft, only suffering some bruising. This accident was fully reported to both the AUF and the HGFA and these associations followed up with an enquiry to the British Microlight Aircraft Association.*

*The BMAA replied that they had a concern with the early model plastic wheel fitted to these aircraft and were pleased when Pegasus brought out a replacement wheel in 1993. Since then, the BMAA has approved several types of aluminium wheels to replace the plastic ones. Some of the people concerned feel that the earlier plastic wheels may suffer more severely from ultraviolet degradation here in Australia than in other parts of the world.*

*Correspondence received via email from elsewhere in the world about plastic wheel experiences suggests that very cold conditions may have contributed to wheels becoming brittle and fracturing in landings with lateral forces – such as crosswind landings.*

*As near as I can ascertain, there have not been any prior warnings or information made available to relevant aircraft owners, pilots or associations about these types of wheels. Since a lot of ultralight and microlight aircraft using plastic or nylon wheels are now over 10 years old, it would be good sense to replace these wheels. The AUF and HGFA may make recommendations or information available to their members about the service life of plastics wheels.*

*Irrespective of any recommendations, I will NOT be flying or teaching any more in aircraft which have plastic or nylon wheels older than five years. I recommend that any pilots who have these types of wheels consider the issues raised in this letter very seriously. No-one wants to be involved in any sort of accident, especially one that can be avoided by easy maintenance such as replacing plastic wheels with new ones or alternative ones after a sensible period. Pegasus owners can contact the Pegasus agents for wheel replacements or advice."*

As Jim mentions, the BMAA provided some valuable feedback. Their chief inspector, Ray Wilkinson advised that Pegasus brought out a modified plastic front wheel as a direct replacement for the original factory fit wheel. It was introduced initially to prevent separation of the two halves and pinching of the inner tube and also had the benefit of preventing the hub bursting into the lightening holes on sudden impacts. The new wheel has no lightening holes and weighs about 50 grams more, it also uses slightly longer bolts to join the two halves. This modified wheel has been available from the factory since 1993. Owners of older model microlights with "spoked" plastic wheels should seek a replacement from their Pegasus agent.

**Fly safely, Craig Worth**



# Hang Glider Flying Wires

DAVE BARBER, *BHPA Technical Officer*

If you were to ask a bunch of hang glider pilots whether they believed that glider maintenance was important, they would undoubtedly say "yes". If you then asked the same bunch of pilots whether they regularly replaced their rigging wires the answers would probably be a little more vague.

In my experience we tend to be very good when it comes to replacing broken bits of our aircraft; after all you can't fly a broken aircraft. However, we seem reluctant to put our hands in our pockets and replace wires that appear to be perfectly functional. Certainly the majority of us intend to change our wires at some point, but unfortunately the evidence of the past 20 odd years shows that we don't all get around to doing the job. This article aims to clarify the causes of wire failure and why wires should be replaced regularly, regardless of appearance.

### Wire Rope Construction

Several types of wire rope are used on hang gliders. In one type the strands are twisted together into seven groups of seven strands (7 x 7), in another type there is one group of 19

strands (1x19), and in a third seven groups of 19 strands (7 x 19). The reason that groups of 19 or seven are used is that these numbers form a neat circle. The ends of the wire rope are wrapped around a cable thimble and then secured with either one or two crimped sleeves or ferrules. (There are two principal manufacturers of wire splicing equipment and their terminology is slightly different: with the Nicopress range of products "sleeves" are "crimped" when forming a splice. With the Talurit range of products, when forming a splice "ferrules" are compressed in a "swage" (shaped jaws). Although it has become common practise for pilots to use the term "swage" when referring to the "sleeve" or "ferrule" that is crimped or compressed, this article uses the correct terminology outlined above.

### Stainless or Galvanised?

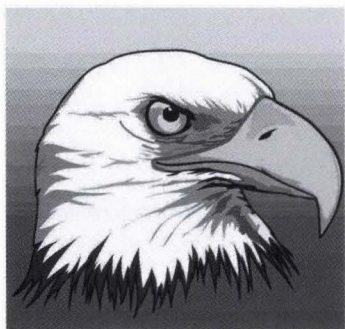
The up side of stainless steel wire is that it doesn't corrode. The down side is that it doesn't corrode! If you fly in the salty air of the coast, then having wires that are resistant to corrosion is a real plus. However, because they don't corrode stainless wires may not display any visual clues to their condition, and will look like new the day that they fail. Galvanised wires are ordinary steel wire ropes coated with a sacrificial coating of zinc. Galvanised wire does corrode and careful inspection will reveal this as rust or a fine white powder.

Corrosion is not the only type of damage that affects your wires. When metal is subjected to fluctuating loads, metal fatigue results. Metal fatigue is a cumulative process, and eventually over time it leads to fatigue failure. Hang glider wires are metal and subjected to fluctuating loads, and there have been many instances of fatigue failures. Stainless wire suffers from work hardening, which rapidly accelerates this fatigue process. Effectively stainless wire suffers a degree of fatigue damage every time it is loaded, whereas galvanised wire only suffers fatigue damage when it is loaded beyond a certain limit. This means that every time you fly your stainless wires get a little bit weaker. This is fine providing you replace them well before they become too weak to do the job they were meant for (due replacement periods are usually specified in the manufacturer's handbook and must be followed).

### Bends and Kinks

Wires can also suffer fatigue damage through being bent or kinked. Each time the wire is loaded it pulls straight, and each time it is unloaded it resumes its kinked shape. This cycle work-hardens the wire and early failure results. Stainless wire is particularly prone to work-hardening (ie, becoming brittle to the point of failure) through repeated bending. The point at which the wire exits the ferrule is especially vulnerable to this type of fatigue damage as the ferrule acts as a fulcrum about which the wire can be repeatedly bent. A requirement for BHPA Glider Certification is that clear heat-shrink plastic is fitted over the spliced area of the wire, extending at least 40mm along the wire to reduce the amount of bending that can occur in this area. This plastic can become opaque with time and wear, preventing adequate inspection of the wire; if this occurs the wire will be well past its due replacement date and must be replaced.

Wires are meant to have the load applied longitudinally. It used to be popular to cover the wire and tang termination with plastic "anti-kink" tubing, which was meant to keep everything in perfect longitudinal alignment. Unfortunately when pilots over-tightened the bolts securing the tangs, the anti-kink tubing prevented the wire eye from moving within the



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tang to align with the loads and the wire ended up being bent under load, resulting in early failure. It should always be possible to swivel tangs under thumb pressure.

