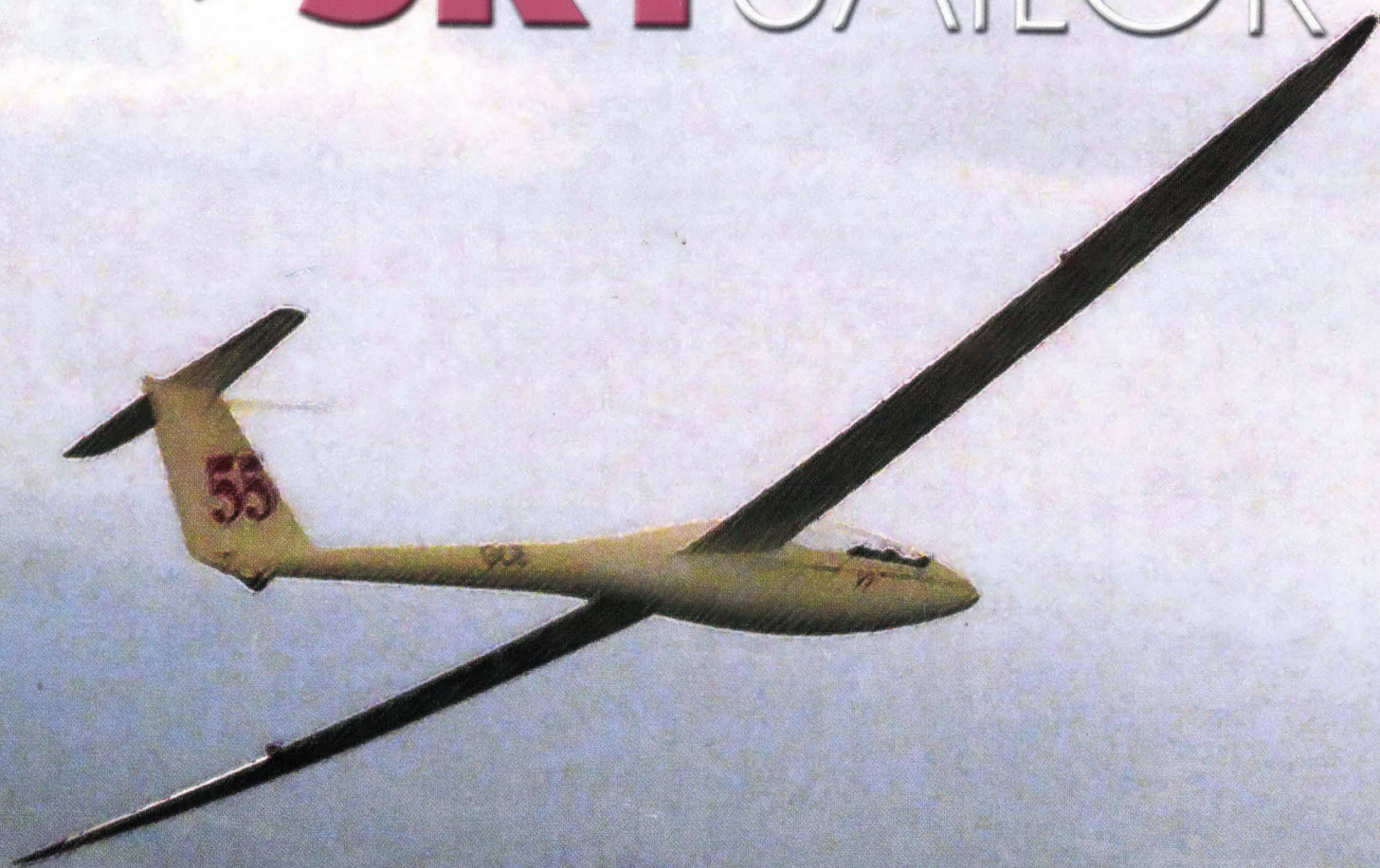


APRIL 2002

Gliding *Australian* SKY SAILOR



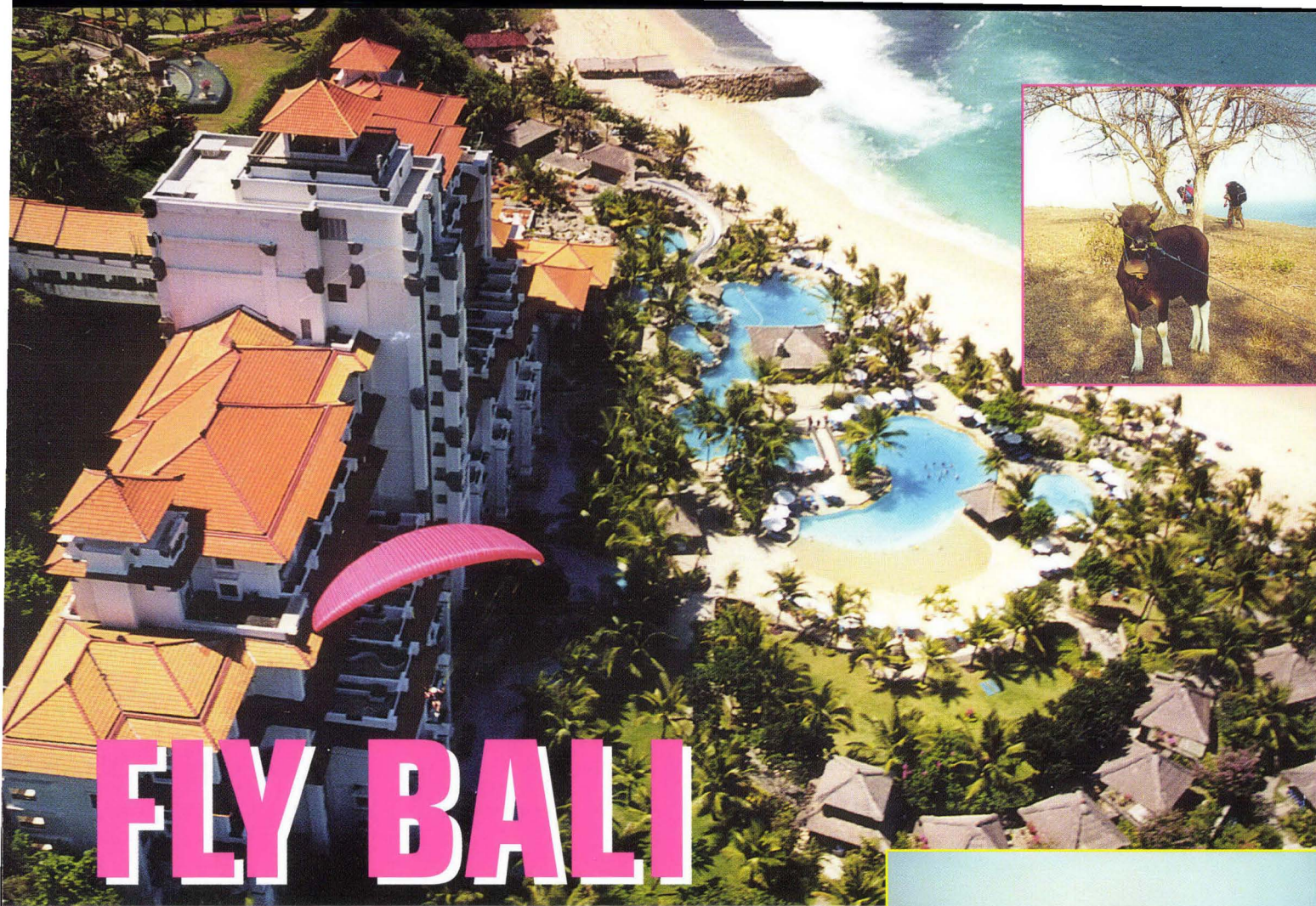
In this Issue:



Wilpena



A Different Christmas



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

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Gliding SKY SAILOR Australian

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Articles, advertisements skysail@ozemail.com.au

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

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

Advertisements may be submitted in high resolution (300dpi at 100% size) digital TIF or EPS formats. Please avoid sending JPG or GIF files, these do not usually achieve good printing results.

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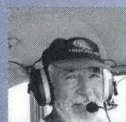
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Wilpena

DARCY HOGAN



The GCV safari starts a couple of days after Christmas and invariably the first day's flying is a low and slow struggle from Benalla to Horsham to meet up with – The Horsham Boys (THB).



▲ Never turn your back – at Ouyen!

◀ The Horsham Boys – Peter Weisenfeldt, Laurie Bunnick, Peter Kelly and Mike Hogan

some old mates from Israel – Gidon and Yehuda, collectively known as the Israelites!

We had some newcomers this year, which also influenced our destination decision. The Poms. Benalla has increasingly become the base for many visiting pilots from the UK and indeed it has got to the point where they have bought their own container to freight the toys out each year. So Chris Gildea and the Martindales, who had seen us disappear for the last few years, finally got a berth on this trip due to a few of the regulars, for a number of reasons, dropping out. (We try to keep the number of gliders to a maximum of 10, as the Auster we take along as a tug is a bit slow in the launch at times!) It was to be a taste of the (nearly) outback for the visitors.

At Horsham we got together with the Janus, VX, team, being Laurie Bunnick, Mike Hogan and Peter Weisenfeldt (PW). The boys swap around each day and sometimes even land on track and swap pilots. The most important man was there too – Peter Kelly (PK). He is a VIP as he owns the Auster which tows us skyward every day. PK also flies in the Janus and then PW flies the Auster. Such a multi-skilled lot THB.

So the next day we set off to Loxton but ground to a halt at Ouyen. All was not lost as the pub had that old-world look and the big wide balcony was calling for some frivolity to happen. The trouble was we got stuck there for an extra day as the weather guru at Waikerie said it was a non-day due to a front and wind etc etc. Most people made a run to Mildura. THB went to look at Lake Hattah Park but soon returned for lunch. Still, pub owners love no-fly days don't they? More port on the verandah.

We finally escaped to Waikerie and all had a good run except for a great sink hole between Loxton and Waikerie. Everybody had a tale of just how low they got but the best story belongs to THB. Their day started badly with the discovery of a broken fuel line in VX and so the loss of the iron thermal. Next link in the story was that Mr Kelly who was in VX this day didn't take his phone so had to relay his outlanding

On our trip to Broken Hill and return last year we had the same miserable crawl and surprised THB in the bar, in total disbelief, that we could travel 340 clicks on such a day. The Broken Hill trip had some great days' flying, especially on final glide to the Hill, after a memorable but lost night at the Poonaerie pub after having been scattered across the landscape by a line of storms.

We decided on a revisit to Wilpena Pound this year, as it is always a great place to visit, both on the ground and in the air. So we set out from Benalla and those flying to Horsham had that low and slow day with only the three bigger gliders, flown by Laurie McKinley (Nimbus, GTT – shared with Ron Grant), Chris Gildea (Jantar 2A, KYV – shared with Darcy Hogan) and the Ventus, RG, flown by Stu Smith (crewed for by Melinda) making it the whole way. The other gliders who just missed out by a few clicks were Mosquito, GSZ, flown by Ross Carroll and shared with Viv Drew; Discus, 526, flown by Lyn Martindale and shared with John Martindale and LS3, WUE, flown by Mike Kornhauser. Korni has flown in the safari many times but this year had a dedicated crew, being

PHOTOS: COURTESY DARCY HOGAN

position via a glider just before the radio died. But unknown to him, his GPS had died too and so gave him incorrect data. (He now follows the map and uses the GPS, correctly, as an aid.) So the Auster went to the wrong spot on retrieve and found – zip. Back to Waikerie it went. Now PK is a resourceful chap and wandered off to a farmhouse leaving Laurie at the Janus. The house was empty but there was the old farm ute sitting nearby – “*That’ll do*,” he says and sets forth to Waikerie, finds PW and the Auster and tells PW where he really is. PK sets off back to the property with Mike Hogan following as a back-up in case the ute died. Mike stopped occasionally to pick up drums falling off the back of the ute which PK didn’t know about as the roof lining had collapsed and blocked rear vision. This is in addition to a lack of brakes, no fuel gauge, no rego and so no insurance – “*she’ll be right mate*.” And there was a witness too – the house dog, so the crime should go undetected. That night we wondered what would have been the story if the owner of the ‘borrowed’ ute had seen it out on the road heading away from his property. Try explaining that little story to the police.

The weather gods decided to have a bad day to end the year so we did NYE at the Waikerie Hotel – but had to eat at 6pm due to our late booking. I think everybody faded before the appointed hour; “we are on still on Vic time” was the excuse used. Sure. Still the day was not lost as various gliders had some TLC including speed switches rewired and fuel lines re-plumbed. Lyn and John also had the joy of experiencing what bindies do to main wheels; Laurie Mack to the rescue. It was agreed that it was still better than a UK winter at minus three to plus three.

We started the New Year with a dud day so people went different ways. I can recommend the Overland Corner Hotel for a good lunch followed by the Renmark Hotel for a good bistro and bed. Just love those old pubs with balconies and good staff. Pity about the poker machines destroying the bar.

Airborne on the second day of the year into mixed conditions. Some had a good run but Stu and John landed back at Waikerie and continued by car. The other five had a nice run and landed at Arkapeena strip, next to Wilpena Pound. Darcy had a bit of a shock during the flight as he didn’t quite register that the terrain was getting higher as we went up to the north after crossing the Morgan/Burra scrub patch. “*I looked down and saw a tree – in vivid detail. @#%\$%^... Stop. Dump water. Search. Climb. Nearly take up religion – again!!*”

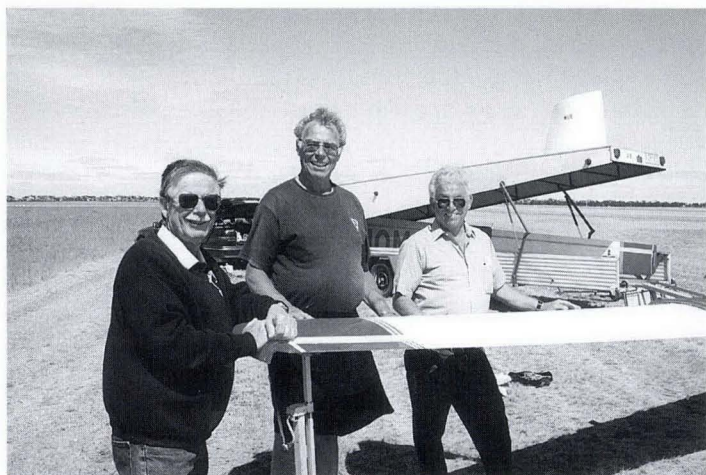
It was a great pity that the Poms didn’t fly in but they all had a fly on the lay days at the Pound and so did get to see the place. I could spend pages relating they comments but let us understand that we had flown a greater distance than the UK is long. Funnily enough the most comments were on the fact that on the drive from Waikerie, Chris had only one car pass him in the opposite direction. I know what he means, as that is impossible on a four hour drive in the UK, just utterly impossible.



▲ Tuggies Peter Weisenfeldt and Peter Kelly
▲ Clearing the thistles at Arkapeena

We always stay at Rawnsley Park Station which is now a four star park and very well organised. Next time we come we will use their strip as it has been widened and is more into the prevailing wind than Arkapeena. Speaking of Arkapeena, when we landed the scotch thistles were damn near deadly. The two Lauries, being men of the land, soon fixed that by borrowing a length of chain and racing up and down the strip, at speed, with the chain linked between two cars. That really flabbergasted the Poms and the Israelites I tell you.

And the view is just magnificent. As you cruise in from the Hawker direction after having crossed the donga (ever tried to explain that word to a Pom?) you see the lines of ridges that look for all the world as if a giant dinosaur had lain down to die and all that is left is the bones. One ridge looks as if the beast had lain down for a sleep like a dog does



Ron Grant with Lyn and John Martindale
April 2002



“The Israelites”, Gido, Mike and Yehuda



Launch at Arkapeena

in a sort of curve and never woken up. It is just so unique and I quite envy the SA mob who goes up there on camps to fly the wave.

A couple of days were spent at The Pound. Remember that these safaris are for fun as well as gliding and the crews have as much say as the pilots.

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Interestingly, we are running out of people who will be dedicated crew so more pilots are now sharing gliders. Indeed, some of us had never driven the roads we regularly fly over. Such is the ever-shrinking glider movement I guess. There is a new restaurant at Rawnsley, which is right up there in quality, and ever so friendly. On one day some intrepid lads drove to Orroroo to get the makings of a barbeque. If only that butcher lived in Melbourne. God, the porterhouse. Apparently there was a pub crawl on the way back making maximum use of the four bars between Orroroo and Rawnsley. The only hassle with the barbeque was explaining to the visitors from the UK that – *"Yes, that is all it costs for the meat."*

On the second day at Rawnsley only THB flew whilst the rest bushwalked or talked. The Auster was sent on a mission to check out the terrain on the way to Marree, some 200km further north as a possible trip next year. The general consensus was that although it could be flown, as there were a number of strips on the way, there would be too many weather factors we would need in our favour to make the trip safe. Also, there is precious little at Marree, so if we got stuck there it could be terminally boring!

And so we departed Arkapeena for Loxton. It was a fair enough trip and after we got back into the wheat country the thermals picked up and everybody had a good run until just passed Morgan where the Murray turns south. There was a giant area of sink and low spots where enjoyed by everybody. THB pulled out the motor – again.

A day was lost at Loxton but then we escaped to our old favourite of Swan Hill and a catch-up with Mike Burke. The Chinese café was the scene of another last dinner and tall tales once again emerged. Another day was lost at Swan Hill due to a fierce southerly but then the wind died off and we launched. However after two hours we had only covered 50 klicks, meaning we would make Benalla at about midnight, so the call was made to land at Kerang and we boxed the toys and drove home.

All in all another good safari was enjoyed by the mob and, as always, Ron Grant did a fine job in organising 'us lot'. Next year we need a new destination so we are currently figuring out how to fly over to Kangaroo Island and back. Can't be all that hard surely?



Feedback Forum



Communication, as described by the Macquarie Concise English Dictionary, is "the imparting or interchange of thoughts, opinions or information by speech, writing or signs". In all walks of life and especially volunteer organisations, communication is essential in delivering messages and keeping in touch with its valuable membership base.

To this end, the team of people who volunteer their services to administer the GFA have been very active in formulating many areas to keep in touch with its members. Not the least of which include the excellent and informative publication, AG/Skysailor and the valuable GFA web site,

which provides very useful material and contact points for its members.

The GFA is constantly striving to ensure that members are provided with a medium whereby issues concerning members can be readily aired and answered. With this in mind, the GFA Executive has located and established a volunteer Communications Liaison Officer, Vivienne Drew. Vivienne's principle role will be to receive and disseminate members, clubs or associations input be they questions, grievances or suggestions and filter and channel them to the appropriate officer for reply. Vivienne will also monitor and control a timely response and provide a précis of the most salient and beneficial points for the week for posting on a dedicated web facility now created, and distil these and others for monthly publication in this column, entitled "Feedback Forum", for each AG. This is a great opportunity for members to be up-to-date and aware of the latest issues surrounding the sport of gliding.

The column will also serve (through Vivienne) as a medium for the Council and its officers to get important messages out to members and to explain progress on various projects. It will also be used to keep members

advised of the major elements occupying the GFA Executive's time. The aim is to give members a deeper appreciation of what exactly goes on behind the scenes and what issues the GFA faces from day to day on behalf of its members.

There is no intention or provision to make this into a debating forum as that facility is already available directly through AusSoaring or AG. "Feedback Forum" has been designed specifically to provide a direct avenue for members to contact and be contacted in a timely manner and for GFA officers to advise on newsworthy items and outcomes.

By way of introduction, Vivienne is a professional Executive Assistant, with many years of experience at corporate level, and has been active in producing company magazines and for the last five years, her own gliding club's magazine, Airflow. Vivienne is the immediate past president of the Gliding Club of Victoria and is the current secretary of the Victorian Soaring Association and a Victorian State Councillor for the GFA.

Hello everyone!

I am really looking forward to hearing from you and my involvement in keeping you abreast of the activities surrounding your GFA. I can be contacted via the GFA web site <www.gfa.org.au> under "Feedback Forum", or by email <vivienne_drew@viscount.com.au> or through the Secretariat at GFA head office. If you want to say it, we want to hear it!



GFA Life Membership for Harry Schneider



Harry Schneider and Martin Simon with the German version of Martin's latest publication
Photo: Alan Patching

ALAN PATCHING

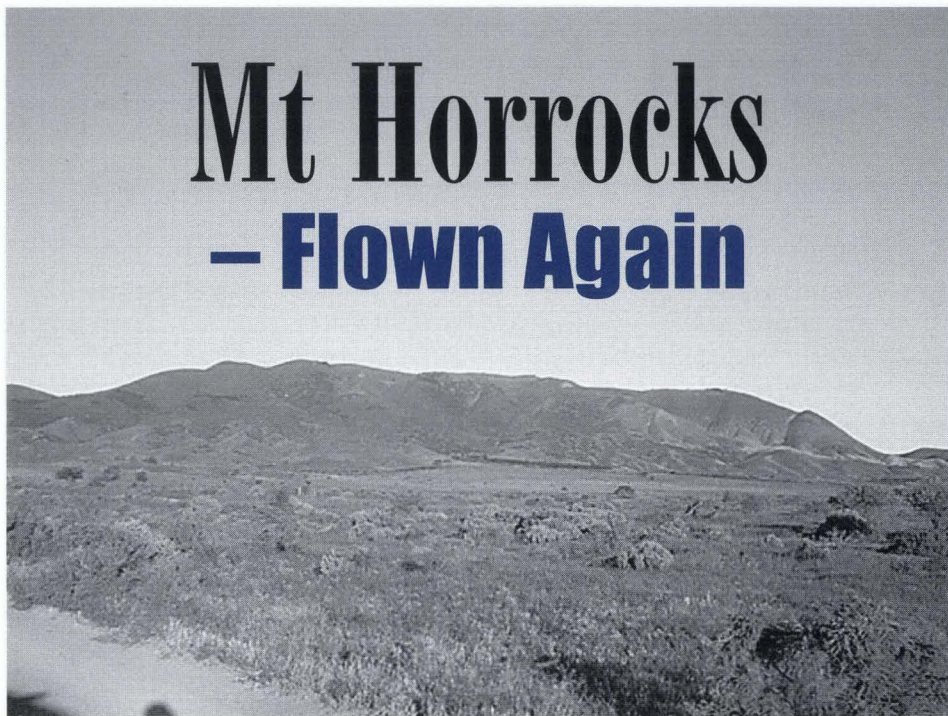
The Gliding Federation of Australia has awarded Life Membership to Harry Schneider in recognition of his remarkable and outstanding contribution to the sport of gliding.

The official presentation of the award was made by Emilis Prelgauskas following completion of the Vintage Gliders Australia rally at Stonefield on 9 January this year. A certificate of appreciation from the South Australian Gliding Association to the firm of Edmund Schneider was also presented.

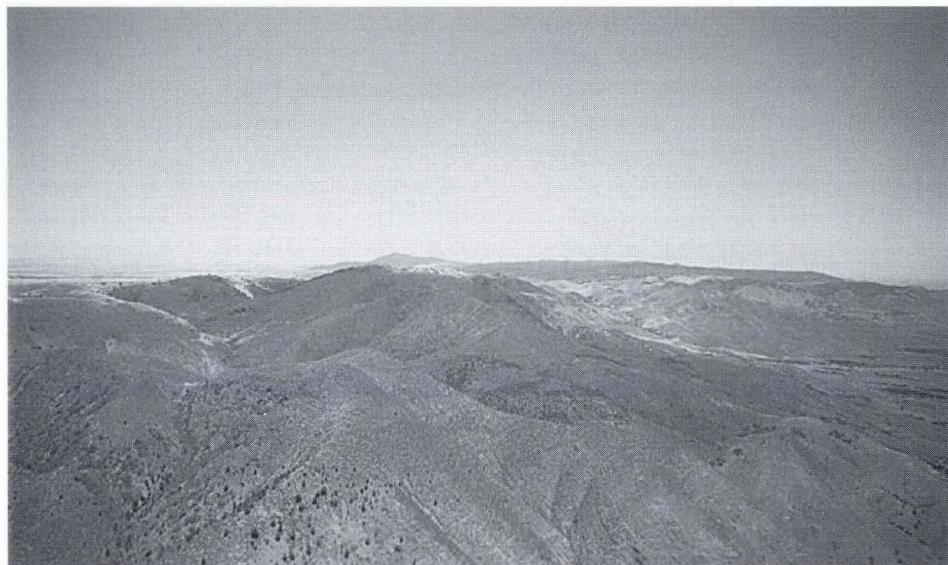
Prior to the presentations Martin Simons gave a resume of the activities of the Schneiders in Germany before they came to Australia. Martin also gave Harry a German version of his latest book.



Mt Horrocks – Flown Again



Mt Horrocks from afar



Mt Horrocks from the air, north view



Mt Horrocks from the ground

PETE BOLTON

Mt Horrocks stands about 2,500ft (776m) asl and is part of the South Flinders ranges, just east of Pt Augusta, SA. Some hang glider pilots may remember flying or hearing about this site until the mid-80s. Being in a hot, dry area, spectacular flights were commonplace, with big height gains, views over the South Flinders Ranges and good cross-country potential in most directions. Being also centrally-located between most Australian states, it was also touted as a potential site for the Nationals.

Before moving to South Australia in 1988, I read a hang gliding site guide to virtually the whole of Australia, written by a travelling pilot. He visited countless sites, but only three in the whole country gained his highest rating: Stanwell Park, Mt Buffalo and Mt Horrocks. Since settling in SA, I heard many reports of how Mt Horrocks had been a prolific source of long and spectacular cross-country flights and huge height gains until the mid-80s, when access to it for hang gliding was lost due to landowner discontent.

In about 1990, SAHGA mounted a campaign (instigated by then-President, Paul Kelley) to regain access to this site, then hold the Nationals there. The campaign failed. This only served to reinforce its unattainable status as the Holy Grail of SA hang gliding.

Just before I moved to Queensland for work for a couple of years (starting in '99), I heard that the situation had changed regarding access to Mt Horrocks. The recalcitrant landowner (of the only track right to the top – via the back of the hill) had opened up his track as a 4WD park to the paying public, and the owner of the front of the hill (a different property to the back) was now in the caravan park business. However, due to my interstate

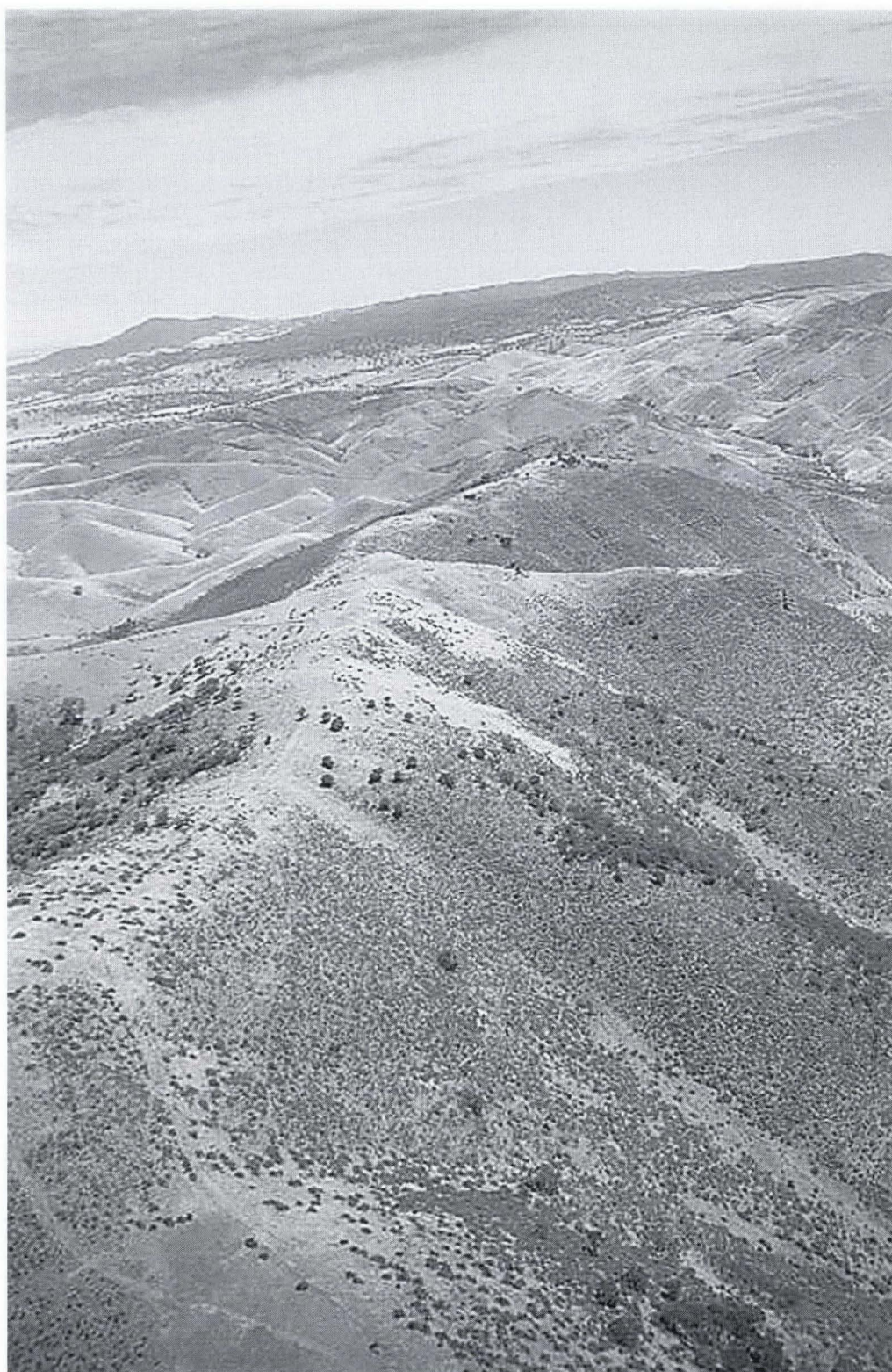
absence (until August 2001), I wasn't able to investigate further, although I did try to generate some interest amongst local pilots by "spreading the word" as much as I could from afar. Nothing happened regarding hang gliding access/flying, but some of the SA paragliding pilots started flying the place, getting lifts half way up the front, then walking the rest of the way up to the top.

In the spring of 2001 I made an "in cognito" visit to the place and drove right to the top the for the first time. The ("not-over-my-dead-body") owner's only conditions were that he wanted money and he closed his track for the fire ban season. These were enough to make it worth checking out the front access. The owner of the front, Dean Herde, was so cooperative that he would drive us and our hang gliders 1,000ft up the front of the mountain for less than the owner of the back charged for access only. A short time later, I interested local hang glider pilot, Keith Lavers, in going for a fly from the front track. This we did, even though the wind was partially over the back on the day. Keith still got up to seven grand and had over two hours touring the local skies, all on his first ever flight there.

I still wanted to explore more of the potential of the site, so I organised another trip to Horrocks for a few days shortly before Christmas. With me on this visit was fellow Adelaide hang glider pilot, Steve Papai. Joining us on one day were Keith Lavers again and Anthony Cross. At least one of us flew on all three days and Steve and I got above the summit from the front track launch (800ft below) twice. After the trip I checked the actual wind records from Pt Augusta, which showed that it had been south-east (ie, over the back) each day! That hadn't prevented us from flying, but the lack of a driver (and the inverted conditions) had precluded any cross-country distance.

The photos show the site from different angles. We didn't get anywhere near exploiting the full potential of the place, but it's still there and waiting. Front access (to fly from approximately 1,700ft asl, 800ft below the top) is available all year round (prior contact with the Spear Creek Tourism and Training Centre is required).

Having done all of the above, I must say that I was disappointed with the level of interest/support I received from most SA hang glider pilots. It was virtually left all to me to organise on my own initiative, and only a few pilots joined me to fly there (for my three visits in total). On speaking to other pilots, I received largely negative comments and a general lack of enthusiasm. I found this hard to believe after the site's "Holy Grail" status here about 10 years ago. Well, the groundwork's been done and the potential of the place remains to be tapped. For those who are interested in jumping off big hills



Mt Horrocks from the air

PHOTOS: PETE BOLTON

in SA and looking for big air, the site's available and "open for business". The owners of the front of the hill (and launch), the Herdes, were and still are supportive of HG/PG pilots flying there. They also have an airstrip which is suitable for trikes/aerotowing. They seem to realise that an opportunity for big crowds of pilots there in the past has been missed (and is now less likely to happen).

Looking at the bigger picture of all-important site retention, this story is one example

of landowners converting from farming to tourism because tourism is more financially viable for them. Conveniently, we can fit into the "tourism" category.

I won't say "watch this space", but I look forward to flying there again before too long – and hopefully not on my own! If anyone wants to fly there, it would probably be best if they got in touch with me first and I could advise/coordinate it. Contact me via <pbolt@ozemail.com.au>.



India Holiday Blues

ROHIT NAYAK

(Article courtesy of Nirvana Adventures
[www.nirvanaadventures.com])

Going home to India for a holiday is something to look forward to and to dread. All the year round working in Australia you miss home, mum's cooking, etc, etc. As the travel date approaches the count down begins. Gift shopping for loved ones back home fills the last few weeks and then its time to get on a plane and cross the continents. Jetlag is something one simply has to put up with and soon you are caught up in a whirlwind of visits and loads of people to meet. Frenzied days of visiting relatives and temples with the family. Dad's old friends, the family doctor, the old neighbours, the list goes on and on. And then in a few short weeks its time to fly back home and get back to work.



In the air

I'm not complaining. I love going back home, spending time with my parents, enjoying relatives' hospitality, the temple atmosphere, the great food, the familiar smells and sounds of India. But with only a few short weeks of leave in a year I sometimes feel cheated at not having done something more self-gratifying.

Friends come back from holiday talking about cruises to the Caribbean, African safaris, Hawaiian beaches etc. Me, I smile and think of all the great home cooked food, happy proud parents, and a warm good feeling envelopes me. Yet the nagging feeling of wanting to do something different lurks somewhere under the surface.

This holiday something happened to make it all quite different. Surfing the web idly after work, a banner catches my eye. 'Have you always wanted to learn how to fly?' it asks me. Curious and intrigued, a few clicks later I was browsing the Nirvana Adventures web site, and to my surprise I find that this paragliding training outfit is located a couple of hours out

of Mumbai. WOW! Flying had always been my secret dream and this is something I just could not ignore. I sent them an email asking for details and got a prompt reply covering all aspects of the training. 'Sounds good so far', I think, and without stopping to think any further I book myself into a course and call my parents in Bangalore to say I'd be delayed by a few days.

Not ready to talk about this to anyone, I keep my plans close to my chest. I land in Bombay and after a day with my uncle and aunt there I make contact with Sanjay Rao who has made arrangements to drive me up to the Nirvana Adventures training base at Kamshet.

We set out early in the morning and soon leave the city behind and turn onto the new expressway. I'm blown over by the expressway – it could be anywhere in the world. Great roads and dramatic scenery. We pull off the expressway an hour and a half later to enter Kamshet, a typical nondescript small town. I stare at it unimpressed, but before I know it we exit the town and are travelling off the

beaten track among the hills, fields, and pretty rural countryside.

The Nirvana guesthouse overlooks a beautiful lake. The peaceful scenic area reminds me of childhood holidays at my father's village. This is a bonus, as I'm not expecting to be treated to a 'back to my roots' holiday.

That very day training begins. For someone who is not the sporty type, flying came naturally to me, or so I think. After struggling on the ground for an hour or so with this huge fabric wing strapped to my back, I get the groove and am kiting the glider like a pro. Sanjay and Yogi the crew are delighted and so am I. It's a good first day. As I do a good job mother nature smiles down on us and the winds remain gentle and steady, helping my progress.

If the winds are good I should do a solo flight tomorrow, they promise. I pray for good winds, but from what I hear the wind gods have blessed this delightful place with month after month of good flying weather, so the possibilities are very good. I do at least 12 long bunny



Some of the crew

PHOTOS: COURTESY SANJAY RAO

hops (or low altitude flights) skimming the ground, and can't wait for tomorrow's flight.

That night I'm ravenous and enjoy a big meal cooked by Bharat, who I'm told is trained by Sanjay. The food is great and I realise that I am going to enjoy my stay here – what with the flying, beautiful scenery, morning swim in the lake and three delicious hot meals a day. I can't believe my luck.


My first solo the next day was from a 100ft high hill at about six o'clock in the evening. I stood up there looking at the panoramic views, beautiful countryside all around, the eagles soaring up in the orange sky and the sun a huge soft golden orb ahead of me.