### One Ferrule or Two?

The splicing systems that are used on our wires were originally developed within the telegraph industry in the USA. The system was adopted by aircraft manufacturers over 70 years ago for rigging wires and control cables, and more recently by the sailing fraternity – from which hang gliding borrowed the technology. It is important that when the ferrule is fitted it is not compressed too much, causing the wires to be crushed, or not enough, allowing the wire to slip. A swage gauge should be used to ensure that the ferrules are being pressed to the correct tolerance, and that the splicing tool is correctly adjusted. Many hang glider manufacturers adopted the belt and braces approach and add a second swage an inch or so from the first. However, there is a risk that this second swage can over-stiffen the end of the wire increasing the likelihood of the wire “work-hardening” immediately beyond this point. A wire loop splice secured with a single ferrule, pressed to the correct tolerance, will be stronger than the wire’s maximum strength.


### Conclusions

Wires are currently in the region of £15 (\$20) each, which must make them one of the most inexpensive components on your glider. So why aren’t we all replacing them regularly? It’s no use waiting until the wires start to fray or you spot a broken strand before you replace them: at that stage you are a “dead man walking!” There’s probably a whole host of hidden

damage that has occurred well before this more obvious damage. Even the most experienced eye will be unable to spot a “worn out” stainless steel wire. Stainless wires are perfectly suitable providing they are replaced regularly regardless of appearance; check the manufacturer’s handbook for replacement intervals. Change them before this interval if they have visible damage.

The BHPA recommend that, in the absence of any other advice, wires should be changed every 100 hours or every two years whichever occurs first. However, different manufacturers use different types of wire, and their recommended replacement interval should be the one that pilots adhere to. Pilots whose gliders use 1 x 19 wires should be aware that these wires are thinner and less flexible than the other types of wire. 1 x 19 wires tend to be used by competition pilots; if you are buying last years “hot ship” check which type of wires are fitted.

Treat your wires with care. Most of the bending and kinking of wires occurs when rigging and de-rigging, so be especially careful at these times. If your wires are “double swaged”, check that there isn’t a permanent bend between the two ferrules or where the single wire exits the assembly. When you buy a second-hand glider (or add a power unit) it’s probably worth replacing the lower rigging as a matter of course, even if the previous owner assures you of its low airtime.

Finally, if you’re in any doubt at all about your wires, replace them anyway. It’s worth it for the peace of mind. And then keep on replacing them at the recommended intervals! Wires are consumable items just like the oil in your car engine: adopt that mindset. 

## WHY?

PAUL RICHARDS

*why oh why don't I die  
no matter just, how hard I try  
instead I launch and touch the sky  
but Newton's laws I can't defy*

*and all too soon the gravity  
reaches up and lassos me  
my fate, I know, is what must be  
but why oh why, a bloody tree*

*my winged steed on paddock waits  
whilst I am he who hesitates  
a Dusty swoops, it boils, gyrates  
my marvelous beast, disintegrates*

*these things happen, says a bro  
reluctantly, I say, I know  
in all endeavors, all things go  
but why oh why, a Tornado*

*once again, we make the trek  
to just get stuck, down on the deck  
by wind that howls and blows like heck  
it's such a great pain in the neck*

*but wait! conditions doth abate  
and go go go I communicate  
I walk then run but don't accelerate  
and utter a simile for procreate*

*the wind's turned tail, the rope's gone slack  
I think again I up will crack  
and just as I, into the ground will whack  
a glorious gust comes down the track*

*I claw, then shoot into the sky  
release, rejoice and then I cry  
look at me, I can fly!  
for bloody quids I wouldn't die.*

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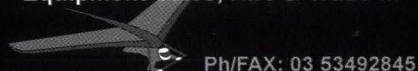
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# HGFA Events Calendar



## Australia

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29 March - 1 April 2002 (Easter weekend)

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HANSEN Benjamin R Kerry 4388 Kingaroy

BULL Richard Philip 4389 Bathurst

LEACH Humphry Pollock 4390 Narrogin

SAMS Richard Sneddon 4391 Southern Cross

VINCENT Geoffrey Edward 4392 Mangalore

LONG David Andrew 4393 Geelong

ANDERSON Neville James 4394 Waikerie

BARBER Paul Michael 4395 GCV

### Gold Height

HUGHES David Michael Darling Downs

### Gold Distance

KENT Garnet James Southern Cross

SANDERCOCK Morgan Charles Hunter Valley

### Gold C

BULL Richard Philip 1547 Bathurst

BARBER Paul Michael 1548 GCV

### Diamond Goal

HUGHES David Michael Bathurst

TULLY Zane Evans Gympie

KENT Garnet James Southern Cross

SANDERCOCK Morgan Charles Hunter Valley

### Diamond Distance

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HENDERSON Peter Andrew GCV

### Diamond Height

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Ph: (02) 6769 7514

Fax: (02) 6769 7640

Email: [keepitsoaring@bigpond.com](mailto:keepitsoaring@bigpond.com)

[www.users.bigpond.com/keepitsoaring](http://www.users.bigpond.com/keepitsoaring)



## GFA Soaring Calendar

### 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>.

### 2002 QSA Easter Competition,

29 March - 6 April 2002

Chinchilla, Queensland. This is the friendliest and most enjoyable competition in Australia. See July 2001 Skysailor/AG for details of the previous competition.

POST and Assigned Area Tasks over good landable territory. All gliders are handicapped, so you can bring your Blanik, or your Boomerang, or your Nimbus 4. Prizes are awarded by pilot in the single-seater class, and by club/aircraft in the two-seater class. Water ballast is not permitted. Pilot pairs are encouraged in single-seat aircraft. Mentoring of early cross-country pilots is actively encouraged. Powered camping sites, hot showers, cold beer, food, and good company all available on the airfield. Practice and registration day is 29 March, followed by eight competitions days.

Discount of \$15 for registration before 15 March.

For details please contact: Michael O'Brien, 12 Playfair Sreet, Tarragindi QLD 4121, ph: 07 3892 3473 (h), 0427 389234, <mob@ieee.org>.







## NOTICE TO ALL AG/SS ADVERTISERS

All advertisements for Australian Gliding are now being handled by Angel Administration. All advertisements and payments can be sent to Angel Administration at the following:

The Gliding Federation of Australia/Advertising  
PO Box 1163, Penrith BC, NSW 2751.