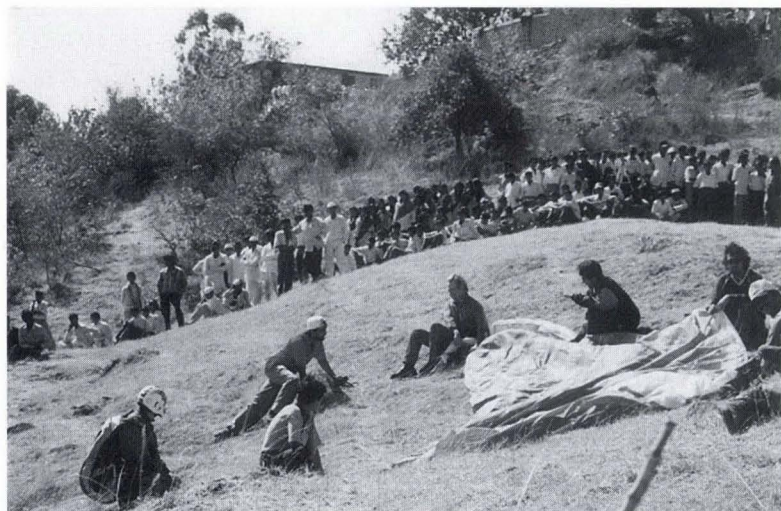
Nothing could have prepared me for my first solo. The beauty of free-flight took me by surprise. And although the first few flights were short and kept me scurrying back uphill to pack in one more and yet one more, before sunset I knew my life had changed forever. I had discovered the spirit of adventure and a passion for the outdoors within a couple of days. Is this really me running with my wing behind me to

be lifted off my feet and fly gently in the sky like a bird? Am I dreaming? Or has my secret hankering to fly like a bird and be free gotten to me? And who's going to believe I've done all this?

The next three days were like a whirlwind of excitement and adventure. Being the weekend, many pilots came over from the city to fly. After two quite intense days of training and enjoying the serenity of the place, I got into the camaraderie and fun of the weekend partying crowd. I got to meet up with a mixed bunch of professionals from the city and catch up with the happenings in the work scene in India. A lot has changed since I left Indian shores to travel to the land of promise and plenty, and I enjoyed the interchange of information and views.

My paragliding holiday was a dream come true. I discovered the exhilaration and freedom of free-flight, thereby fulfilling my childhood dream. Dramatic scenery, spicy Indian food, and a rich cultural experience set the mood for a great holiday experience. What's more,

my holiday is not over yet – I still have Bangalore, mom's cooking and friends and loved ones to look forward to. 



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Trees are not for gliders

DAVE SHORTER

My worst nightmare was rapidly unfolding before my eyes! My glider was perilously close to the trees and sinking fast. My nose was down and I was heading straight for the trees! I hauled back on the stick – no response. The awful realisation hit me – stalled and no height to recover. At last, the glider responded and I pulled the nose up level but treetops were all around me now, at eye level. I attempted to pull up over the crown of the big tree dead ahead but the glider wouldn't respond. Incredulous, I watched with horror as my right wing cut into the treetops.

Unable to exercise any further control, a strange detached curiosity took over, "What happens now?" flashed through my mind. Everything blurred, I guess my eyes were closed, but I vividly recall the hollow clunking sounds of the wings hitting branches and the wild jumbled shaking of the cockpit around me. And then all was still. I looked around and there I was, still in one piece, I seemed to be uninjured, and I was sitting in the glider, level and stationary and precariously balanced in the top of the forest canopy!

How did this sorry situation come about?

It's a story I'm not particularly proud to relate, as clearly it resulted from some grave errors of judgement in a set of circumstances that proved very tricky. I've learnt some very hard lessons. Other pilots may benefit from my experience.

The flying camp

A group of us were having a week's soaring around Mt Kaputar operating from John and Barbara Michell's farm, "Castletop", on the Narrabri/Bingara Road nestled in a beautiful valley between the peaks. The Michells made their airstrip available to us, slashed safety runways for emergencies, and made us very comfortable in the shearers' quarters. We'd enjoyed their wonderful country hospitality and flown many stimulating hours here last year and were back for more.

Mt Kaputar at 5,423ft is the highest point of the Nandawar Ranges which are the eroded remnants of past volcanic activity. Most of the mountainous country is now preserved as a wilderness area – the Mt Kaputar National Park. The rock formations and eroded valleys provide some of the most stunning aerial vistas, with wave shaped cliffs, peaks like coronets,

giant rounded rock platforms, cliffs of crystalline shaped rock, deep gorges and on top of one mountain a group of pinnacles standing like a congregation of mourners at a funeral.

During summer the Nandewar Ranges produce good lift and we often fly over Mt Kaputar on cross-country tasks from Lake Keepit, as high as possible, and flat out, with little time to revel in the scenery. Flying from the "Castletop" airstrip we were near at hand and could safely spend time exploring the rock outcrops and nearby valleys and peaks. In August, with prevailing winds from the west, there are good opportunities to soar ridge lift and even fly in wave. We'd had all of this the previous year and we were looking forward to more.

The launch

I launched Tuesday 12:45pm from "Castletop" (1,500ft QNH) into a five to 10kt westerly headwind in my beloved DG202, hoping for some interesting lift off the north-south ridge five kilometres ahead. Before launch I'd been discussing local knowledge with John Michell, the property owner, and days he'd spent in past years soaring the full length of that ridge in good westerly conditions. I'd also had one day myself last year where I'd found the cliffs on the north end of that ridge working, although then I'd been unable to climb much above cliff-top level. Today, prospects for the ridge looked good.

I released into a non-existent thermal and scratched for a while, finally climbing near the airstrip to around 3,500ft QNH, then pushed west upwind through buoyant air to Killarney Gap where the Narrabri Road crosses the range, arriving at around 3,200ft.

The ridge

Killarney Gap (2,300ft) is the low point in the north-south ridge. The gap extends north about



one-and-a-half kilometres to a bluff, Camelback (3,200ft) where westward facing cliffs of the ridge proper start. The ridgeline gradually inclines upward for two kilometres to the northern most high point of the ridge (3,500ft).

The ridge stands above a deep thickly forested valley that drains to the southwest providing an escape route to the farming plains out from Narrabri. I'd marked a new agricultural strip just five kilometres south-west of Camelback which was very handy. West-facing cliffs run along the ridge from Camelback for about three-quarters the length of the ridge, washing out to a steep slope into the valley towards the top north end.

At the north-west end of the valley, about 500m across the valley from the ridge "Gins Mountain" rises out of the valley floor as a steep rock cliff face to 3,700ft. The northern end of the valley is in the lee of this mountain when the wind is from the west-north-west – something I gave insufficient thought to before joining the ridge.

Flying the ridge

From above Killarney Gap I turned north to look for lift along the cliffs. In light westerly conditions last year this strategy had worked and I'd flown some very enjoyable beats along these cliffs in weak ridge lift. Today the wind was stronger and I hoped to gain height on the ridge and perhaps find a thermal triggered by the cliffs.

Sure enough, alongside Camelback, approximately two-thirds up the cliff, I contacted lift and continued along the cliffs, climbing strongly. Wary of the restricted space for turning between Gins Mountain and me, I turned back after progressing about halfway along the length of the ridge. From a few thousand feet above Ian McPhee and Terry Harrison circling in the Bergfalke watched my progress below from the shadows on the cliff face.

I'd climbed above ridge height by the time I made this first turn. I was conscious of losing



PHOTOS: COURTESY NBN/WESTPAC HELICOPTER

◀ North end of the ridge – crash site off to the left
◀ Glider nestles in the treetops



a lot of height in the turn and was maybe 100ft below the cliff when I rejoined the ridge – it's possible I'd had to lower my nose through the turn. When you're up high the loss of height is not noticeable, but when measured against a ground object there's a stark contrast. I thought no more of the height loss as it was quickly recovered in the lift along the cliffs and when reaching the bottom of the southward run was approximately 100/200ft above Camelback at 3,400ft, a net gain of 200-300ft for the return circuit.

Turning for a second beat north I quickly regained height and climbed above and over the ridge to stay in the best lift. I must have had some hundreds of feet clearance over the ridge. Watching the ground shadow, Ian McPhee overhead remarked to Terry: "Look, he's climbed up above the ridge now."

With the extra height I felt confident to continue further north this time before deciding to turn out again. The lift continued buoyant, I had room out both sides, and I had more room to turn inside Gins Mountain. I don't recall looking at my ASI, but the glider "felt" good and I would have expected my speed to be around 48-50kt. I believe I was flying on a zero degrees flap setting.

I flew beyond the end of the cliffs to where the steep-sided valley merged with the top of the ridge. The lift tapered off so I made a normal turn to the left away from the ridge. I recall nothing unusual, no wing drop, my vents were closed and I noticed no noise change, and control response was okay – but I did lower the nose, so my airspeed must have been marginal.

I was probably looking back over my shoulder to the ridge behind as I turned because I got a horrible surprise when I glanced ahead again to see how suddenly things had turned bad. The glider was low and heading straight into the trees. I had the most awful feeling in the pit of my stomach as the realisation hit me that I was now in a desperate situation.

Anyone who tells you to put your stick forward when you're already pointed straight into the ground and only 100ft or so to go will never understand the desperate ground rush sensation that overcomes you in this situation. Up till now it had still seemed to be flying. I hauled back on the stick, to no avail – stalled. That was the worst moment.

After what seemed an eternity, probably a second or two, the glider responded and pulled up level, but with insufficient airspeed to pull up over the crown of the large tree, thrusting out above the surrounding forest canopy. The right wing went into the leaves and the clunking of the wings hitting branches was the last I remembered before coming to a precarious halt in the top of the trees facing the opposite direction. The glider had lost probably around 400ft height!

People have said how their whole life flashes before them during the fleeting moments of a life-threatening experience like this. My brother who was hit by lightning said all he could think of was whether he'd paid up the life insurance policy. For me, it was a strangely clinical experience. As the branches started crashing around, and I was tossed wildly in

the glider I was thinking, "I wonder what happens next?" Maybe I just wasn't going to die.

The crashed glider

When the movement stopped, I looked with amazement around me – I was sitting in the glider facing in the opposite direction. The glider was level in a slightly nose-down attitude and about 20ft below the tree top. Two metres of the right wing had broken off and was dangling by a tape from the gash, the right wing reasonably supported on a downward sloping branch halfway out to the break.

I was aghast when I looked to the left wingtip and saw the slender wisp of branch, bent over 90°, which was all that was holding up that side of the glider. The wing was gently wafting up and down in the breeze.

I couldn't see anything below the cockpit or behind. All I knew was I was awfully high as I couldn't see anything but a dark gloom below to the forest floor. I later worked out that the glider was about 100ft above ground. There were a couple of crossed branches and a broken stump supporting the fuselage with no support under the rear of the plane.

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A forlorn figure in a fork



The broken wing hangs among the branches

A large vertical branch about six inches in diameter which had taken the impact of the wing had broken and fallen across the cockpit, crushing the instrument panel and was attached to the broken stump by not much more than a few strings of bark. The nose of the glider was shattered and broken off near the rudder pedals and the front of the cockpit was delaminated and distorted.

The canopy was shattered (I was sitting in fresh air) and I released the canopy frame with the jagged broken shards of perspex and threw it overboard. The MNAV and GPS were beeping their heads off, distracting me from thinking clearly and I managed to feel out the switches under the crushed panel and turn them off.

Above me Ian McPhee had been watching as I worked my way along the ridge. He was turned away as I turned, and when he looked back again he couldn't believe his eyes – the glider was stationary! After checking again, he broadcast back to base that the glider was down in the trees. *"It looks like a helicopter job,"* he said.

Hearing this I realised I still had a working radio and I reported my situation. I warned that a helicopter overhead could possibly dislodge the glider. Ian passed words of encouragement and suggested I drink plenty of water and flew off to organise assistance.

I heard one of the other glider pilots advising base to let my wife know that I'd "outlanded". I requested they give her the facts – it would be much fairer for her to know. Looking at my precarious situation I realised it could be my last chance to send her a "tell her I love her" message as well, but then realised if she received that sort of message she'd know just how extreme my position was.

Getting out of the glider

"What do I do next?" I had two options: – stay with the glider and if it fell I'd have the extra protection of the fuselage wrapped around me, or – try getting out to the safety

of the tree, at the risk of dislodging the glider and free-falling without any support.

I firstly decided to see if I could get any attachment fixed to the tree. I managed to reach my tie-down ropes from behind my head and looped a couple of them around the branch lying across the cockpit and tied them back onto my parachute harness. They were only six millimetre poly rope but I thought they might hold me if the glider let go. The branch was also pretty suspect as it was only attached by a few strands of bark but that's all I could reach while still sitting in the cockpit.

The right wing was creaking on its branch – sounded like it was moving on its support – it could let go any moment.

I radioed that I was going to attempt to get out of the glider into the tree and that I would then be out of radio contact. The moment came to undo my seat belt and stand up in the cockpit. I had trouble freeing my left foot, which was trapped under the panel, but after sliding out of my shoe it came free. I was very worried leaning forward to retrieve the shoe lest the change of balance upset the glider, but I figured I might need it.

As I stood up I started to shake. Remembering Macca's advice I gulped a mouthful of water and settled down.

There was another broken branch just ahead of the glider, leading to its broken stump but just out of reach – small, just about 80mm diameter. My best hope now was to get a rope over the top of this little stump so that if the glider let go I could still hang supported by this stump. Carefully, I leaned forward and managed to work another couple of strands of tie-down rope along the branch till they were across the stump, and secured it to my parachute harness. I quickly then separated myself from the unstable branch across the cockpit. I was beginning to take hope that I might get out of this yet.

THEN! The glider let go! My heart immediately jumped into my mouth and every cell of my body pumped an extra shot of adrenaline. It seemed that the cockpit dropped six feet or so but in fact the left wing had let go and the glider had twisted down about 45° to the left. The right wing and branches under the cockpit were still holding, the left wing hanging down in mid-air unsupported. I was still standing in the cockpit. I was so relieved I hadn't had to rely on the tie-down ropes over the puny little stump.

After regaining my composure, I then had to step onto the loose branch across the cockpit and just hope like hell that as I pushed off from the branch to reach out for the tree that the glider held. It did. Carefully tying my safety ropes around a large branch, and retying a couple of times to get past forks, I was able to slither down a few metres to the safety of a substantial fork. I was now about three to four metres below and away from the glider and behind a good bit of solid tree, so that if the glider now fell I reckoned I'd be safe.

Perched in the tree

At last I could relax and consider my options. I looked below and I tried to assess how far above ground I was – it had to be 100ft. The trunk of the tree was too large to embrace and hold onto confidently which meant I couldn't scale down any further. There were also a couple of forks below I'd have to negotiate. The last fork, the one closest to the ground was still about 70ft up. Not on!

I had no option but to wait for rescue. When the wind dropped and all went still I could still hear the radio in the glider and was able to make out that the Westpac helicopter had been called and I strained to monitor progress. The Motorfalke and the Maule flew over and I waved to let them know I was okay. What else could I do? A thousand ideas and options went through my head, trying to assess how anyone was going to get me out. A ground

party was coming in, but I couldn't see how they could reach me from below – it was just too high above ground. I felt so helpless, like a stranded kitten. At least I was reasonably comfortable – my parachute provided a comfortable pillow to rest on in the fork.

I was able to look back up at the glider at last and marvelled at the incredibly chancy weaving of broken branches pinning the glider in position. The branch across the cockpit was holding it down onto a broken stump with a couple of other crossed branches preventing further movement. (Later it withstood the full downdraft from the helicopter without moving. Six months later the glider was still up there in the tree).

After a couple of hours I heard the welcome sound of a chopper which circled around a few times while I waved to reassure them I was okay. Now I was clear of the glider I would have been happy for them to fly over the top but the guy coming down the wire would have to let down through some branches directly above me – the chopper decided it wasn't on and then flew off. I was devastated, watching it recede into distance. How else could I get out of this. I heard shouts from a ground party over near the cliffs and started shouting back. I'm not sure if they heard me. I kept cooeing every so often to give the ground party a direction.

Half an hour later the helicopter returned and lowered a couple of men. At the same time Scott Michell, the first of the ground party, arrived at the base of the tree – a two-and-a-half hour trek from the road through rugged wilderness country. (His local knowledge of the terrain proved invaluable, then and later trekking out). While the chopper hovered at a distance I talked with the guys on the ground and tried to convince them that it would be safe to come over the tree, but they were not convinced. I suggested that maybe the helicopter could drop a rope to me which I could lower to the ground and let myself down.

From so far above it was difficult to hear what was going on, and when the helicopter flew off again I thought they'd given up. The sun was going down and the winter chill was descending on the forest. I was shivering. I thought what a grand irony it would be if I survived this far then froze to death overnight sitting in the fork of a tree.

My worries were misplaced and the helicopter returned and lowered a rope to me, including a bag with a harness and spare rope – even though it snagged in the tree (a couple of hundred metres of best climbing rope – still there!), I was able to lower enough to the ground party who passed me up another which I passed over a fork and hooked onto the harness. They had all the good rope handling gear on the ground and then lowered me gently down. Mind you, as I let myself onto the rope and abandoned the

safety on the fork, I fell 10ft off the tree until the stretch and slack in the rope took up... an unintentional bungee jump. It held though!

Terra firma at last – the trek out

What a beautiful feeling of earth under my feet as I touched ground!

No time to lose though, as dark was fast approaching and we had a long two-and-a-half hour trek out through rugged country. I realised then that my ankles were fairly badly sprained from the impact of the rudder pedals, (some weeks later we also discovered a broken bone in my foot) but with difficulty we got out. Scott, son of the property owner, carried my chute and led the way through the darkness using torches dropped from the helicopter – his local knowledge of the terrain proved invaluable. The SES guy maintained radio contact with his base and managed to meet up with a 4WD rescue vehicle which had penetrated part way along a fire trail.

Finally we arrived back at the operations base. The accumulated tension of the last seven hours finally caught up with me as I got out of the 4WD and embraced my waiting wife. I couldn't talk coherently for 10 minutes as the emotions washed through me. It all let go.

I was astonished to see the size of the rescue operation back at base, with the Bingara SES and Narrabri VRA, plus police from both Bingara and Narrabri, as well as the Michells and their neighbours and my gliding mates. A mobile canteen served up a welcome hot coffee and congratulations were passed all around – the rescue boys and police were all delighted, as their job so often involves pulling seriously injured (and worse) out of crash situations. It was great for them to get a live one this time. I owe enormous thanks to all these people who gave up their personal time, and combined in a coordinated operation to bring me back to safety. Without them, and the helicopter I'd still be up there. It was a great rescue effort on their part.

What went wrong – lessons learned

Even now, six months later, my skin feels prickly and beads of sweat form as I think about it again. And I've replayed the mental video ten thousand times since, trying to analyse what actually happened in those few brief seconds. What would I do differently next time? Clearly there were some grave errors of judgement in a set of circumstances that proved very tricky. What lessons have I taken away from this experience?

Lesson 1 – situational awareness

In less than one turn the glider lost around 400ft in less than 20 seconds. The glider lost all flying speed and was stalled. It appears that I flew into severe downdraft or even a reverse flowing rotor eddy in the lee of the nearby mountain. I was aware of the proximity of the

mountain, but didn't think of the lee effect of the westerly wind flowing over the hill.

Lesson 2 – safe-speed-near-the-ground

I can't recall checking the ASI, but "felt" I was probably doing around 48-50kt. Flying low over the ridge a minimum of 1.5 x stall speed should have been maintained – 55/60kt minimum.

Lesson 3 – flying in mountains don't rely on the horizon

The ridge sloped gradually upwards. Also there were other mountains and ranges on the horizon. Both could have upset my perception of horizon, resulting in even slower speed than I believed myself to be flying – check ASI more regularly.

Lesson 4 – complacency and overconfidence

The flight was going well, I'd climbed and was continuing to gain elevation. I felt good and decided to go further up the ridge than previously. Already a couple of hundred feet above the ridge, I felt confident (overconfident) to stretch the beat further up north above the shallower part of the valley.

Lesson 5 – Ridge soaring is different to flatland cross-country flying

Most of my experience has been flatland thermal soaring. Speed variations up high are inconsequential, close to the ground they are critical. Experienced cross-country pilots may be beginners on ridges.

Lesson 6 – carry an EPIRB whenever flying away from glider base, you never know

I was fortunate another glider was overhead when I crashed. I had no EPIRB emergency beacon with me and it could have been days finding me in the dense forest.

All of these lessons learnt are basics that as an instructor I've taught student pilots, which makes my experience very humbling. I'd draw your attention to John White's excellent article in AG/Skysailor, February 2002, on slope soaring and suggest a re-read. I might be still flying my beloved DG if I'd followed the fundamentals of that article.

Lucky me

Fortune smiled on me that day. A string of circumstances all came together to save my skin. Firstly, the accident was early afternoon, with four to five hours of daylight remaining. Another glider spotted the accident immediately. I was virtually stalled on impact which reduced the force, and the wing took the major impact. I was not injured and was able to get myself out of the glider. The glider was miraculously balanced and pinned by a fallen branch across the instrument panel. The branch missed my head. And a helicopter and teams of rescue workers were available to get me out.

Maybe a million to one chance, and I don't plan to test my luck that way again. I'm back in the air again with another lovely glider (a Mozzie) and I can tell you I'm keeping a better eye on the ground these days.



A Millennium for the New Millennium

Stanwell cruising

Photo: David Phillips

DAVID PHILLIPS

Would you buy a secondhand glider without seeing it first? A unique design and one of only 50 in the world? One you had to import into the country yourself from the other side of the world?

Well, I did, and this is the story of how it happened.

- ▼ Banking after take off
 - Performing control checks
 - Ready to launch at Stanwell Park
- Photos: Mike R-E

What Is It?

The glider is a Bright Star Millennium. It is a rigid flying wing hang glider in the ATOS and Exxtacy mould, but with some significant differences. The most obvious is the use of full aerodynamic controls, via elevons and tip rudders. There is no 'hang' in this hang glider; it is controlled not by weightshift, but by a conventional joystick. It has variously been described as a sailplane with the portability and convenience of a hang glider, or a hang glider with the portability and convenience of a sailplane... There's no doubt that whatever way you cut it, it ain't your average flex wing.

I first encountered the California based Bright Star company on a TV show in the early 1990s, in a segment on a radical new generation hang glider called the Swift. I was immediately attracted to the potential of the design. It could be foot launched and foot landed, yet offered the safety and the comfort of a reclined seating position and aerodynamic controls.

With its full composite wing construction, it boasted performance twice that of contemporary hang gliders. The Millennium is a close cousin of the Swift, designed to be lighter and more portable. It first appeared in 1997, around the same time as the Flight Design Exxtacy made its appearance.

The idea of owning such a craft took hold rather firmly, but it was a few years, and a series of protracted negotiations, before I found myself the owner of a secondhand Millennium, serial number 31, which arrived in January 2001.

As it was the only one in the country, I knew that I would have to teach myself to fly it. Since its flying characteristics have elements of both conventional hang gliders and sailplanes, a background in both is recommended. I was fortunate to have flown a bit of both, but nonetheless, approached the process with some considerable caution.

Here is a chronicle of what I discovered along the way.



Unpacking It

If I had any doubts about the uniqueness of the design, they were dispelled on first opening the shipping crate. What I found inside was a glider about the same packed length as a conventional hang glider but roughly twice as wide. It was heavy, at around 45kg, and very awkward to manhandle. I quickly found that moving it around on your own required a whole new set of skills – and a strong back. With another person to help, it is not bad at all, and I have subsequently manufactured a simple wheeled cart that makes moving it on my own much easier.

Rigging It

Armed with a set of instructions, rigging the Millennium for the first time was quite easy. The pilot cage, constructed of a mixture of steel and aluminium tubes is folded out and retained by two cables and PIP pins. The wings consist of a very substantial carbon-fibre spar, with a smooth, gelcoated D-cell that forms the leading edge, and look very sailplane-like. They fold out from a short steel keel in conventional hang glider fashion, but there are no battens to insert. The sail that forms the rear portion of the wings is given shape by a series of folding aluminium ribs that are stowed against the back of the main spar. All the ribs in each wing are linked with a cable and are positioned automatically as a steel tip strut is snapped into place. The ribs also pivot on a trailing edge spar that clips into the very substantial keel, the nose catch is attached, and that's it. Some ingenious design means that all the control systems remain permanently connected. The carbon fibre winglets simply plug into the tip struts, automatically connecting the rudders. The elevons are a very thin carbon fibre matrix and are permanently attached to the trailing edge spar. Overall, the glider is very robust, which probably accounts for its considerable weight. Assembly is straightforward, although it does take a while to install the safety pins, at the nose catch, the rudders, nose strut, backrest and main wheel struts. I would estimate that the Millennium takes me no longer to rig than did my Shark and harness.

Getting Into It

One of the reasons for my decision to buy a Millennium was comfort. The seating arrangement is quite unique. There is a very simple harness, rather like a rock-climbing harness, which is secured to the pilot cage by two carabiners. This supports you in 'hang' during foot launching and foot landing and stops you from falling out while flying (the glider is stressed for -3g, so it is quite possible to fly inverted – should you chose to do so, which I have not). In normal flight you recline in the cage, sitting in a flexible, folding seat. After donning the harness for the first time, the moment of truth

– I stepped into the cage, sat down, attached the carabiners, reclined back and put my feet on the footrest. To my great relief, it was very comfortable, rather like sitting in a deck chair. I quite like the idea of an airborne deck chair. The joystick is located on the right hand horizontal cage tube and falls readily to hand. On the left cage tube is a VG-like cord that is used to control the airbrakes. Your head is quite close to the wing, behind and below the trailing edge.

Ground Handling It

After sitting for a while, doing Walter Mitty impersonations with the stick, it was time for the next step, standing up. This was not easy. It is not too hard to get to a standing position with the nose resting on the ground, but try as I might, I couldn't lift the nose without assistance. With help, standing up is a bit ungainly, but quite easy. Once you're standing, the glider rests on shoulder straps with good static balance and it is relatively easy to walk around. It doesn't feel much heavier than a conventional hang glider and harness with all the gear. The worst thing is you can't easily put it down to take the weight while waiting in a launch queue. If there is any wind at all, it's very easy to control the wing while standing, as the control authority is powerful. However, there is no way to hold the wings level using muscle power alone, which has proven to be a problem when attempting to launch in crosswind or variable conditions.

Flying It – At Last

After spending a few weekends creating considerable interest in the local park, I had my first real flights during an autumn aerotowing weekend. The general consensus is that towing is the best introduction to flying a Millennium, and the prospect of doing so at a nice open strip was very attractive. American Bob Bailey, probably one of the most experienced tow pilots in the world would be on hand – Bob is well

experienced in towing Millennials, so it seemed an opportunity not to miss.

I procrastinated for quite a while, sorting out the tow release and watching a succession of take offs before I finally wheeled the glider into the line. It's very easy to move the Millennium around on its wheels, but awkward to move it sideways, as you often have to do to manoeuvre out from a group of parked gliders. Even though I was surrounded by hang gliders, I couldn't shake the sensation that it was a sailplane I was about to fly. Settled into that comfortable seat I made very sure that the harness was properly attached, and with a final check of the controls it was now or never. When launching on the wheels, you need someone to run a wing, just like a sailplane, so continuing the sailplane theme, I looked over to the wingman and called, "Full Power, Full Power!" rather than "Go, Go, Go!"

We were off. The controls became effective immediately and the ground roll felt very sailplane-like, although I didn't like not having independent rudder control to keep the glider straight (rudder is mixed automatically with aileron – rudder pedals are optional and I haven't yet fitted them). I had been briefed that the glider would not unstuck by itself, and in fact required quite a bit of back stick to rotate. I had also been warned that it would be very responsive in pitch and it was easy to over-control. As the airspeed increased, I gently began to feed in aft stick pressure, and the glider positively leapt into the air. After struggling to contain some rapid pilot induced pitch oscillations, things were just beginning to settle down when the weak-link broke. I was still low and chose to land straight ahead. The glider had other ideas, and refused to come down, finally touching down, to my considerable relief, at the very end of the runway. On the next flight I had climbed to about 150ft and started to relax, when the weak-link broke again! At least I had



View from the driver's seat

Photo: David Phillips

Hang Gliding



Preparing for aerotow take off at High Adventure Airpark

enough height for a quick 180 degree turn and a tailwind landing – love those wheels.

Two flights, and rather more excitement than I cared for. At least I knew I could land it under pressure. On the third attempt I finally managed to stay on the line for long enough to get to 2,500ft agl. I released into the smooth late afternoon conditions and settled back to get a feel for the glider. The flight sensation is strange; it moves through the air like a hang glider, but feels like a sailplane. Due to the fixed seating position in the cage, you are very coupled to the wing and can feel every bump and twitch. Visibility is good, although the view directly forward is dominated by a pair of feet. It is quite strange to look down between your knees and see nothing but empty space and the ground, a long way below.

Once you get the hang of it, the Millennium is quite easy to fly. It was reassuring that even though the pitch response was very fast, it was very stable, with none of the stick-free pitch divergence exhibited by some high performance sailplanes. With plenty of height and smooth air, I tried a mild stall and a spin entry. Easing back on the stick produced a very nose high attitude before the stall break occurred. When it did, the glider just rotated to a more or less level attitude and then mushed down without dropping the nose. I could feel the buffet of separated airflow, but the glider remained laterally controllable. Indicated airspeed was around 15mph. Millenniums have a reputation for being easy to spin, at least among pilots with only hang gliding experi-

ence. With this in mind, I put the glider into a turn and eased back on the stick, while trying to hold the inside wing up with aileron – exactly as you might do if you found yourself too low and too slow and trying to complete a turn too close to the ground. What was impressive was how the glider resisted; as the airspeed decayed away, the controls would begin to buffet and most times the nose would just mush down and the glider would slide around without spinning. I've since encountered this pre-spin mush a few times when thermalling. To precipitate a proper spin required a more aggressive entry – nose higher into the turn, let the speed wash right off, then apply sharp opposite aileron. Again there is that distinct buffeting and a very obvious sensation as the inside wing stalls. Hold the stick back at that point and a proper spin will develop quickly. Recovery was instantaneous as soon as the stick was moved forward. So far, so good; I was gaining confidence. The glider's behaviour at low speeds appeared to be very predictable, with plenty of warning of an impending stall or spin.

Turn coordination is excellent, with no tendency to over or under bank. The mixing of rudders and elevons works well to eliminate adverse yaw. I set up a standard aircraft style landing approach at about 30mph, and after turning onto final, pulled on full airbrake, which deploys both rudders simultaneously. My approach was just a little flatter than it would have been in a conventional (non-topless) hang glider and I touched down pretty much where I intended. As I had already found out, landing on the wheels is really easy. I must admit that I had a smile as I climbed out and pushed the glider up to the clubhouse.

We had a few new faces the following day, including Kraig Coomber flying Tomas Suchanek's record setting Moyes Litespeed – if I needed a yardstick to measure the performance of the Millennium, he was certainly capable of providing it. The first pilots to launch reported light, broken thermals topping out around 4,000ft. I launched – with no pitch oscillations this time – and released at around 2,000ft agl.



Dave rigging the Millennium at Stanwell Park

Photos: David Phillips

The air felt quite choppy, as the glider responded to every surge and gust. I could see Kraig circling close by, pushed the stick forward and, zoom, I was there. Unfortunately I had no idea how fast I was flying as the airspeed indicator had swivelled out of alignment and was just out of reach. I guessed about 35-40mph. I slid in underneath Kraig, but was unwilling to slow the Millennium very much, and started doing wide clumsy circles at somewhere around 30-35mph. I was very reluctant to get in close, particularly as I was still learning where to look – the inside wing gets in your line of view when trying to keep track of another glider at the same altitude on the opposite side of a thermal. You can see over the top of the trailing edge, however, which is handy for looking up at clouds and gliders above you. During the brief time that Kraig and I were gliding in close proximity, the Millennium seemed to hold a slight advantage, but there wasn't much in it. I was able to out-glide a standard Litespeed, and overall, given my ham-fisted handling of the Millennium, I was pretty happy with its performance.

Having proved that it could be flown like a sailplane, the next phase in my Millennium education was to be a hill flight, including a foot-launch and foot-landing. This would prove whether it could be flown like a hang glider. The opportunity came a few weekends later, at my favourite local coastal site, Stanwell Park.

Conditions were very good and the hill was packed with the usual mill of tourists and pilots rushing to assemble gliders. This would be a very public maiden foot-launched flight. After rigging amid a myriad of questions and comments, the unique shape of a Millennium joined the crowd of look-alike hang gliders crammed onto the hill. Unlike a conventional hang glider, the Millennium can be safely left parked facing into the wind. It does, however, have a tendency to roll down the hill if the optional front wheel is fitted. I normally take the precaution of using a couple of light tie-down ropes attached to the wingtips, just to make sure it can't go flying without me.

I settled into the seat, attached the harness and checked the controls. There were plenty of helpers and soon I was standing with the glider



◀ Rigged and ready

Photo: Mike R-E

balanced on my shoulders. As I had found during my ground handling, once you get it settled, the wing is very easy to control using stick power – you have positive control in both pitch and roll – very reassuring. I stood for a minute or so, took a deep breath, eased the stick forward and stepped forward.

The launch was completely uneventful – with no A-frame, there's no way to pop the nose, the glider just coasts along above you as you gather speed during the run. After lift-off, you are supported by the harness in a very upright attitude – not unlike flying in hang in an old cocoon harness. I eased the stick forward to make sure I had plenty of airspeed and started a gentle turn to the left. Everything felt fine, checked the airspeed – nearly 40mph, hmm, no wonder those other gliders seemed to be going so slowly... I slowed to a more reasonable 30mph and turned to do another pass before attempting to 'retract the undercarriage'. The idea of doing the equivalent of a knee-raise exercise while hanging from your armpits and simultaneously flying a very pitch sensitive aircraft was more than a little imponderable. Pushing the stick forward for a little extra speed conveniently lowered the nose, making the footrest easier to reach. Gingerly I raised one foot and put it on the rest. The glider pitched down slightly, but seemed otherwise unperturbed, so I raised the other leg, lifted my bum and the seat slid underneath me, just as advertised. 'Well, that was easy', I thought as I settled back into that comfortable deck chair.

I had no difficulty in crossing the gap to Mitchell's and heading south down the coast. It was all too easy really, just sit back and enjoy the view. I got bored flying into the headwind at 35mph, so upped the pace to 50mph. This required positive forward pressure on the stick, as there is no trim adjustment, but was otherwise ridiculously easy. The glider tracked perfectly straight and simply scythed through turbulence. There seemed to be little difference in sink rate between 30 and 40mph, and not much more at 50mph. Maybe this thing really does perform, after all. Further down the ridge, I encountered the turbulence that usually turns me back – a mixture of rotor, interspersed with sharp thermal gusts. I could feel the turbulence, via the seat-of-my-pants and through the stick, but felt completely secure and quite relaxed.

After a relaxed two and a half hours in the air, my thoughts turned to landing. Even though you know you are still attached to the glider, the first time I tried lowering the undercarriage, there was an overwhelming sensation that I was about to plunge into oblivion as I dropped my feet and slid forward off the seat. Flew around for a while in 'hang' with the brakes deployed and was pleased to observe that there was only a slight pitch change and



an improved roll response, with no increase in adverse yaw. With the brakes out and the extra drag of me in hang, the glide was less than I anticipated – I was committed to a pretty low approach and needed a quick turn to line up in the chute. The glider came around very quickly and lined up perfectly for a touchdown in the middle of the chute. So far, so good. Eased off into ground effect, concentrating on keeping the wings level. As the glider began to settle, my feet touched the sand for a couple of steps as I pulled back on the stick. The glider ballooned slightly before settling again and stopping within a few more paces.

After years of dreaming, I had finally flown a Millennium at Stanwell.

Comparing It

I have now accumulated around 25 hours airtime, in the company of paragliders, an assortment of hang gliders (although no other rigid wings), and even a few sailplanes, so have something of an idea of how the Millennium stacks up. At normal ridge soaring or thermaling speeds, it seems to have a sink rate and glide roughly equivalent to a Climax or Lite-speed. It shines in very light or broken conditions, where the crisp control response allows you to work the lift very effectively. It also performs well at higher speeds, around 45-50mph when penetrating into wind – particularly if conditions are turbulent. The glider is very stable, and it is easy and effortless to keep on line. The sink rate, even at 60mph is still only just over 600ft/min.

Living With It

Has owning the Millennium dramatically broadened my flying horizon? Well, the answer is yes and no.

There's no doubt that I would have flown more hours and further in the last 12 months if had I simply upgraded to a topless hang glider. While foot launching the Millennium seems to be quite straightforward, it is different, and a new skill that must be acquired with care. I consider myself very much a novice Millennium pilot in this regard, and have been very circum-

spect in choosing when and where to fly. Also, there are some sites where the wing, spanning nearly 40ft (12 metres), simply doesn't fit. These two factors have certainly limited my flying opportunities.

In the air, however, I have found it a very rewarding and relaxing machine to fly, with, as far as I am concerned at least, pretty impressive performance. I do need a better flying suit, because sitting exposed in the cage and flying feet first, you get very cold, especially on the long flights that are proving easy to achieve.

It tows exceptionally well, both ground and aerotow. The wheels are an in-built launch dolly, and the stability and positive control make the whole process effortless. I have towed it with no problems at all, in conditions where I wouldn't have even taken a conventional hang glider off the car.

On the ground, it is certainly more difficult than a conventional hang glider, but with a little thought (and some helpful companions) it has proved to be quite manageable. The carbon fibre leading edge requires some extra care in ground handling, but overall, it appears to be capable of dealing with the usual rough and tumble reasonably well.

The Millennium will not appeal to all. It is really a niche product, and I number myself among its dedicated following. I have relished the challenge of learning a new and unique machine. Every time I fly it, I land with a smile on my face. When it comes down to it, that's all that matters really, isn't it?