Ph: 0407 593 192 Fax: 02 4739 0185.

Email: <frowe@optusnet.com.au>

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

Photographs may be provided in either photo print or slides. Disk photographs are not suitable.

Photographs, slides or disks may be returned. Please include a self-addressed and stamped envelope for the return of any promotional material.

All GFA advertisements must be paid for prior to publication. (Payment by cheque, money order or credit card).

Don't forget Classifieds deadline is the 25th of the month, for publication five weeks hence.

## Sailplanes

### Single-Seaters

**Single-seater \$4,000.** Ka6 a fine example of gliding history. Instruments & trailer. Ph: 03 6334 1945.

**PIK 20 E VH-XOI** 2,000 hrs TT, motor 170 hrs to run. Control surfaces fully sealed, Borgelt computer/vario, Garmin 55 GPS, Becker 720ch radio, parachute. Complete with factory trailer, all ground handling facilities, wing covers, spare propeller & other spares. All carefully maintained & in very good condition. \$62,500 neg. Ph: 03 9857 6951, email <gerlecox@msn.com.au>.

**Standard Austria VH-GUN.** Only one in Australia. Resprayed & in excellent cond. Fully enclosed trailer in VGC. Must sell ASAP, \$10,000. Ph: Tim 02 62485159 or 0402 074 062.

**K7 VH-GNU** Good condition. Basic instruments, Stitts fabric, enclosed trailer. Inspect at Balaklava. \$20,000. Ph: Brian 08 8672 5210 or Don 08 8672 5620.

### Single-Seater Towplane

**Callair 250 HP.** Excellent condition. All Ad's done. Ph: Peter Johnson 0413 307 177 or 03 5798 5525 (h).

### Motor Gliders

**STEMME S10.** Share for sale in one of the best self launchers in the world. Based at Camden airport near Sydney. Own T hanger. Komet trailer. All the good gear. Ph: Tom Gilbert 02 4655 7079, email <tnjgilbert@bigpond.com>.

### General

**Glider Trailer.** Unregistered, fair condition. Suit Standard Class fibreglass glider. \$650. Ph: 02 9636 2360.

## General continued

**MOTOR GLIDER PROJECT** – An opportunity for a Gliding Club to secure two H36 Dimona motor gliders for the price of one. Labour only needed for this club project. We supply everything & the members provide the labour. Gliders come with new engines & instruments, parts included as well as propeller. Document support from GFA for registration. Call 0419 340 777 or <grumpy.air@bigpond.com>.

**House for Sale.** Boonah, Queensland. Next to airstrip with popular gliding club. 2 bedroom, highset hardiplank, on 1/4 acre. Beautiful mountain views. \$65,000 ono. Ph/fax: 02 6963 5522.

**SAILWORK SERVICE** – Liz Hird – Byron Shire.

- 20 Years experience
- Glider Bags & Pads
- Windsocks & Flags

Sails can be posted, repaired & returned promptly. Ph: 02 6680 4693, email: <lizhird@mullum.com.au>.

**The Boonah Gliding Club are offering the following Aircraft for sale:** Slingsby T53B \$15,000. ASK7 \$16,000. ASK13 \$40,000. Club Libelle \$17,500. Hornet \$17,000 incl. trailers, negotiable. Contact: 07 5463 0111 or 0408 983 629. PO Box 107, Boonah QLD 4310.

**Free to good home!** A nearly complete collection of old copies of "Australian Gliding" & "Airflow" magazines from my days as a member of the Gliding Club of Victoria, circa 1978 until late 1988. Ph: Max 03 9817 2787.

### Instruments & Equipment

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

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

**GPS!! GPS!! GPS!!** GARMIN GPS II Plus – \$528. GPS III Plus – \$1,078. GPS 12XL – \$525. ETrek Yellow – \$340. ETrek Venture – \$432. Prices incl. GST. Airborne Avionics P/L, ph: 02 6889 2733, fax: 02 6889 2933, email: <hartley@avionics.com.au>.

## Publications

**AUSTRALIAN HOMEBUILT SAILPLANE ASSOCIATION:** James Garay, 3 Magnolia Ave, Kings Park VIC 3021. Ph: 03 93673694, [www.geocities.com/capecanaveral/hangar/3510].

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

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

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

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

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

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

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

## JAXIDA – condensation-free ALL WEATHER COVERS

For gliders and motor aircraft

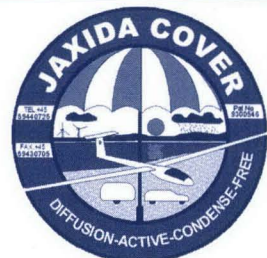
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**CLASSIFIEDS ARE NOW FREE OF CHARGE** to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted. Classifieds are to be delivered directly to the sub-editor, by email or post, not by phone. The deadline is 25th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

## Hang Gliders & Equipment

### New South Wales

**Airborne Shark 144** adv, only 2 seasons old, flown 90 hrs mostly inland with wheels, never pranged, no hard landings, all original even the DTs, fastidiously maintained, waterproof UV bag & comp spares, \$3,200. Ph: Craig 0412 108630.

**Airborne Shark 144** adv, US blue/grey, in GC. Batten profile, manual, still original DTs. Priced to sell at \$2,500. Ph: Alan 0417 420956.

**Airborne Shark 156** adv, 2 yrs old, GC, 160 hrs, mostly inland, orange striped US, waterproof UV glider bag, \$2,800. Ph: Peter Burkitt 0418 435 204; 02 93265262 (h).

**Beginner Pilot Package:** Moyes XT165, purple/green US, near new, 12 hrs airtime, speed bar & wheels. Moyes flex harness to suit 5'8"-6'2", purple/black, with parachute. Flytec 4005 vario, brand new. Icom 40S radio, brand new. Pilota flight suit, large. White full-faced helmet. The lot for only \$3,500. Ph: Matt 02 96421849 (w), 0403 620344 (m).

**Fun 220 Tandem**, brand new 20 hrs, blue L/E, fluoro yellow U/S. Ph: 02 42944294.

**Gyro 180** nov/int (40 hrs), **Airborne Blade 141** adv (69 hrs), Air Support/Forrest Park harness, reserve chute (unused), Sjöström vario, Icom UHF radio/charger/spare battery, tow bridle, tow meter (new), static tow rope on wind-up drum, spare DTs (both gliders), plus more. \$3,000 the lot, will not separate. Ph: Mick 02 43257908 (w); 02 43621401 (h).

**Moyes CSX4** adv topless, 100 hrs, perfect cond, XC bag & spare DTs, \$3,000 ono. Ph: Colan 07 49721111 (w); 07 49792392 (h).

**Moyes XT PRO 165** adv, VGC, 2nd owner, only 6 hrs flying time total. Blue/grey US, mylar LE, faired DTs & speed bar. Incl. UV bag, nice glider to fly. Always stored indoors, genuine reason for sale, asking \$2,200 neg. Ph: Steve 0417 560 451 (leave message) or <stevejms@hotmail.com>.

**Moyes Sonic** int, new, test flown only, red & white, \$3200. Ph: 08 82312914 (Adelaide).

**Moyes Lightspeed 3** adv, EC, low hrs, \$7,000 or near offer. Woody Valley Tenax, suit 5'8", 100cm chest, \$1,000. Renschler Sol 17 vario, Uvex full-face helmet, \$100. GPS mount & holder, \$100. Hall wheels, \$50. Eagle eye glasses, \$30. Static tow bridle, \$50. XC glider bag, \$70. Plus more. Ph: 02 95606890.

**Moyes Mission 170** int, one owner, EC, <40 hrs, yellow/white. Manuals, batten profiles, pod (6' pilot), vario, ASI, helmet. Make an offer. Ph: Frank 02 95257293.

**Moyes SX4** adv, very low hrs, blue/white US, flies really nice, power rib main sail, \$3,000 ono. Ph: Greg 02 42680589.

**Moyes SX4** adv, brand new, never flown, US dark blue & orange, \$5,000. Ph: 02 94561903.

**Sting 2XC 175** int, as new cond, 40 hrs, blue/yellow US, faired DTs, speed bar, VG, \$3,300 ono. Ph: Mick 02 49432903.

### ACT

**Moyes Max** adv, as new cond. Perfect step up from Floater Class. Featured on Skysailor cover! \$3,800 ono. Ph: Peter 0403 254475.

### Victoria

**Foil 160 B** adv, with new Combat sail, \$1,000. Sail has only 50 hrs flying time & the glider is in EC. Ph: Robin 03 98083758 (h); 03 86958673 (w); email <robinsands@bigfoot.com>.

**Moyes CSX5** adv, red/white US, white power rib mainsail. This glider is in VGC & flies extremely well. \$2,850 ono. Ph: 03 97621364.

**Moyes XT 165** int, GC, great colours (blue/green), speed bar, low hrs, \$900. Ph: Mark 03 53327595.

**Moyes XT-PRO 165** int/adv, VGC, great colours, fluoro orange LE, blue/green US. Rubber backed faired Aerosafe DTs, speed bar, scrim LE with mylar, complete with owner's manual & batten profile. Flies great. \$1,750. Ph: Gabriel 0407 544511.

### Queensland

**Airborne Fun 160** nov, mint green LE, 11 hrs, brand new cond, Moyes flex harness to suit 158cm person, ideal for the ladies. The lot \$3,500 or \$3,000 for the Fun. Ph: Graham 07 55647226; 0407 166883; email <akigram@ausinfo.com.au>.

**Airborne Fun 190** nov, GC, 60 hrs. One owner. Fluoro yellow LE, blue US. Speed bar & wheels. \$2,700. Ph: Paul 07 36301678; 0408 301678.

### Western Australia

**Explorer Harness**, EC & low hrs, has dual fuel tanks for extended flights, \$4,750 ono. Also, harness & vario etc, Danny Scott Racer 2 harness to suit 5'10" pilot with chute, Sjöström vario, Icom 40ch UHF (+ extra battery), tow bridle, \$1,000 ono the lot. Ph: Steve 08 92773879; 0411 736116.

**Moyes SX4** adv, with "FAST" bar, as new (16 hrs), \$3,700. Ph: 08 95533585; 08 93977250.

### Wanted

**SX5** – less than 2 yo. I will pay good money for one in EC (pref red/blue). Ph: Steve (adv Melbourne HG pilot) 03 98766227.

**Used Moyes XS 169 sails** in bright colors in fairly good cond. for cable hang glider. Ph: 0418 773914; email <gojump@flyingleap.com.au>.

## Paragliders & Equipment

### New South Wales

**Aeros Rival 29**, adv PG, 85-105kg, \$500!! (urgent sale). "Aeros Rival is an amazing wing, climbs like a homesick angel..." comment by Keith Pickersgill, South African instructor, & only person to have flown this wing.

- Good for the serious thermal pilot.
- New cond, only involved in about 10 test flights!
- For more info go to [www.aeros.com.au/products/pg/competition.html].

Ph: Paul 08 9433 2876; <paulastray@yahoo.com.au>. Glider currently in NSW, will ship anywhere in Australia.

**Airwave Harmony** 55-70kg pilot, 100 hrs, yellow, well maintained in EC. Advance harness, suit smaller build pilot, as new. \$2,500. Will sell separately. Ph: Geoff 02 66572703.

### Victoria

**Adventure F3 Paramotor**, in good cond. complete with electric start, charger & battery, spare propeller & covers, all carry bags, harness, tools. All for \$5,250. Ph: Owen 0408 748798; email <owenjournian@ozemail.com>.

**Adventure F3 Paramotor Solo 210**, electric start, large harness with reserve container, 30 hrs total, all carry bags & prop covers, as new condition, \$5,300. Ph: 03 97161789; 0418 554872.

### Queensland

**Tandem Apco Futura 42**. The best tandem in the sky. This paraglider is in perfect cond. with two more yrs of warranty. Turquoise/white, 45 hrs use, 140-210 kg. A bargain at \$3,990. Ph: Neil 07 54822199; 0438 131910.

### Wanted

**APCO Sierra 28 (S) or 30 (M) & APCO Allegra S or M**, VGC. Ph: Ian 07 55302219; 0409 886575.

## Trikes & Equipment

### New South Wales

**BRS suitable for trike**. Never been fired but out of date. All mounting hardware included. \$900 ono. Ph: 02 95257513.

### Victoria

**Streak wing**, suit new buyer (48 hrs), yellow LE, blue US, cost \$8,350, sell \$6,000 ono. Ph: Steve 03 57501174.





## Other

### XC MAG SUBSCRIPTIONS & T-SHIRTS

Carol Binder 0417 311360.