Specifications at a glance

Span (winglet tip to winglet tip)	12m (39.5ft)
Wing area	14m ² (150ft ²)
Aspect ratio	10.4
Weight (includes harness)	45kg (99lb); 48kg with ballistic parachute
Best L/D	17:1 @ 32mph (21:1 with full pilot fairing)
Min Sink	150ft/min @ 26mph; 420ft/min @ 50mph
VNE	65mph
Limits	+5, -3g; Utility Class
Fun Factor	Lots!



Farewell to flying ...

RUDI SALTER

For reasons best known to himself, the good Lord built obsolescence not only into aeroplanes, but also into the pilots who fly them. There comes a time, when your reflexes are no longer as sharp as they were, your capacity to memorise long checklists declines, your night vision deteriorates and so on. Piloting is a stressful activity, and the older you get, the less tolerance for stress is left to you. There are subtle signs – the pleasure in flying decreases and the activity gradually turns into a task, which becomes more onerous as time goes on. You fly less often and eventually find excuses for not flying, such as weather, other commitments and the like. You also begin to make small mistakes.

If you are honest with yourself – it is time to stop, before you break a good aeroplane or injure a passenger. All good things must come to an end. The medical examinations alone are not a reliable indication of your fitness to fly. Your head, so to speak, also should be examined.


A couple of weeks ago I made this decision. I have been luckier than most, passing medicals

and piloting various aircraft into my 82nd year. It was not easy, and felt like having my right arm amputated. After some 35 years of aviating, the wrench is considerable. During that time, I flew craft with rotating blades in front, on top, and others with none at all. I have also been very lucky with incidents. The only one I had in a powered aircraft, strangely enough, happened at Piper's Field in Bathurst, when I

lost power on take-off, put the aircraft in the next paddock and wrapped some fence wire around the spinner. In gliders, the only damage I ever suffered came from a large stone in a paddock during an outlanding, which knocked paint off a wing tip, total damage amounting to \$60.

For about half of my flying life, I was heavily involved in gliding. First introduced to it when I lived in Bathurst, one of the senior members of Bathurst Club put the hard sell on me. I was a member of the powered crowd at Raglan at the time, and he talked me into having a look. Somewhat concerned about the absence of visible support for sailplanes in the air, I asked him what they relied on to survive. He told me "hot air". How could you trust anybody relying on hot air, was this not the province of politicians?

Still, it did not take long to be converted. I joined the club in Bathurst, and much later, when living in the Blue Mountains, I became a member of Southern Cross in Camden. Many years of club activity followed. My particular interest turned out to be maintenance, but administration also took up a lot of time. In both areas I was propelled upwards through the hierarchy. (Often against my will). Still, it gives me satisfaction to have contributed a bit to gliding in return for all the enjoyment and pleasure I derived from our sport.

To all the people who have taught me, my thanks for your efforts. To those I have taught – thank you for your patience in putting up with me. And to those who have flown thermals with me – sorry for losing the thermals... 

Out for a duck

RICHARD MACFARLANE

Up at six that morning, with great anticipation all round, the weather looks pretty good. The trough over Perth is moving through today, with expected ideal conditions out of Cunderden, 200km inland.

Andrew Repton has planned an ambitious 1,000km with James Cooper. Bob Smoothy, Dennis McNeill and myself hoping for our first 750km. I'm humming with excitement as we prepare task details, maps, GPS, declaration boards. I'm not really up to speed after many years out of competitive gliding, but everybody is incredibly helpful so I have to give it a try.


And it does indeed develop into a great day. The thermals start popping at 9am when we launch, the cumulus appears soon after, and

the trough is booming. The sea-breeze appears at 4pm, with good lift ahead, but it's still survivable in the fresh sou-westerly. Andrew creeps home just before sunset, WA's first 1,000k – what a magnificent flight. James lands about 80km short, Bob's already home with his 750km and a big smile, and Dennis turns short at about 670.

So I guess you are all wondering how I got on – I landed just 15km from the field, my day ended at 9:40am in a dusty little paddock, cumulus popping overhead and the odd little

willy-willy to remind me of what I missed. A Jantar full of water is not the best at this time of morning, especially if you can skillfully avoid the few available thermals. I then decided to give up gliding for good, but was persuaded to complete a 300km for the practice.

Driving home that night I tuned to the cricket for the soporific tones of the commentators to cheer me up. A new batsman arrived at the crease, and there's much talk of his recent high scores which should provide good entertainment again tonight. Well – guess what – he's out for a duck! So it can happen to the very best of us. In my imagination (one day when gliding is a true spectator sport) I can hear the roar of the 50,000 crowd around my paddock as the disconsolate duck waddles across the screen.

Anyway, I very nearly did 750km that day – the only problem was finding the first thermal, and the rest would have been easy! 



GFA Development Officer's Report

TERRY CUBLEY,
GFA Development Officer

Choices

We all make choices. You choose to live where you do, drive the car that you do, work where you do, choose your TV shows, choose your football team, choose how you will spend your valuable free time.

There are many factors that help you make these choices, and often it only takes a small change of circumstance to make you alter your choices significantly.

Take for example the many people that you meet who state that they are interested in going gliding, yet they never do. There are always lots of reasons for this choice – financial (they are already spending their surplus income on other things, like kids schooling, a new car, a holiday, renovating the bathroom, etc), time (taking the kids to sports events, washing the car, etc), family opinion (safety concerns, family involvement), personal drive (safety, excitement, challenge, etc).

It only takes a small change in a few of these factors for them to finally make the choice to come out for a flight. Depending on the enjoyment that they get from this first visit, they may then make the choice to 'invest' some of their money and time to actually join the club and meet the challenge and enjoyment of this great sport.

Once a member, we all then make assessments of what we are getting out of the sport and this forms part of the decision-making for future choices.

Do I fly every weekend?

Do I buy my own glider?

Do I tell my friends about this?

Does this site meet my needs?

Do I keep flying?

It is obvious from the number of people who start gliding and then drop out after some time, that this last decision, whether to keep flying or not, is a very critical choice. We cannot underestimate the number of factors that may result in someone making this last choice and leaving the sport.

It is impossible to accommodate every factor that influences this decision. Some issues are well beyond our control or influence. But there are a number of factors that we can do something about. The following is simply a few:

Do I enjoy the environment? I have visited clubs where the tendency is for a number of 'officials' to apply rules in a fairly aggressive manner. If you are yelled at, bossed around, have to seek 'approval' for every action, told off for minor misdemeanours, it quickly becomes

an environment where simply being there is just not FUN. When this happens, the simple choice is not to turn up – even mowing the grass or painting the house becomes a better use of valuable time.

I have also visited clubs where everyone simply enjoys each others company. Yes, there are rules, but these are complied with, and if broken someone has a quiet word to help you understand what decision would have been better. People are pleasant, ask you for your input, tell you what is happening, and everyone has FUN. It is simple to make the choice to turn up, because it is enjoyable being there.

What is the challenge? We strongly promote the concept of going solo, it really is something that we work hard for and the experience is certainly a milestone in our flying career. But what happens next? If solo is the end of the process then the rest of flying could become a bit of an anti-climax. Most clubs have a post-solo syllabus, but how long this lasts does vary. A suggestion from a New Zealand pilot was for us to set the initial target as the 'C' Certificate. Firstly, it is a higher target and therefore takes longer to achieve, secondly it teaches the pilot to soar and to go cross-country – really the base skills of our sport.

Whatever the approach, it is important that we can set targets or goals for people and encourage them along this pathway. If we fail to do this, if each trip to the airfield has the same aim as the previous ones, and if your target has already been achieved, then it is easy to choose a different challenge – such as your golf handicap.

Are my social needs met? Gliding is not just the flying. There is the social interaction with your peers, the opportunity to experience a whole range of life skills – I learnt to drive at the airfield as a 15-year-old, I have shared paddocks with many other pilots, I have had some great evenings at the club sharing stories.

As well as satisfying people needs to go flying, we must also satisfy many other social needs. If we fail to do this, then we are pitching the flying against many other experiences that people want, and eventually they will give up the flying so that they can participate in another activity that does provide these benefits.

There are many other reasons that people will eventually choose against gliding. It is up to each club committee to consider those that are the major influences in their situation.

There are a number of very simple actions that committees can take to make the decision-making and choices of their members much easier.

Check the 'fun' level at your club. Ask your members for their comments. *How are the 'rules' delivered at your site?*

Ensure that all members have a goal, and that they are supported in achieving this. Ensure the club structure advertises what is possible, place the targets in front of your members. Have a member in charge of FAI certificates and badges, make sure people know what is required. Promote the Decentralised Competition.

Ensure that there are regular social events at your club – both during and after the flying day. Consider excursion to other sites.

The list is endless. Send in your ideas on how your club is breaking the FUN barrier and I will provide an ongoing list on the GFA web page.

Next month I want to look at how clubs can become more 'family oriented' – send me a note and let me know what works really well at your club to encourage family members to join in. Or is your club a haven for all of the bachelors within 100km?

Feedback – Notes from some members

Grampians

The Ararat Club in Victoria (Grampians Soaring Club) recently ran its annual pilgrimage to the Victorian coast over the holiday period (yes, Victoria does have a summer and nice beaches). The club takes a two-seat glider and tug and provides flights for the holidaying public. It has the full support of the local council – another adventure activity to attract the crowds.

It doesn't charge exorbitant fees but they are flying flat out every day. The net result is in excess of \$12,000 into the club's bottom line. Yes, it is hard work for two to three weeks but it is ensuring that the club remains viable and is moving ahead in leaps and bounds.

Hus Bos

I was speaking to a visiting British pilot and asked him to explain how his club at Husbands Bosworth operates.

The club operates seven days a week and runs a number of full time courses. It appears that the courses really only cover costs but it means that the site is then available seven days per week for its own members. With a few hundred members, the club's own gliders are tending to sit in the hangar these days – the tendency is for most of the members to buy into a syndicate or private glider (anything from the latest racing machines through to old wooden gliders). There are plenty of syndicates to buy in to, or new ones to form.

The club makes its surplus money from running two to three major competitions each year. It has three teams of people who are capable of running a competition. The comps last one week (nine flying days possible – although it is England). The money comes from entries but also from the bar and meals, and accommodation charges.

I asked for his opinion on Australian clubs that he has visited, how their operation compared with clubs 'at home'. It took a little bit of encouragement but finally we got down to detail. He comes every year and this itself is an indication of the friendliness and support that he gets here (and the great weather of course). He has noticed however that a number of clubs are much more conservative and rules-focused than many clubs elsewhere. This very conservative nature and tendency to think of reasons why people cannot do something rather than why they should do it, tends to remove a lot of fun for Australian pilots. Generally, the rules are set in the 'interests of safety' but often this is taken too far with a negative impact on the operation.

He was not being critical or judgmental, just saying what he sees. It matches some of my own perceptions of our system. I am having some discussions with the operations people around the country and individual club instructors' panels and committees to see if we can identify how best to resolve this issue.

Here is your chance. If you have any stories to support these comments and how this impacts on your club, let me know. Similarly, if you believe that this is not typical of Australian clubs, or your club in particular, also let me know. We need this information to see if there is a problem and the best ways that people are dealing with this.

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International teams selected

The GFA International Teams Committee has announced the names of pilots chosen to represent Australia in the pre-World and World Gliding Championships to be held in Rieti, Italy during 2002/2003.

They are John Buchanan (Open Class), Ingo Renner and Shinzo Takizawa (Standard Class), Tracy Tabart (18 Metre Class), and Andrew Georgeson and Bruce Campbell (15 Metre Class).

Reserve pilots are (1) Graham Parker and (2) Tom Claffey.

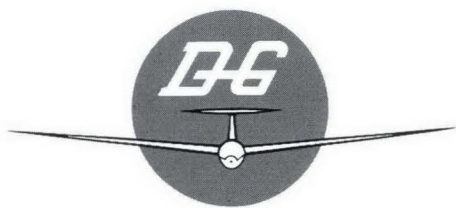
At the time of going to print the dates of the championships had not been finalised.

Pilots selected to represent Australia in the second World Club Class Championships are Bruce Taylor, Tom Gilbert and Tobias Geiger. The reserve pilot is Rolf Buelter.

These championships will be held in Musback, which is near Freudenstadt, Germany, in August this year.



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What's Better than Flying 301km?

On Thursday, 31 January 2002, two pilots – Enda Murphy (Aussie Champ) and Rhett Rockman (Aussie No. 2) – had their own 'big day out' at Manilla's Mt Borah, NSW Australia. What makes their flights so interesting is that both these friends (and competitors) flew almost the entire flight together, and both landed at 301km. What follows are their personal recollections of the day...



Rhett: Well, 192km from Mount Borah landing in a sea-breeze – that's a pretty good PB. Or so I thought. Six weeks later driving up Borah for the second time that morning (another story), the first cloud appears overhead.

Enda: The day before I had bombed 90km out, and well in the lead of what ended up being a very good XC day, where two pilots, Godfrey Wenness and Kevin Chisholm, covered 245km. So, after this shocker I was really motivated to make the most of this day. After going up Mt Borah early, I was frustrated watching cu's popping to the east, and also out to the west – but nothing over us! So in a panic I made us drive down the hill with the intention of driving to Col Alston's place at Breeza to tow up into the better looking conditions to the west. As we arrived at the bottom of the hill, Murphy's law struck, and cu's started to form overhead – so back up the hill at warp speed!

Rhett: I took off straight into a thermal. Five or six turns later Borah started to look decidedly flat, and began to blend into the surrounding countryside. It was just after 11 o'clock, I was at 2,000m and on my way, heading north around the dreaded Tarpoly.

Enda: After completing the FAI flight declaration requirements and turning on my Flytec 4030 baro, I launched about one minute after Rhett and caught the tail end of his bubble to get up to 100m above launch. I then had to wait around five minutes before the next cycle came through to get on my way. The drift at this stage was fairly slow at around 10km/h.

Rhett: The conditions were slow and hard. I had my first low save 50km from Borah between Cobbadah and Upper Horton. I wasted 20 minutes making only 400m in altitude. I finally made base and was happy to stop turning and proceeded to glide to the next cloud.

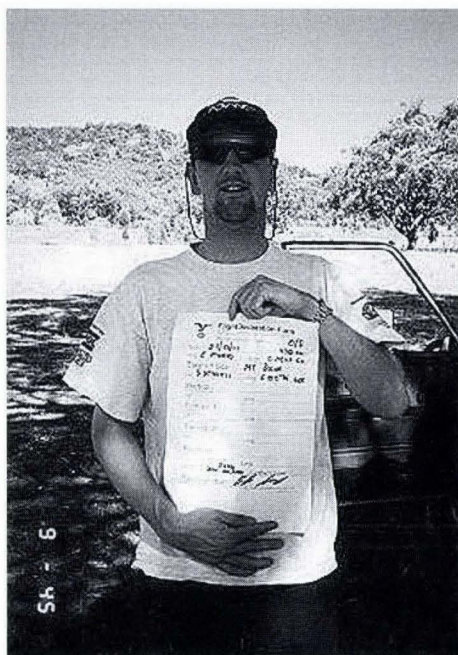
Before I knew it I found myself low again, and this time was only 50m from the ground when I hit my first boomer for the day. I averaged a 4m/sec climb to 2,500m. It is at this point that I met up with Enda. We were to fly together the rest of the way.

Enda: Both of us had been tip-toeing along through the high plateau country to the west of Barraba and were relieved to have dropped into the Horton Valley. Rhett had been very low before our first climb in the valley, so we both made cloudbase of 2,500m at the same time. It was very nice to cruise along for a few kilometres of solid cloud and have a break from the constant work.

Rhett: The climb rate had begun to improve, with three octa clouds. Base was now at 3,000m. I realised it was about time to organise a retrieve driver. "Yestin, Yestin, copy Rhett." "Yeah Rhett, I have a carton of VB and a full tank of diesel and am heading north." With that I knew we were going to go somewhere.

Enda: The radio up until now had been surprisingly quiet. It was a shock to suddenly hear Godfrey, somewhere behind us and on a track around 15km more to our east. Unfortunately his speed bar had broken (bummer!) and he fell slowly behind for the rest of the flight, but still managed 251km. I had been developing a disturbing pattern of landing at 2:30pm on recent days, and found myself on a real death-glide around this time. Noticing I was only 100m above the deck, I checked my watch and sure enough, it was that damn time again! Luckily for me this time, I snagged a swirly bit of lift down low, the Omega 5 hooked in, and I was on my way again.

Rhett: I got low again at about 200km. Not knowing where I was, it was important for me to get some height. I headed towards a tractor,



Flight declaration

"Doin' it" with a mate!



Crossing the border

from which I could see dust rising. I got my bearings, then started to climb at 5m/sec, then 6, 7 and 8. What a climb! I could see Enda in a slow climb just ahead at about 1500m.

Enda: Rhett called his great climb on the radio, but since it was behind and about 1km to my left, I decided to dice the 2.5m/sec climb I was in and push on so that he could not leapfrog me and get ahead. I hoped it was not a silly decision, but, Rhett and I are rather competitive... and neither likes the other to get away! The conditions at this stage of the flight were really excellent, with mini cloudstreets of around 10km and 70km/h ground speeds on glide. We were averaging around 50km/h for the last four hours of the flight.

Rhett: I rocketed past Enda and all the way up to 3,200m. I could now see Goondiwindi, and realised that we were on the border between New South Wales and Queensland. The clouds had started to street up and we didn't get low again until we landed.

Enda: At one section here I was happily coring at 6.5m/sec average, only to see Rhett glide past me and start cranking at 8.5m/sec in front of me. This is when it is a pleasure to have two go-for-it pilots flying and working together, as

PHOTOS: ENDA MURPHY

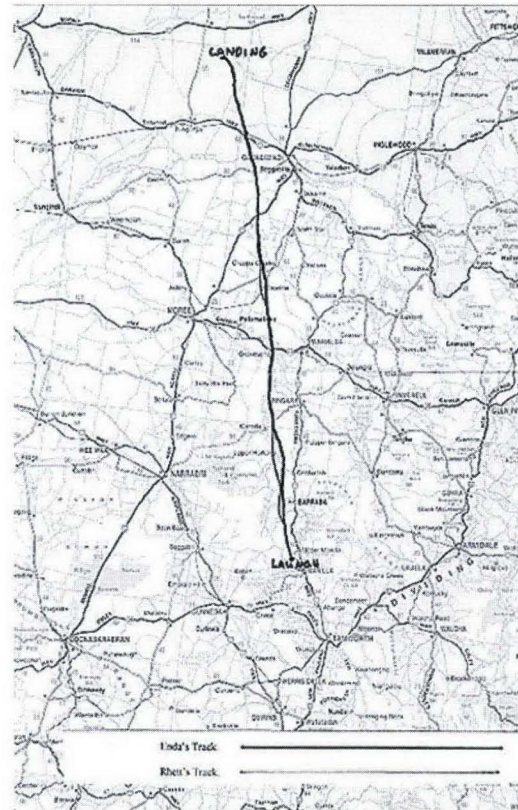
you can really maximise the day's potential.

Rhett: I had been at high altitude for about half an hour when I again lost my bearings and began to focus on my GPS. I was at 3,400m under a huge cloud. I should have been concerned but wasn't, due to the calming effects of hypoxia...

Enda: We had now flown well off my map, so we had sent Yestin and Peter (who had been picked up after doing his own PB earlier in the day) to buy a map of Queensland! I had to keep trying to guide Rhett in the direction I wanted to fly, as every time he got high he seemed to start cruising off on a tangent. When the guys got the new map we were able to figure out on the radio roughly where we were heading. Unfortunately no matter what way I calculated the figures (with a landing time of 7pm) I couldn't see any way to beat Godfrey's current world record due to the slow start to the flight.

Rhett: We were now way over the Queensland border and the clouds were dying. Enda and I were flying side by side. We were 298km from Mt Borah and at 500m altitude. I told Enda to turn on his GPS so that he could watch it tick over the 300km mark. A few minutes later I landed next to Enda – 301km on my trusty Gin Boomerang 2. What a flight! It was 7pm and I had been flying for nearly eight hours. Now to get home...

Enda: My GPS had run out of batteries about half an hour before, and we were on what felt very much like a final glide when Rhett piped up that I should turn on my GPS and check something out. I was pretty stoked to see 298km and was willing the Omega to glide that extra couple of kilometres. Just as it tripped over to 300km, the batteries ran out again. To make it even better, I saw a farmer just in front of us in the middle of this huge farm, working on his bulldozer. He was surprised to see me walk over to him after landing, and even more surprised when I pointed out



Routes flown

Rhett to him, doing some wing-overs on his way in to land. He gave us a lift out to the road which was five kilometres away, and unbelievably we arrived at the junction just as our retrieve team caught up to us. Warm beer never tasted so sweet...



Landed!

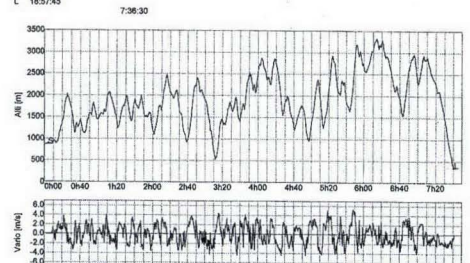
End note: We would like to thank Yestin and Peter for their arduous 12 hour retrieve trip; Godfrey for the great facility at Mt Borah; and all the other pilots and people around the Manilla region who make it such a Mecca for pilots.

Enda's flychart

FlyChart: Flight 1 of 31.01.02, 11:17:00

Flight nr.: 1 Duration: 7:36:30 Comment: 301 Km OD flight from Mt Borah
Date: 31.01.02 Distance:
Pilot: Enda Murphy (17271)
Glider: Omega 6 (9)
Flight instr.: 17011, Flytec 4020 gps access
Start: 11:21:15
Landing: 18:57:45
Max Rate: 6.9 m/s Max Sink: -6.6 m/s
Alt off: 520 m Superlev: 2452 m
Max Alt: 3322 m Alt gain: 29046 m
Alt correction:

Waypoints:
S 11:21:15
L 18:57:45



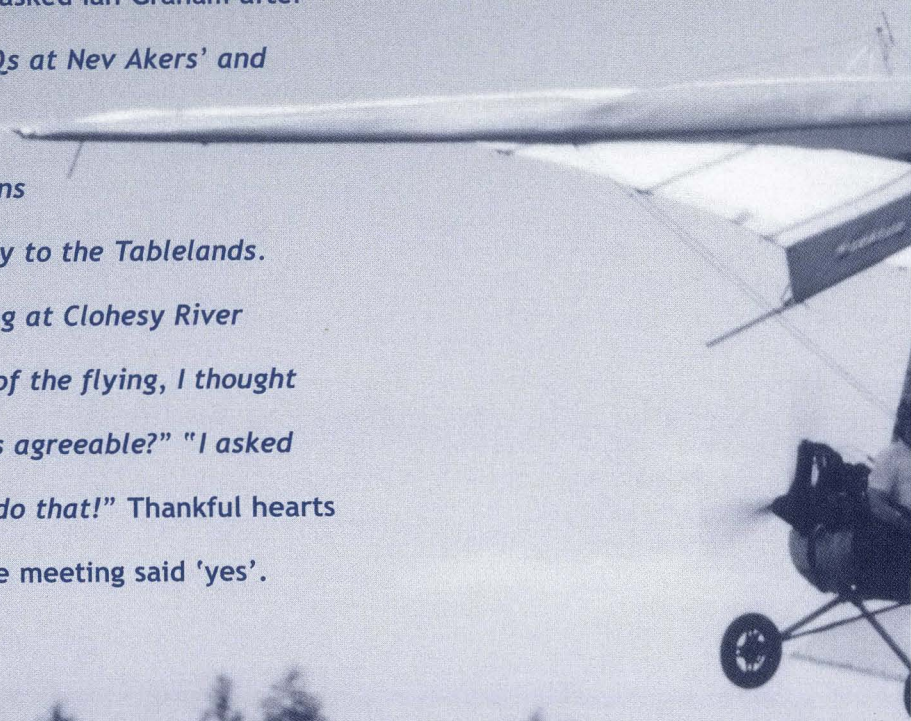
Rhett on final



A Different Christmas Party

LANCE KEOUGH

"How did the idea of it all come about?" I asked Ian Graham after this highly treasured event. "We'd had BBQs at Nev Akers' and Bernie Zwalen's, so I thought our home could share too. But then some of the Cairns folk are a bit reluctant to drive all the way to the Tablelands. Well, after last year's so successful evening at Clohesy River (halfway), and with the added attraction of the flying, I thought I'd put it to the meeting." "And Karen was agreeable?" "I asked her first. I would not be so silly as to not do that!" Thankful hearts there are that Karen was agreeable and the meeting said 'yes'.



Background: A club member's visiting parents enjoyed photography trips over the Atherton tablelands

▲ David Keough, Neil Norris and Ian Graham pause before the influx

◀ Crosswind uphill take off on top of Bones Knob. Atherton, way below, in the background

So to begin – the strip. There were two problems. First, Ian's 'new-glider-earners' would be deprived of some of their 'daily bread', with the slasher mashing up their breakfast to make way for the trike wheels. Also, they'd need somewhere else to dine, exercise and rest on the day itself. Ian said they'd stand that. Secondly, how much room is there to land (and take off) on the top of a knob? Enough... if the wind was favourable. If not, we'd have to transfer to the Atherton airport nearby. On the day, the wind was kind to us.

I'm skipping over all the other preparations – just think of the catering, creative cooking, the seating... for weeks anticipation had been building, and now folk began arriving (just after midday).

Flying weather in Tropical North Queensland's summer means HOT weather – especially on the coast. What a treat when the arrivals, now 2,000ft above their departure, found seats in the shade below a cool white marquee. A gentle breeze was stirring up the slope, and the magnificent panorama of the Atherton Tablelands spread out below.

Greetings, cool drinks, news, and more news. Then the trikes were doing their job. Puffy white clouds were helping the spirals below, the passengers were enjoying the ever-changing views. What a novelty to also watch the so popular golf – from above!

While Brod Osborne flew in with daughter Sophie, several without motors only made it part of the way. So off went Ross Miller in his handy short wheelbase 4WD for the pick up run – and to link up the others in the concertina-car-carrier entourage. Now the numbers were swelling, the shadows lengthening, and the appetising aromas wafting on the evening breeze. Karen had willing helpers, including Monica, Angela and Zana.

How the variety of warm tasty morsels coming from indoors could be produced in one kitchen is a mystery unfathomable. As the newly lit bonfire

compensated for the fading light, the delectable cuisine received full attention. Flying was never better.

The kind weather which blessed Saturday continued on the Sunday. "Gillies is on!" was the cry later that morning. Soon not a car was left...

All that remained was one van, to be retrieved later that day – by trike! What a sight, sitting in the security of the back seat. Coming in, the wind was now cross-tailwind, the strip was sloping up (and bevelled to the right). Crabbing into wind – a bit more power, then power down, straighten up, gentle touch down, and landing roll. A pity it's time to leave...



Nearby Atherton airport was 'home' for the trikes by night in case the wind picked up



Bernie Zwalen, Ken and Zana Wright enjoy the bonfire ▲
Brod Osborne has flown in with daughter Sophie.
Relatives' and friends' flights are on ►.

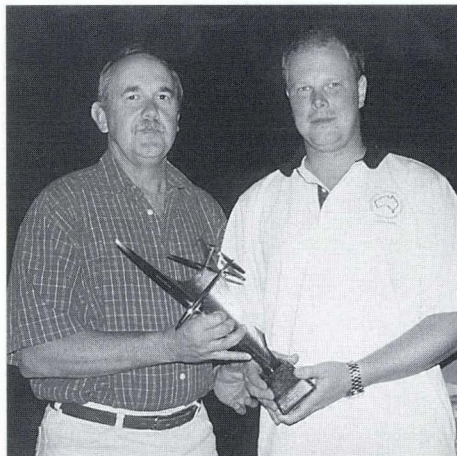
PHOTOS: LANCE KEOUGH



Narromine Nationals 2002



▲ Mak Ichikawa, overall Standard Class winner and recipient of the Gulf Air trophy, with Australian Standard Class champion Andrew Georgeson. Andrew has been chosen to represent Australia in the Pre-World and World Gliding Championships to be held in Rieti, Italy during 2002/2003



▲ Australian 15 Metre Class champion, Peter Trotter, with overall winner Tomas Rendla from the Czech Republic



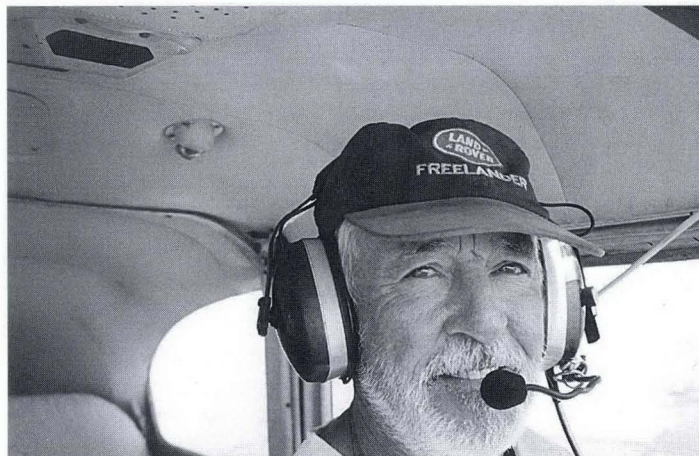
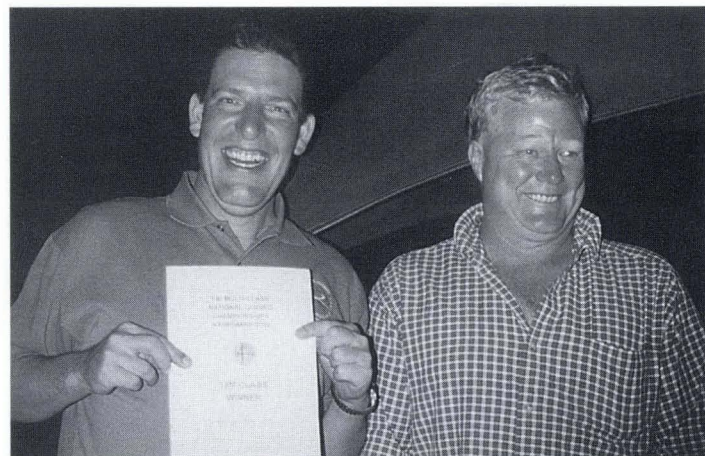
▲ Tasman Trophy winner Andrew Georgeson with his New Zealand opponent Vaughan Ruddick

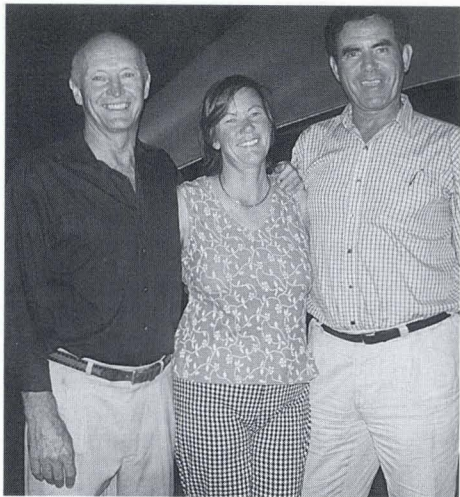


◀ New Zealander Bill Walker and his wife Jan – a new use for windscreen sunshades!

▼ Left: Winner of the 18 Metre Class was Rob Looisen from Holland. Rob is pictured with second placegetter and Australian champion Tracy Tabart. Tracy has been selected in the Australian team to contest the Rieti World Gliding Championships

▼ Nationals' tuggie Keith Dixon – what would we do without the tuggies!

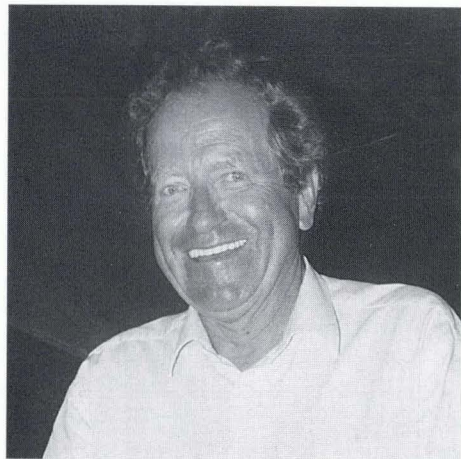




▲ Left: 2002 Australian Open Class champion John Buchanan with third and second placegetters Pam and Gerrit Kurstjens. John has been selected in the Australian team to contest the Open Class section at the Rieti World Gliding Championships

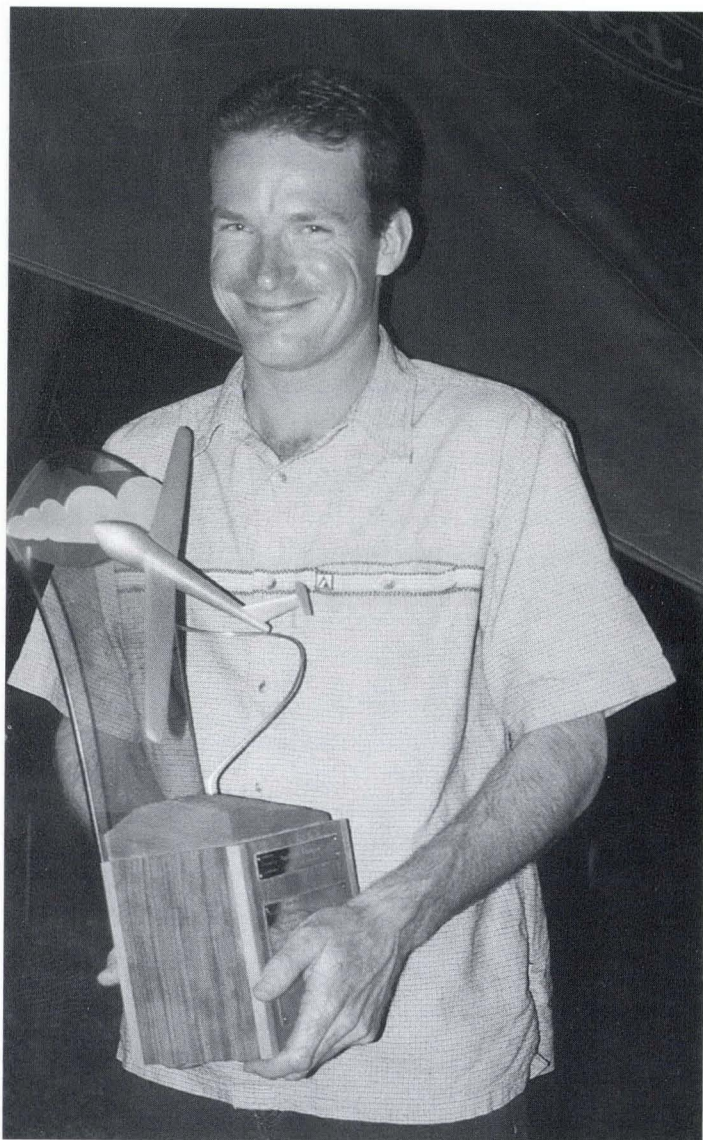
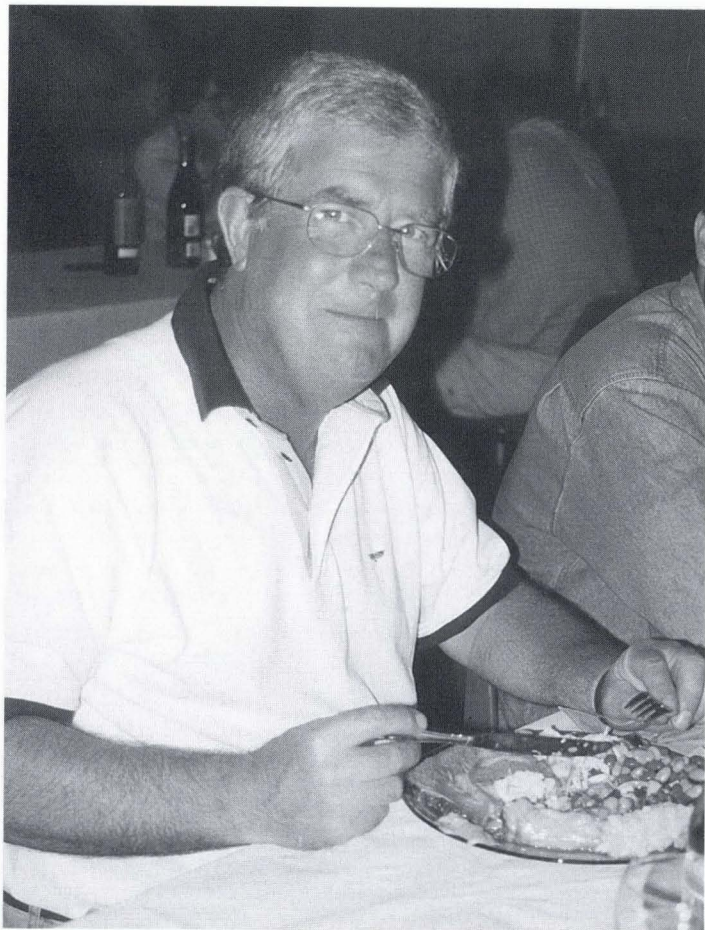


▲ Presentation night dinner chefs Arnie and Beryl Hartley and Nick Hunt



◀ Ingo Renner, winner of the Narromine Nationals' Master's trophy. Ingo has been named in the team to represent Australia in the Rieti World Gliding Championships

▼ We thought Peter Buskens was on a diet!