### HIGH ADVENTURE AIRPARK

For the following items contact Lee Scott on 1800 063 648 or email <leescott@highadventure.com.au> or see [www.highadventure.com.au].

**Airborne Microlite 582 WC Wizard Wing**, full instruments, always hangared, never been broken down, has aerotow system & 4-blade Brolga prop. Will sell with a license. For \$32,000 without license. Worth over \$34,000 new & has 10 original hours.

**Payout Winches:** Made for hang gliding & paragliding; robust, reliable & with an automatic line layer. Perfect for individual or club, from \$3,200. See our web site at [www.highadventure.com.au/Winches.html].

**Flying Suits:** We have the new Firebird Flying suits for hang gliding & paragliding, made from the latest new age material, Porotex. Has a nice soft feeling, making movement easy & comfortable in flight. Water resistant & breathes without losing body heat. Suits from \$250-\$350.

**Paragliders:** New & secondhand – we have new & demo wings in stock. Trade up! We guarantee the best trade-in on your wing. Save \$\$\$ on our demo wings. The new Matrix comes with new built-in tow system on the riser, plus the new DHV Hornet that was highly praised by the DHV test pilots. Quality assured.

**Paragliding Harnesses:** Trade-in the old for the new. We have a selection of four different harnesses to choose from NOW!

**FUN Demos:** Save \$\$ on our demo Funs with us little as 10-15 hours flight time on them. Give us a call.

**Aerotow & Winch Tow Endorsements:** Contact us for our schedules

**Tandem Paragliders:** Two in stock, from as low as \$2,800 in excellent condition. One Prime tandem (blue) & one FireBird Choice. Like new. **Sting 2 154 XC & Sting 154 XC:** Sting 2 in excellent condition, \$3,100. Sting XC in good condition, \$1,500.

**Moyes Xtreme Harness**, suit 5' 10", sell for \$500. Advertise your flight gear for free online at [www.highadventure.com.au/skyshop]. Find where everyone is selling their gear from. Pilots contact you directly, no commissions or fees attached – it's FREE!

### WINDWERKS

**SPORT WINDSOCKS:** Portable windsocks/self-standing models available. Easy set up in 2 minutes. Sizes range from 90cm-3.5m. Pivot kits available for permanent mounting. Contact WINDWERKS for a fact sheet. Ph: 03 63523429; fax 03 63523829; <keastman@tassie.net.au>.

### WALLNER AIR – SA Paragliding School

For the following equipment ph: 08 83393983 or email <wallner@chariot.net.au>.

**Flight Design B4**, 30m<sup>2</sup>, weight ratio 100-125kg, DHV2-3, yellow top sail, white bottom sail. EC, 80 hrs airtime, \$1,800 ono.

**Flight Design C5**, prototype, for experienced or competition pilots only, 26m<sup>2</sup>, weight ratio 80-100kg, speed 65km/h, aspect ratio 6.9, glide ratio 1:11, colour is all white. EC, 80 hrs airtime, \$1,000 ono.

**Adventure F2 Back Pack Engine** for paraglider. 80 hrs flying time, EC, complete with harness & ready to fly, \$4,500.

**Garmin II Plus GPS**, as new condition, \$550 ono.

### STOLEN

The following equipment has been stolen from Tony Armstrong's trailer in Wollongong late December '01:

1 x Moyes Flex harness (purple size to fit 175cm)  
1 x Free Flight rescue parachute (24 gore PDA)  
1 x plastic box that contained:  
1 x A3 Airband Icom VHF, 1 x 40S Icom UHF,  
3 x UHF scanners, 1 x Silva compass, 3 x Solaro mini varios. "Caps off a sh\*t of a year"  
Reward for return. Contact: Tony Armstrong  
0417 93920, PO Box 1 Stanwell Park NSW 2508.

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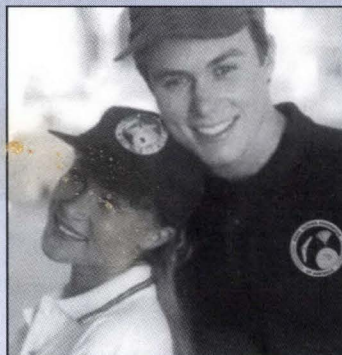
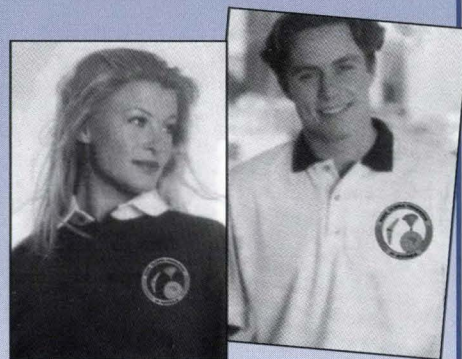
## HGFA merchandise

Available from the HGFA PO Box 558, Tumut NSW 2720

Phone: 02 69472888 or Fax: 02 69474328

Prices include GST

- ◆ **\$33 Polo shirt** with embroidered HGFA logo in navy, green & white (sizes 16 to 24)
- ◆ **\$55 Rugby top** with embroidered HGFA logo in navy, green & grey (sizes 16 to 24)
- ◆ **\$16.50 Cap** (cotton or corduroy with HGFA colour logo) in red, blue, black, navy or green
- ◆ **\$1.65 Car Sticker** (colour HGFA logo) – no postage required
- ◆ **\$30 HGFA Hang Gliding Training Video** (23 minutes)



- ◆ **\$30 – 1998 Hang Gliding Grand Prix Series Video** (110 minutes)
- ◆ **\$5.50 HGFA Pilot Training Workbooks**
- ◆ **\$35 Better Coaching** – Advanced Coaching Manuals
- ◆ **\$30 Hang Gliding or Paragliding Training Video**

### Publications Replacement Copies:

- ◆ **\$11 HGFA Operations Manual\***
- ◆ **\$16.50 HGFA Operations Manual Binder\***
- ◆ **\$5.50 HGFA Log Book\***

### \$5 Postage and Packing

(Bulk orders sent C.O.D.)