▲ League 2 Standard Class winner, Matt Anglim

ALL PHOTOS:

ANNE ELLIOTT



Getting the Numbers up

TERRY CUBLEY, GFA Development Officer

National championships in the past few years have had reduced numbers of participants which is of some concern for the development of competitive soaring. Changes were made last year to the timing of the competitions, bringing them back into the main part of the holiday and soaring season.

Club Class numbers returned to those from a few years ago, with a number of new pilots. Total entries for Club/Sports Classes were 51 (47 Australian, four international pilots).

The Multi-class championships (four classes) remained fairly small, a total of 43 entries (30 Australian, 13 international pilots).

In order to overcome this reduction in numbers we need to identify some of the factors that are impacting on people's decision whether to attend or not.

Some of the possible issues:

Fun

Obviously it is important that people have fun when they are at the competition (some will say that you aren't flying fast enough). This may be influenced by a number of factors:

Scoring – needs to be quick and reliable. We have proven that we have the capability for this – it is up to the organisers to make it a priority.

Tasking – needs to give people some challenges but at the same time give a reasonable opportunity for the majority to get home. Outlanding can become tiresome, in particular if it happens day after day. At Narromine and Temora there were very few outlandings (apart from the storm day). The use of Assigned Area Tasks means that you can get home even if flying an older glider or if you have a slow section of the flight. It also means that you can stretch on a good day.

Social interaction – It is important that people can feel welcome and get involved in all aspects of the competition. One pleasing change I have noticed at both Nationals is the absence of some of the tension and bickering that was present a number of years back. If the organisers can ensure suitable social events are available so that people can interact, this makes a big difference.

Also pleasing at Narromine was the increased family orientation. Quite a few families were present and the crews helped with the running of the competition which increased opportunities to get

to know more people and feel involved. This was an excellent atmosphere. Feedback from Temora is very much the same.

Aircraft availability

Club Class has the advantage that pilots can compete in older and therefore cheaper and more numerous aircraft. One positive observation this year at Narromine was the re-emergence of some older gliders in the Multi-class (LS3, ASW20, LS4, Janus).

One innovation tried this year at Narromine was to allow older-style big gliders compete in 18m Class. This permits Janus, Duo Discus, Nimbus 2, etc to compete in 18m Class. These older style gliders are not really competitive due to their lower wingloading, but if they can be scored as a League 2 Handicapped Class then there is some good potential here. I would certainly recommend that NCC allows League 2 in 18m Class to include all gliders and pilots so that you have an 18m Class and an 18m Handicapped Class. This can certainly encourage some of these older gliders to compete. If we can get enough two-seaters interested we could almost have a subclass for this group – come on Kingaroy, Benalla, Geelong, Horsham, Corangamite, etc, get those Janus and Duo Discus out.

Some consideration for upgrading League 2 in the other classes may also encourage some older gliders to compete. One suggestion is to include all gliders in League 2 except for the three placegetters from the scratch class.

Time

A National competition takes two weeks of your holidays. I am personally finding that my holiday time is becoming more and more difficult to arrange. In talking to some British pilots I discover that their nationals are held over one week (and that's even with their weather). The British Nationals go from Saturday to the fol-

lowing Sunday, giving a potential nine days of competition. Travel will obviously take an extra day or two each side, depending on where the competition is held.

Our current arrangement means that I need to take 10 days leave to attend a Nationals in the Eastern States. This provides for up to 12 flying days and one practice day.

If we were to run the competition from Saturday to Sunday I would need to use seven days leave for nine competition days (allowing one day's travel each end). We could also use the same arrangement that we use for regional competitions with eight days competition (Saturday to Saturday), this would only require six days leave.

This arrangement may make a huge difference in terms of attracting a greater number of people, for a variety of reasons:

- leave required
- safety – less tired
- cost – lower entry fee due to decreased fixed costs
- cost – due to lower accommodation costs (nine nights versus 15 nights)
- cost – due to fewer tows
- cost – due to reduced glider hire
- family – one week away from home instead of two
- family – maybe the family will come for one week

It may also be easier to attract organisers for a one week competition for the same reasons. This may also mean that some of the commercial sites could run the Nationals with less impact on their normal operation.

Those people who do have the time for a two week competition could possibly attend two competitions giving interaction with a greater number of people.

Split classes

The suggestion has been made that we should split the classes at the Multi-class Nationals, so that people could fly in more than one competition therefore increasing the total number of entries. A quick calculation can help to understand this.

- Standard Class gliders can fly in 15m and/or 18m Class (unlikely to fly in Open). Of the 21 entries in Standard Class we can assume that maybe four would fly two competitions.
- 15m gliders can fly in 18m Class. Let's assume two decide to do this.
- 18m gliders can fly in Open Class. Let's assume two decide to do this.

The possible/likely splits would be:
Standard/18m and 15m/Open (four x Standard Class fly 15m, two x 18m fly Open,



Request for Bids: Multi-class Nationals

MILES GORE-BROWN

Bids are requested from clubs and/or commercial gliding organisations who wish to hold the 2003 or 2004 Multi-class Nationals.

Bids for the 2003 Multi-class Nationals should be forwarded by no later than 31 May 2002.

Each bid should be supported with a preliminary budget along with an outline of the proposed organisation, inclusive of the personnel for key roles.

Bids will also be considered from those clubs/organisations who may be in a position to (only) hold a split Multi-class Nationals.

In this regard a "split" Multi-class Nationals could be inclusive of two separate competitions, (ie, Standard Class as one competition and a combined 15m/18m and Open Class as the other competition) at two different times at the one location.

It is recommended that the period of the competition/s should be within the months of either January or December, with a preference for January.

All bids should be forwarded to NCC Chairman, Miles Gore-Brown, PO Box 3494 Robina Town Centre, Robina QLD 4230.



Tom Gilbert flying his SZD55 over Camden

Photo: Nick Gilbert

two x 15m fly 18m – a net increase of eight)

Standard/15m and 18m/Open (four x Standard Class fly 15m or 18m, two x 18m fly 18m – a net increase of six)

Standard/Open and 15m/18m (four x Standard Class fly 15m or 18m, two x 18m fly Open – a net increase of six)

Standard and 15/18/Open (four x Standard Class fly 15m or 18m – a net increase of four)

Not huge numbers but possibly worth it. This is more likely if combined with the shorter competitions suggested above. Otherwise many of those who could fly two competitions probably wouldn't have the time to do so.

If this is considered along with the Club class nationals and with both the split and shorter competitions, we may get a much-increased interchange between classes.

Summary

There are some opportunities above to possibly increase participation at National championships, in particular at the Multi-class Nationals.

My recommendations include:

- *Concentrate on fun for pilots and crew alike*
- *Make use of innovative tasking to decrease outlandings whilst enabling longer flights*
- *Reconsider League 2, in particular with the new 18m Class*
- *Reduce the length of the (Multi-class) competition to one week*
- *Split the Multi-class competition to Standard/18m and 15m/Open*

It would be good to hear from people who are considering moving into National competition if any of these options would increase their chances of participating.



Skysports France Tour 2001

Part 2

MIKE DUFTY

More wind the next day at Laragne.

A busload of Poms suggested going up to Mt Columbas, which is supposedly good in these conditions. We followed and found an impressive launch. It's on top of a hill at 5,500ft. In front is a smaller hill of 4,000ft or so, and in between an amazing cat's cradle of high tension powerlines. A sign on launch sensibly warns you not to get low in front; the landing is off to the side in the main valley. There was a nice view of the launch at St Vincent well below and further up the valley.



The sky was completely overcast and the wind felt ragged and between 15 and 20kt. None of us thought it looked like flying weather, but the Brits must have been more desperate and after a couple of hours three or four launched. They went straight up without turning. Some said later they thought it was wave; at 2,000ft or so above launch it went very smooth and the lift kept going to 3,500ft above take-off. Well, either wave or an imbedded thunderstorm somewhere in that cloud. None of us were disappointed to miss it.

The next day it rained and Shaun finally got the new cross tube for his CSX, so we decided it was a good time to go somewhere else and headed up to Annecy. Lake Annecy is a lake about 15km long and three kilometres across. There are several launch sites around it. The most popular seems to be Col de la Forclaz which is at the southern end of the lake and faces south west, making it good in the afternoons. There was a fair bit of cloud the first day, and as soon as Shaun got his glider out to test fly it started to rain. It didn't last long though. Shaun and I both decided to at least get a bomb off in before it rained again.

Shaun was off first and seemed to like the way the CSX (just modded with Litespeed side-wires and batten profiles) flew, although he regretted not taking a vario. There was a fair bit of light lift around, just enough to stay up really. Shaun says his first landing on the CSX was perfect, really speccy – base bar in the flow-ers ground effect job. Unfortunately no one was looking. A few drops of rains started just before I landed and it ended up pissing down by the time I finished a very rushed pack up in the trees beside landing.

We made a dash for the landing field shelter/bar/hotdog stand and while there I ran into Adie, another friend of mine from Manilla a couple of years ago. He was guiding a small group of Japanese pilots there. He lives in Japan and is regularly taking small groups to Europe, Manilla and India – not a bad way to finance your vacations.

The others packed up due to the rain and came to pick us up. Of course the sun came out as soon as they were down the hill so we went back for another go. A few people were now getting some reasonable lift and we could see a lot of gliders staying up at the lower Planfait site lower down on our right. I decided to go right and see if I could make it to Planfait. I found no lift near take off so kept going right. Over a lower ridge in front I found a tiny bit of lift and by following a fast climbing hawk I was able to circle a couple of times and only lose a couple of hundred feet – D'oh!

I was still reasonably high above the lake, the sun was shining, I felt I should be able to stay up, so I spotted a suitable bomb-out and kept going. The glider ahead of me landed okay in the bomb-out field as I passed it, but



▲ Annecy

▼ Mt Blanc from over Plaine Joux



I had enough height to explore further and come back so I carried on up the ridge. Just as I reached the point of no return I got suckered along further by a hint of developing lift – which then died without ever becoming good enough to turn in. Now the glide to my chosen field was starting to look iffy.

If I carried on along the buoyant air along the ridge it looked like I might still reach the Planfait site or at least its landing field. I could see a very overgrown little field which should be landable if necessary on the way so I pushed on. Still no lift but my glide was looking good for the landing paddock, almost. I ended up in the same flat cleared area as the Planfait landing but a couple of fields short, and without enough room to turn, so I landed with about a 3km/h tailwind and gained some nice new green stripes on the bottom of my harness from the grass.

The hang gliders got to try their hand at a nil wind ramp launch and didn't find much more lift than me, but sensibly stuck to the

designated bomb-out. Jamie had a go on the CSX and liked it. Not much lift, but it is a pretty area, much greener than Laragne (some connection there with the rain maybe?) and with 2,000ft top to bottom even a sleddie is a worthwhile flight.

Our second day at Annecy and it was forecast to be clear in the morning ('sky bareheaded' was our dictionary translation of the forecast from French), then to get very cloudy with possible rain later in the day, so we got up to take off reasonably early. In the event it was still quite cloudy in the morning. The tandem operation and a busload of Japanese pilots provided good wind dummies that consistently went down until about 12 o'clock when a few started to stay up. A bit of high cloud started moving in and we decided we'd better go by about one o'clock.

The lift was there, but in big poorly defined patches of weak stuff. No one much was bombing out, but no one was getting away either, so the sky gradually filled up with dozens of para-

Hang Gliding • Paragliding



gliders – something you never encounter in Western Australia. I found some space to myself by going right again and losing 800ft, but with much patience worked my way back up into the milling masses. Dozens of paragliders would fill any area of lift, all turning in different directions. It was more a case of steering around the traffic than trying to centre any lift. Russell got pushed further and further out of it until he gave up and landed. Shaun and Jamie managed to get by and Graeme found ignoring the traffic and letting them go around him worked the best.

Even though I was on a paraglider I seemed to be going about 20km/h faster than some of the old gliders being flown. It was hard work for about an hour, and then suddenly the day switched on with 600ft/min climbs appearing from nowhere and providing an escape. I got enough height to cross to the cliffs behind launch, then quickly to cloudbase at about 6,000ft (1,500ft above take-off). Time to try the tour du Lac.

I hopped from rocky peak to rocky peak along the ranges north towards Annecy. I started to get below the cliffs a couple of times, but with so many other gliders around there was always someone in sight going up. On the cliffs behind Plan Fait (Les Dents de Lanfon) the lift was very strong and concentrated – the closer you got to the cliffs the better the lift was – but it was rough enough to not want to go that close so I contented myself with falling out of it on the away-from-the-cliffs side every turn. From cloudbase above the Dents it was a fair glide into a slight headwind to the next mountain. I set off after a Japanese woman on a new Gin Nomad and arrived a little lower but faster, and still with enough height to go straight over the mountain.

On the peak are the ruins of an old cable car station, a huge derelict concrete building in the shape of a boat, quite spectacular and with a punchy thermal coming off it (the photos might be a bit blurred). At the end of this ridge is the city of Annecy. I got back up to 6,000ft here, but the wind seemed to be pushing me quite strongly over the back. I managed to follow a thread of lift upwind for some distance out over the lake, but the other side didn't look particularly promising, particularly with the headwind and the lack of landing options if you only just made it.

I'd earlier seen a couple of gliders downwind over the next mountain towards Switzerland and thought about following, but had lost sight of them now so I headed back the way I had come. I lost a lot of height crossing back to the previous hill and actually arrived well below the take off at Planfait. Once on the

◀ **Annecy – leaving the crowds behind**
(looking back towards launch).

ridge there, I seemed to be able to ridge soar my way up again. I nearly landed at this point, thinking it was getting too windy, but a good look around showed plenty of gliders still going up high. By flying right of take-off and crossing a gully I put myself on a spur leading up to the Dents, so the ridge lift went higher and lead into some good thermals, reminiscent of the transition from St Vincent onto the Dormillouse a week earlier.

Once at the peak the glide back to Forclaz was easy with a tailwind, and I hooked into a great climb just before launch right up to cloudbase which had risen to 7,000ft. I was now above the next row of peaks back (La Tournette). A bunch of Boomerangs and Omega 5s headed off from the cloud towards that mountain, and gave me the courage to follow. They got to a big grassy ridge beside the peak and were able to ridge soar a couple of feet off the grass right up to 7,500ft and then top/side land on the ridge. My Proton was showing its age a bit and I arrived just below the grass section. I was able to ridge soar the cliff below it and work my way up though, flying just a few feet from the cliff, which was populated with a herd of Ibex (goat like things with enormous curved horns) – there goes another roll of film.

Just when I was getting high enough to consider top landing, a thermal kicked off strongly and made me think better of it, and a cloud started to form below me on the other side of the ridge. I took the easy option and flew away, back to the Dents and then out over the lake. After four hours flying I was ready to come down so took the opportunity to try some collapses, B lines and wingovers over the lake before landing and sitting at the bar to wait for the others.

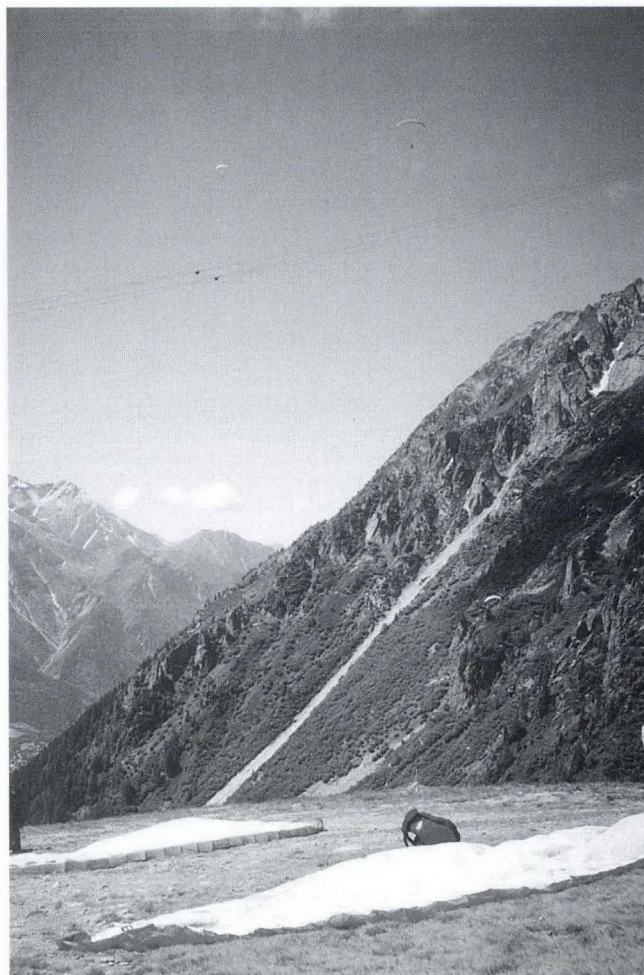


Jamie and Shaun and Graeme all made it across to the Dents, but on getting low had to commit to finding a landing field big enough for a hang glider. I think Shaun did an impressive downwind fly on the wall somewhere; Jamie had a more conventional landing. Graeme didn't like the landing options so went to fly back to take-off but didn't make it. His landing option then was a moderately small field surrounded by trees. He overshot that a little though, and decided the overgrown paddock full of small trees and on the other side of the road and sunk ten feet below it would do. He dived into it and with a huge flare deposited himself, glider, and one broken down tube into the middle of a huge briar patch in the corner of the paddock. Surprisingly he emerged almost completely unscathed, better off even than those who helped him extract the glider, and he has henceforth been known as Brèr Rabbit. They all got back up in time for a second flight, but the thermals were dying off by then although the forecast clouds and rain never did appear.

On our third day at Annecy it dawned clear, and we thought we'd try to find one of the east facing launches for an earlier start. Considerable driving and walking later we found the take-off at Èntreverne where we'd seen people getting height early the previous day. It was about a 10 minute walk from the road to a nice Bakewell style launch carved out of the forest above a cliff. The height was kind of Bakewellish too, only about 400m above the valley floor.

The sun was shining directly on the cliff and weak cycles were coming up the face, so I launched. For a few minutes I just maintained height in front of take-off. I decided there must be something better elsewhere and headed off along the cliffs, but found absolutely nothing except the standard little bump once you turn onto final landing approach. No worries though, as there was an excellent big landing field. The hang gliders found much the same – nothing. By about 1:30pm when we finished packing there was still no sign of anyone going up on either side of the lake. We decided it must be a very stable day despite some billowing cumulus forming the other side of the ridges.