\* Replacement Prices only – These items are issued free with initial Membership (Full, Family and STM only)



# 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 7400, 03 62334405 (h), fax: 03 62243598, <President@hgfa.asn.au>

### Rohan Holtkamp

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

### Stewart Dennis

PO Box 118, Dickson ACT 2602, ph/fax 02 62470008, 0429 158721, <sdd20@telstra.com>

### Mark Thompson

6/11 McMillan Ave, Sandringham NSW 2219, 02 95292412 (h), 02 82931188 (w), 0417 764571 (m), <mark.thompson@team.telstra.com>

### Keith Lush

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

### Rob Woodward

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

### Nigel Leelan

11 Mullaway Rd, Lake Cathie NSW 2445, ph/fax 02 65854723, 0419 442 597 (m)

### Billy Moyes

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

### John Reynoldson

68 Teddington St, Hampton VIC 3188, 03 95970527, fax: 03 95981302, <John\_Reynoldson@hgfa.asn.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>

### Microflight 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

### ACTHGPA

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 7:30pm, 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@austasia.aone.net.au>

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### 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 East Queensland HG Association

Pres: Greg Hollands <greg.s.hollands@transport.qld.gov.au>; PO Box 61, Canungra Qld 4275 07 38448566.

### South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 8410 1391, fax: 08 82117115; Pres: Stuart McClure 08 82973452 (h), 08 83038484 (w), <stuart.mcclure@csiro.au>; Sec: Mark Tyminski 0411 414 816, <marknjn@senet.com.au>; Trs: Robert Woodward 08 82977532 (h), 08 82325405 (w), <rob\_woodward@alternatepositioning.com>

### 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, Prahara VIC 3181, [www.vhpa.org.au]. Pres: Geoff Tozer 03 97583250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smarthat.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.

## Clubs

### NEW SOUTH WALES

#### Blue Mountains Hang Gliding Club Inc

Pres: Peter Burkitt 0418 435204, <artisan@sia.net.au>; Sec: Jim Grant 02 47588625; Trs: Allan Bush 02 47738037, <fairallan@pnc.com.au>; SSO: Dave Petrie 02 47871610, <petrie@lisp.com.au>; Allan Bush 02 47738037, <fairallan@pnc.com.au>; Newsletter: Alan Bond 02 98995351, <skybond@primus.com.au>; Site Development Officers: Paul Hunt 02 47881409, <phunt@macquarie.com.au> & Mark Madden 02 63612367. Meetings: 3rd Wed/month, 7:30pm, Blue Cattlelog 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@poliglides.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/kapc]; Pres: James Ryrie 02 62359120, <ryrialago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

#### Manilla SkySailors Club Inc

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

#### Mid North Coast Hang Gliding Association

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

#### Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; Pres: Mick Hurley <fly176@hotmail.com>; 02 49432903; Sec: Adam Donaldson <adnsic@rivernet.com.au>, 02 49472466; Trs: Brad Cootes <hugest@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 250525, <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.sydneyparagliding.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, <zwalen@ledanet.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586, <nevjoy@ozemail.com.au>

#### Canungra Hang Gliding Club Inc

PO Box 41, Canungra QLD 4275; [www.triptera.com.au/canungra]. Pres: Jon Durand Snr <durand@ausinfo.com.au>, 07 55333596; V-Pres: John Ripley <rip\_ripley@hotmail.com>, 07 32898275, 0417 507906; Sec: John Tree <jst@winshop.com.au>, 07 55354259, 0417 607191; Trs: Shirley Lake <chgctreas@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 <rostar@aol.com>, 07 33490393, 60 Wanda Rd, Mt Gravatt QLD 4122; SSO: Andrew Horchner <aforator@gil.com.au>, 0412 807516.

#### Central Queensland Skyriders Inc

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

#### Conondale Cross-Country Flyers 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 Commissioner's 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.

#### Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheir@ozemail.com.au>. Pres: Phil Lewis 07 54840464; 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

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

## VICTORIA

#### Dynasoarsers 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 [vhp.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: Horst Wimmer 03 57501075; Sec: Garrit Verway 03 57551074; Trs: John Coulton 0427 300656; SSO: Karl Texler 03 57501733. Meetings: 1st Thu/month, Alpine Hotel, Bright.

#### Sky High Paragliding Club

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

#### Southern Microlight Club

Pres: Mark Howard 03 97511480, 0418 533731, fax 03 97511584; V-Pres: Kl 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 9841 2096.

#### Cloudbase Paragliding Club Inc

Club message bank 08 94875253; [www.cygusus.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@cygusus.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/~navi]; Pres: Phil Wainwright <pwainwright@iqpc.net.au>; V-Pres: Daryl Speight 08 93568195, <Daryl.Speight@kbv.com>; Sec: Geoff Smith 08 9223 2323, <geoff.smith@jhg.com.au>; Trs: Graeme Sharp 08 9445 7044, <GSharp@stothoore.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 9348 4246, <Krista.Gaunt@woodslee.com.au>. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



# GFA Clubs



## NEW SOUTH WALES GLIDING ASSOCIATION (NSWGA)

### Australian Air League

NSW Gliding Wing, 1 Perry Street, Kings Langley NSW 2147

### Australian Soaring Centre

PO Box 1315, Byron Bay NSW 2481

### Bathurst Soaring Club – PO Box 1682, Bathurst NSW 2795

### Byron Power Gliding Club

PO Box 815, Byron Power NSW 2481, 02 66847627

### Canberra Gliding Club

PO Box 1130, Canberra City ACT 2601, 02 64523994, 0428 523994

### Central Coast Soaring Club

PO Box 1323, Gosford South NSW 2250, 02 49772740

### Concordia Gliding Club

231 Stanmore Road, Stanmore NSW 2048, 0412 145144

### Cudgong Soaring Pty Ltd

PO Box 352, Frenchs Forest NSW 1640, 02 94522777, 02 94530777

### Forbes Soaring & Aero Club

PO Box 267, Forbes NSW 2871, 02 68523845

### Goulburn Gliding Group

57 Munro Road, Queanbeyan NSW 2620

### Grafton Gliding Club

11 Lighthouse Crescent, Emerald Beach NSW 2456,

02 66561979, 02 66561979, 0428 244614

### Greenethorpe Gliding Club

Weerona Young Road, Grenfell NSW 2810, 02 63431375, 02 63431375

### Harden Gliding Club

PO Box 24, Harden NSW 2587, 02 68862275, 02 68862275

### Hunter Valley Gliding Club

PO Box 9, Newcastle NSW 2300

### Kentucky Flying Club – The Hill, Kentucky NSW 2354

### Lake Keepit Soaring Club

PO Box 152S, South Tamworth NSW 2340, 02 67697514, 02 67697640

### Leeton Gliding Club

PO Box 607, Leeton NSW 2705

### NSW AIRTC Gliding Club

41 Simpson Avenue, Forest Hill NSW 2651, 02 69227526

### NSW Police Gliding Club

27 Bourne Street, Wentworth Falls NSW 2782, 0427 592744

### Orana Soaring Club

PO Box 240, Narromine NSW 2821, 02 68892733, 02 68891229

### RAAF Richmond Gliding Club

RAAF Base, Richmond NSW 2755

### RAAF Williamtown Gliding Club

C/- Mr AJ Lee, 10 Federation Drive, Medowie NSW 2318

### Royal Australian Naval Gliding Association

PO Box A37, Naval Air Base, Nowra NSW 2540

### Scout Association NSW Gliding

Dr Reg Mitchell, 15 Harrison Avenue, Eastwood NSW 2122, 02 93519660, 02 93519540

### Soar Narromine Pty Ltd

PO Box 56, Narromine NSW 2821, 02 68891856, 02 68892488

### Southern Cross Gliding Club

PO Box 132, Camden NSW 2570

### Summerland Gliding Club

PO Box 820, Lismore, NSW 2480, Sec: Bev Henson, ph: 02 66888144, email: <octane@nor.com.au>

### Temora Gliding Club

PO Box 206, Temora NSW 2666, 02 69772733

### Wagga Wagga Gliding Club

25 Beauty Point Avenue, Wagga Wagga NSW 2650, 0427 205624

### Warrumbungle Gliding Club

PO Box 586, Wee Waa, NSW 2388

## QUEENSLAND SOARING ASSOCIATION (QSA)

Boonah Gliding Club – PO Box 107, Boonah QLD 4310

Bundaberg Soaring Club – PO Box 211, Bundaberg QLD 4670

Caboolture Gliding Club – PO Box 920, Caboolture QLD 4510

### Central Qld Gliding Club

PO Box 953, Rockhampton QLD 4700

### Darling Downs Soaring Club

PO Box 584, Toowoomba QLD 4350

Gympie Soaring Club – PO Box 103, Gympie QLD 4570

Kingaroy Soaring Club – PO Box 91, Kingaroy QLD 4610

## SOUTH AUSTRALIAN GLIDING ASSOCIATION (SAGA)

### Adelaide Hills Soaring Group

PO Box 1, Bridgewater SA 5155

### Adelaide Soaring Club

PO Box 94, Gawler SA 5118, 08 85221877, 08 85223177

### Adelaide Uni Gliding Club Incorporated,

### Adelaide Uni Sports Association

The University of Adelaide, SA 5005, 08 88262203

### Alice Springs Gliding Club

PO Box 356, Alice Springs NT 0871, 08 89526384

### Balaklava Gliding Club

PO Box 257, Balaklava SA 5461, 08 88645062

### Barossa Valley Gliding Club

PO Box 123, Stonefield via Truro SA 5356, 08 85640240

### Blanchetown Gliding Club

C/- 12 Altola Road, Modbury SA 5092

### Bordertown Keith Gliding Club

PO Box 377, Bordertown SA 5268

### Gawler Gliding Club

PO Box 135, Cockatoo Valley SA 5351

### Lake Bonney Gliding Club

PO Box 243, Barmera SA 5345

Millicent Gliding Club – PO Box 194, Millicent SA 5280

### Murray Bridge Gliding Club

PO Box 1277, Victor Harbor SA 5211

### Northern Australian Gliding Club

PO Box 38889, Winnellie NT 0821

### Port Augusta Gliding Club

PO Box 272, Port Augusta SA 5700, 08 86436228

### Renmark Gliding Club

PO Box 450, Renmark SA 5341, ph/fax 08 85951422, mob 0417890215

### SA AIRTC Gliding Club

PO Box 2000, Salisbury SA 5108

### Waikerie Gliding Club

PO Box 320, Waikerie SA 5330, 08 85412644, 08 85412761

### Whyalla & District Gliding Club

PO Box 556, Whyalla SA 5600, 08 86404432, 0413 127825

## VICTORIAN SOARING ASSOCIATION (VSA)

### Albury Corowa Gliding Club

PO Box 620, Wodonga VIC 3689

### Beaufort Gliding Club

116 Tennyson Street, Elwood VIC 3184

Bendigo Gliding Club – 62 Lawson Street, Bendigo VIC 3550

### Corangamite Soaring Club

Kurweeton, Derrinallum VIC 3325

### Geelong Gliding Club

PO Box 197, Bacchus Marsh VIC 3340

### Gliding Club of Northern Tasmania

12 Delungra Road, Trevallyn TAS 7250, 03 6334 6594

### Gliding Club of Victoria

PO Box 46, Benalla VIC 3672, 03 57621058, 03 57625599

### Grampians Soaring Club

PO Box 468, Ararat VIC 3377, 0417 514438

Latrobe Valley Gliding Club – PO Box 625, Morwell VIC 3840

Mangalore Gliding Club – PO Box 80, Avenel VIC 3664

### Mount Beauty Gliding Club

44 Roper Street, Mount Beauty VIC 3699

### Murray Valley Soaring Club Ltd

PO Box 403, Corowa NSW 2646

### RAAF East Sale Gliding Club

C/- Gary Mason, 9 Weir Street, Sale VIC 3850

Soaring Club of Tasmania – PO Box 24, Ross TAS 7209

### South Gippsland Gliding Club

PO Box 475, Leongatha VIC 3953

### Southern Riverina Gliding Club

PO Box 78, Tocumwal NSW 2714, 03 58742063, 03 58742705

Sunraysia Gliding Club – PO Box 647, Mildura VIC 3500

Swan Hill Gliding Club – PO Box 160, Nyah VIC 3594

### Tumbarumba Gliding Club

Mundaroo, Tumbarumba NSW 2653

### Victorian Motorless Flight Group

GPO Box 1096J, Melbourne VIC 3001, 0402 281928, 03 9848 6473

Wimmera Soaring Club – PO Box 158, Horsham VIC 3402

## WESTERN AUSTRALIA GLIDING ASSOCIATION (WAGA)

### Beverly Soaring Society

PO Box 136, Beverly WA 6304, 0407 385361

### Gliding Club of Western Australia

356 Abernethy Road, Cloverdale WA 6105, 08 96351023, 0417 992806, 08 96351023

Morawa Flying Club – PO Box 276, Morawa WA 6623

Mt Newman Gliding Club – PO Box 119, Newman WA 6753

Narrogin Gliding Club – PO Box 232, Narrogin WA 6312

Stirlings Gliding Club – C/- Post Office, Lower King WA 6330

### WA Squadron Australian Air Force Cadets

Headquarters, RAAF Base, Pearce, Bullsbrook WA 6084, 08 95717800, 08 95717877

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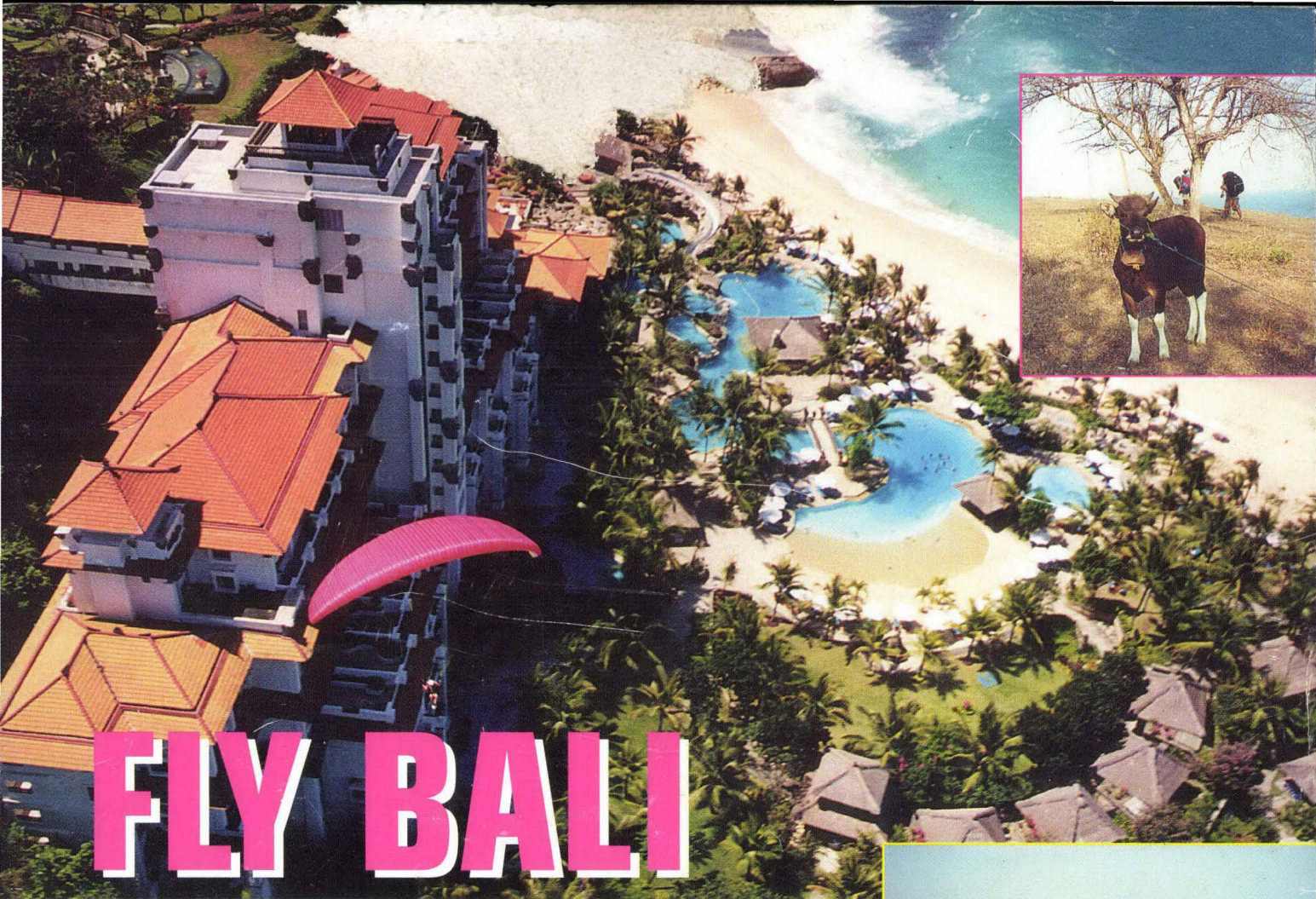
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# FLY BALI

**28 JULY TO 4 AUGUST 2002**

**"Don't Miss the Opportunity, Experience what 25 Pilots plus Family and Friends had Last Year, Places Filling Quickly!"**

## CLIFFS AND TRADE WINDS AWAIT!

Fly the beautiful and panoramic coastal sites of Bali with 15-kilometre ridges up to 1,000 feet high, soar past the towering resorts built on the Bali cliffs, view the coral and dugong from the sea eagles' perspective.

During the months of July to September the trade winds blow in like clock work from the south-east, ensuring flying nearly every day and this being the dry season makes it an ideal getaway from the cold in the southern hemisphere. Average daytime temperature is 30 degrees Celsius and at night 25°C.

Last year pilots clocked up near on 20 hours flight time and gained valuable flight skills

## MORE THAN FLYING!

We will be staying in a 5-star resort (new location this year) where you can fly past the pool that is embedded into the coastal cliff line and have the option of top landing or catching the elevator from the beach landing. This will ensure plenty of time back at the resort after a fun day of flying.

We guarantee with our group booking to supply you with cheapest airfares and packages on the market!

## INCLUSIONS:

The Bali Tour will include airfares, transfers, taxes, accommodation with breakfast, transport and handling of flight equipment, professional guiding. If you wish to stay another week or to fly other locations such as the Bali Volcano we can arrange this for a very minimal fee. This year we have a guide that will be doing trips to the Bali Volcano for the adventurous, please ask! Airtickets valid 30 days and conditions apply!

## FAMILY AND FRIENDS WELCOME!

Anyone wishing to bring their wife, partner or friends is more than welcome!

Non-flying persons will be charged for the 8 days including airfares, transfers and 8 nights 5-star resort accommodation. - Remember this is peak season!

Children packages are at an even cheaper rate. Maximum number of pilots for the tour is 25.

Shipping cost of hang gliders or excess baggage costs are not included but we can arrange the handling at a additional surcharge.

**Last year's participants will receive a discount on the tour price.**



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