A good day to spend driving, so we went to Chamonix-Mont Blanc. Chamonix is a pretty spectacular place. It's right at the foot of Mt Blanc, which at 4,807m makes even the apparently big mountains at Annecy look small. The mountain towers over the town, and stunning views of glaciers and jagged cliffs and



needle like peaks jump out at you every time you turn a corner.

The first morning there we all went up the Téléphérique to the Aiguille du Midi, Europe's highest cable car at 3,800m, where we froze our bollocks off and took photos. The temperature was only -1 or -2°C, but it felt colder and the wind felt like 100km/h. The clouds were whipping over the summit providing a graphic representation of rotor without the need for time lapse photography. Watching Shaun lose his second hat of the trip in it was pretty interesting too. As we stood there we watched the clouds close in below us over the whole valley, so we didn't hurry down to fly.

On the way down we called in on Caroline who we'd met at the camping ground in Laragne, but who was now working in the refuge at plan de L'Aiguille, at about 2,300m, in the middle of the cloud. After a hot chocolate we walked the 1,300m descent back to the camp ground, then drove down the valley to Plaine Joux, where it was still overcast, to check out the take-off. I had a very quick flight straight down, no lift at all, while the HG guys didn't even bother rigging.

The next day was our last in Chamonix. There was lots of work to be done constructing glider tubes to transport the hang gliders home, so I took off on my own and got the Brévent cable car up to Plaine Praz take-off, right above Chamonix at 2,000m. The take-off here

◀ Brévent take-off. Watch out for the cable

PHOTOS: MIKE DUFTY

actually has you launching under the cable of the next leg of the cable car, which goes to Brévent Peak at 2,525m.

I launched with little wind just after all the gliders that had been staying up in front went down. I found a rough weak thermal in front which took me up level with the cable I'd just flown under. Then a stronger and rougher thermal a bit higher in the lee of a spur, then an even rougher weaker climb, before deciding it was too crosswind and stable and boating out over town for a little while. There was a world cup climbing comp taking place on an artificial wall in the middle of town, so I took a couple of photos of that and then landed into a reasonably strong wind.

By this time the others had driven down to Plaine Joux, 15km lower down in a wider part of the valley where the wind would be less. I hitched after them and arrived just in time to see them landing. Shaun and Jamie actually got quite a good flight, thermalling their way up the 100m high cliffs above and behind

launch, but had to land in time to short-pack the gliders and get them to Paris the next day. I decided to stay on a couple of days with Dennis Trott, who runs a guiding and accommodation business there and got a lift up the hill for a fly. It was about five o'clock by the time I launched and conditions were something like the Mt Bakewell magic lift on a bigger scale. The only way to climb was to fly straight upwind. The wind picked up a little with height, but I could see by my GPS I still had 10km/h or so forward speed, so I stayed well away from the mountains and kept flying. I was able to completely cross the valley without turning and climbed to 1,500ft above take-off (about 4,500ft above the valley). Not particularly exciting flying, but plenty of time to enjoy the views across to Mt Blanc.

Landing an hour later was a little rough with all the wind, but not too bad. The next two days turned out to be crap for flying, lots of cloud and wind, but I went for an excellent mountain bike ride and avoided being driven around Paris for a day dropping off gliders.

A good trip in all, great to experience flying in the mountains, and also to appreciate some of the benefits of flying back home (no mountains but good weather and no rotor behind mountains). Even in the mountains the most satisfying flights weren't the high launches, but getting high from the low launches.





Light and Ultralight Sailplanes

PIERO MORELLI

Piero Morelli has spent many years with OSTIV and the Sailplane Development Panel. He was instrumental in the development of the World Class glider concept. His opinion is well respected internationally, using his expertise in sailplane design along with this commitment and enthusiasm for all forms of aviation. Here Piero talks about a proposal for a new class of sailplane that bridges the gap between sailplanes and hang gliders.

(Excerpt from a report to the IGC meeting, March 2002)

In addition to the sailplanes belonging to the FAI Classes, mainly intended for competition, badge and record flying, other types exist that aim at different objectives – such as instruction, training, recreational flying or homebuilders.

Among these, sailplanes of reduced size and mass, like Light and Ultralight Sailplanes, seem to attract particular interest. Some confusion exists, however, in their definition.

- *In the USA, the Ultra Light Sailplane (ULS) has a precise meaning, ie, compliance with FAR 103 (single-seater, empty mass not exceeding 70kg, other operational limitations, much freedom from administrative obligations).*
- *In the FAI Sporting Code the Ultra Light Glider is the one with a maximum take-off mass not exceeding 220kg.*
- *In the USA Light Sailplanes (LS) are a variety of sailplanes relatively small and light, however not complying with FAR 103 (empty mass in excess of 70kg). They are mostly used for recreational flying but also for badge and record flying within the "Ultra Light" gliders category. Well known examples are the Woodstock, Silent, Russia, Apis and others. Some types of American ULS and LS are available for construction from kits by homebuilders.*

In the USA FAR 103 covers hang gliders, the performance of which has steadily increased in the past decades, leading to designs like the Swift and the Carbon Dragon where the foot launching capability in no wind conditions is marginal or precarious. They are at the borderline between hang gliders and gliders (or sailplanes).

Exploitation of microlift

In the domain of hang gliders striving for improved performance, such designs as the above-mentioned Carbon Dragon have been realised, looking like a conventional sailplane but having an exceptional combination of two high performance characteristics. Whereas a

conventional high performance Open Class sailplane achieves a minimum rate of sink of about 0.5m/sec but a large minimum circling radius of 30 to 50m; whereas a high performance hang glider achieves a relatively high rate of sink in the range of 1 to 2m/s but a small circling radius of about 15m, the Carbon Dragon succeeds in combining good values of both characteristics: a low rate of sink of about 0.5m/sec and a small circling radius of about 15m!

The Carbon Dragon was found capable to exploit weak and very variable soaring conditions, also in close proximity to the ground, to which the name has been given of microlift. This extraordinary capability resulted from the adoption of several design features, but basically through a combination of a high CL_{max} (= 2 approx.), a low take-off mass (= 160kg empty mass + 90kg pilot and equipment) and a low wing loading (= 1kg/m² approximately).

Practical experience has largely confirmed that conventional sailplanes, including light sailplanes in most cases, are unable to exploit microlift. The main reason for this is high CL_{max} and low empty mass with a high (or not low enough) wing loading, therefore too large a rate of sink and circling radius.

From both the scientific and sporting points of view the exploration and exploitation of microlift opens a new scenario to soaring flight. It is certainly of great interest that both OSTIV and FAI encourage these new opportunities for recreational aviation by their respective appropriate means.

The OSTIV initiative

The OSTIV Sailplane Development Panel, SDP, under the chairmanship of Dr Michael Rehmet, has fully recognised the importance and the implications of this new type of soaring flight. Also full support has been given by the OSTIV President Prof Loek Boermans. Since

1999 SDP has agreed to promote a specific Working Group, partly within the Panel, with the main objectives to propose definitions of LS and ULS and guidelines, possibly standards, to cover the airworthiness aspects related to safety.

Actual members of the working group are: Dan Armstrong (USA), Bruce Carmichael (USA), Eric De Boer (The Netherlands), Helmut Fendt (Germany), Daniel Howell (USA), Piero Morelli (Italy), Gary Osoba (USA), Dieter Reich (Germany). Preliminary results of the work done so far, reported to SDP, are summarised as follows.

Ultra Light Sailplanes and Light Sailplanes belong to two different categories.

ULS are high performance sailplanes capable of flying at very low speed and of circling with a small radius and low rate of sink. This type of performance is required for the exploration of those air motions, the so-called microlift, which conventional sailplanes and LS are unable to exploit.

Different standards or guidelines should apply to ULS and LS. A simplified JAR-22 could apply to LS. Simplification should not affect the level of safety. For ULS guidelines and recommendations would probably be more appropriate at this early stage. In both cases reduced complexity of analysis, testing and supporting documentation would be desirable in order not to discourage development.

For the definition of ULS restraints of both the empty mass and the wing loading seems to be favoured. Suitable combinations of the two upper limits could be as follows:

- (1) $W_e = 70\text{kg}$ $W/S = 11\text{kg/m}^2$ resulting W with a 90kg pilot: $W = 160\text{kg}$
- (2) $W_e = 85\text{kg}$ $W/S = 12\text{kg/m}^2$ resulting W with a 90kg pilot: $W = 175\text{kg}$
- (3) $W_e = 100\text{kg}$ $W/S = 13\text{kg/m}^2$ resulting W with a 90kg pilot: $W = 190\text{kg}$
- (4) $W_e = 115\text{kg}$ $W/S = 14\text{kg/m}^2$ resulting W with a 90kg pilot: $W = 205\text{kg}$

The first combination corresponds approximately to the Carbon Dragon. The other combinations correspond approximately to hypothetical empty mass increases of the Carbon Dragon. Other combinations could be proposed. Daniel Howell, for instance, suggests $W_e = 70\text{kg}$ and W/S in the range 13 to 18kg/m². Increasing the 70kg upper limit of W_e could be motivated by the following considerations:

- ? *Due to the still limited experience with microlift it is still unknown which maximum mass and wing loading are still compatible with microlift exploitation.*
- ? *Sophisticated technology and materials are required for building very low weight structures, hence a high cost results and a*

remarkable skill is required. This is amply proven by the few successfully completed Carbon Dragon realised only by highly skilled homebuilders. An increase of the We upper limit, if compatible with microlift exploitation, would greatly simplify the construction and lower the cost.

- ? A higher We limit would encourage and enlarge the possibility of experimentation. An alternative combination has been suggested for the definition of a ULS: an upper limit for both We and the minimum speed for sustained steady flight, V_{min} (eg, 50km/h). If the difficulty of an accurate estimation and measurement of V_{min} is reasonably overcome this combination would offer the advantage of taking automatically into account the effect of varying CL_{max} . The adoption of one of these criteria is still an open matter. There is a feeling, however, that a rather definite convergence exists on the specification of upper limits for both We and W/S.

The situation at FAI – IGC

Since several years an *Ultralight* Class has been created by the International Gliding Commission, IGC, of FAI for the acknowledgment of records. However, the FAI definition of an *Ultralight* is different from the FAR 103 definition. The FAI definition reads as follows: “a glider with a take-off mass not exceeding 220kg.”

In consideration of what has been reported in the preceding pages of this paper it is clear and evident that such a definition includes ULS and LS (at least a large part of them) if we accept the meaning given by the Americans to these acronyms. Two classes within the definition of one! What we have seen happening in recent years in this class is that records previously established with real ULS like the Carbon Dragon have been broken by LS, ie, by sailplanes with take-off mass within the limit of 220kg but with a relatively high wing loading which makes them capable of exploiting the same soaring conditions as conventional sailplanes and behaving as real racers.

More important, it puts sailplanes capable of utilising microlift and those not capable of doing so, in the same class. If however specific emphasis on exploring and utilising microlift is to be pursued a separate class for such ULS is desirable. Therefore it would be sensible to define the latter class and call it *Ultralight* Sailplanes and to rename the present FAI Class *Light* Sailplanes. The definition of the *Light* Class in terms of take-off mass could remain the same (220kg or a little more) or converted into empty mass (130kg or a little more, assuming a pilot mass of 90kg).

The definition of the new *Ultralight* Glider Class could be one of those suggested above or some slightly different combination.

The following words by Bruce Carmichael reinforce this solution:

“In these early days we should encourage those features which will enhance microlift exploration. While this may eliminate conventional towplane use, and thus limit wider production and utilisation, one cannot have everything. The ULS and microlift exploration is unique in the soaring world and should not initially be compromised. It should be separate from light and conventional sailplanes.” Bruce Carmichael then expresses a preference for a We upper limit of 70kg so that the Americans would not miss the benefits of complying with FAR 103. It can be argued, however, that even with a higher upper limit nothing would prevent a particular design to keep the We limit within the FAR 103 limit. At the same time Carmichael would suggest 14kg/m² as the wing loading upper limit. It is out of doubt that ULS (in our meaning) open a new scenario for soaring flight. It is likely that, through the exploration of microlift, the number of soaring days in many places worldwide would be dramatically increased.

For the time being, however, only one type of sailplane, the Carbon Dragon, through the impressive flights of Gary Osoba is reported to be really effective on exploring and exploiting microlift conditions. This type of sailplane, however, in the present situation, can only be homebuilt. Due to the extremely low empty mass its construction requires high quality craftsmanship and a large number of man-hours. If produced in small series it would probably be very expensive.

The construction would become simpler and the number of man-hours smaller if the mass limit were raised, as per definition (2) or (3). At the same time the structure would be less frail and less delicate to handle. But, would the capability of exploiting microlift be thus considerably compromised?

This is a basic question to be answered, as this highly interesting exploitation of the microlift will remain the privilege of the lucky few who possess a homebuilt machine unless production of microlift gliders at accessible costs is started, opening new possibilities and interest in soaring flight.

Through the creation of this new class FAI-IGC would stimulate experimentation in this direction.

IGC-CIVL

This chapter is co-authored with Mr Tor Johannessen, President of IGC.

The FAI Hang Gliding Commission (or Commission Internationale de Vol Libre, CIVL) is contemplating including the Carbon Dragon in one of its classes, or, alternatively creating a new class for similar aircraft.

The definition of a hang glider as given by the FAI Sporting Code (General Section, 1st January 2001 edition, art.2.2.1.13) is:

“A glider capable of being carried, foot launched and landed solely by the use of the pilot’s legs”,

CIVL’s problem is that it will be hard to carry, foot launch and land a Carbon Dragon unless a headwind of adequate strength and smoothness is there to help the pilot. IGC’s problem is that the existing classes have so far not constituted a proper “home” for this type of glider. The best solution would probably be for IGC to redefine its classes in order to insert a class between today’s ultralight and the hang gliders. This would probably best be named the Ultralight Glider and today’s UL could then be renamed the Light Glider.

If CIVL introduces a class “on top” of their existing classes, a problem will arise with the definition of a Hang Glider.

Conclusions

This very interesting “interphase” between CIVL and IGC (Hang Gliding and Gliding) should be discussed between representatives of both Commissions in order to introduce a proper “home” for the Carbon Dragon and similar aircraft to come.

As far as OSTIV is concerned the SDP Working Group should finalise the preliminary phase of its work by proposing to the panel one of the definitions offered above.

The mass upper limit can be expressed either in terms of take-off mass W (as by FAI) or empty mass W_e (as by FAR 103).

Taking into account the considerations and opinions expressed by the members of the Working Group so far, I would suggest $W_e = 100\text{kg}$, $W/S = 14\text{kg/m}^2$.

After approval by the SDP, the Working Group could proceed further with draft guidelines and recommendations on airworthiness aspects applicable to ULS.

As far as FAI is concerned, thinking of competitions for Ultralight in the future, the fact should be acknowledged that LS are typically racers whereas ULS can’t help being typically floaters. This characteristic could suggest to adopt a different task philosophy for ULS, in addition to speed and distance. Without going back to endurance flights of good old memory, new ideas could perhaps come up. This could be an interesting study in itself.

Note: On the name of the potential new FAI Class Eric de Boer has offered the following considerations. The name Ultralight being used in both the FAR 103 American regulations and the FAI Sporting Code with different definitions, some confusion may arise. He explains: The basic reason to create this new class is to enhance the development and use of sailplanes capable of using microlift. To make this clear it might be smart to express this in the name of the new class. Renaming the present FAI -IGC Ultralight Sailplanes into Light Sailplanes probably will be more cumbersome than leaving this name and adding a new name for the new class. An appropriate name for the new class might be Microlight Sailplanes. This indicates an understandable connotation with the microlift phenomenon, as the prime driver for the new class.

Letters to the Editors



John Lever, yea we Remember...

▶ John Lever's death from a mid-air collision during December's Birchip XC Tour has left its mark on all in a small community of hang glider pilots. Not much, it seems, has been said about it since; death is an awkward matter to speak about, much easier to talk of parachutes. Nonetheless, our reflections of the man, and the matter, no doubt impacted in our quieter moments over the last month or so. Having witnessed the accident from the ground and being at the scene, as well as being new to the sport, these impressions have been vivid in my mind. I thought I'd share some others as well.

I started my hang gliding training in May of last year and soon enough found myself standing on top of Mt Ben Nevis for my first ridge soaring flight. The view was spectacular, but the thought of jumping off the edge strapped into a hang glider was another matter. Being quite nervous about the impending flight I found myself gravitating to this talkative, expressive garden gnome of a character who had appeared. His enthusiasm for flying was evident, and words of encouragement and advice to all us students was welcome reassurance. *"Just think you're at the end of a tow and you've pulled the release cord,"* was the advice that related to a recent experience which reduced my anxiety level somewhat. *"And I don't know what you're all worried about,"* he continued, *"because as soon*

as you land the only thing you'll want to do is to get back up here and do it again". His face had that sparkle that sets some people apart from others, and he knew something that we didn't, but he desperately wanted us all to know what 'it' was. These words weren't at the front of my mind as I was balancing a Fun 190 at launch preparing to run off the edge of the earth in the general direction of Horsham, but did come back to me after I landed. I've assumed since that everyone has a similar 'tense' first soaring flight experience, and John's words and manner are remembered for helping me on my way. Future encounters on the tops of cold winter hills around the Beaufort area seemed to be an extension of that first conversation, which was renewed again at the XC tour.

While driving out to the tow paddock on the morning of John's accident, conversation centered on powerlines, clouds and thermal producing crops, etc. Perhaps inspired by some aspect of the landscape, John told us about a recent political meeting he attended in Ballarat. The first speaker got up and introduced himself as the Labour Party candidate and said what he'd do if elected. The second speaker then got up and introduced himself as the Liberal candidate, and said what he'd do if they voted for him. The third speaker then took the microphone and introduced himself as the Country Member, to

which the assembled crowd all murmured *"Yea, we remember."*

Brian Lowry, Red Streamer Brigade

Traps for 'Old' Players

▶ As one of the increasing generation of "50+" pilots, I thought I'd share a salutary experience I had towards the end of January while holidaying with the family on the Gold Coast. I used to water ski quite regularly before I took up hang gliding. I had not skied for over 12 years, but was keen to give it a go on the waterway near Sea World. Due to a combination of circumstances – not the least my rustiness! – I buggered my attempt at a single-ski beach start and pulled my hamstring muscle. Excruciating pain is putting it mildly, apart from which I can't fly for about four weeks while I undergo intensive physiotherapy in a desperate attempt to get fit before the end of summer.

The point of this incident is that I can imagine a similar thing happening to other 'mature-aged' pilots (who may not be terrifically fit in any event), who turn up at somewhere like Buffalo or Blackheath after a two-hour drive; potter around setting up; and then charge off the hill (without stretching beforehand) for a nil wind launch.

It would be interesting to hear from a suitably qualified member (doctor, physio, etc.) as to some simple steps to avoid this type of injury.

Martyn Yeomans

Charity Begins at Home

PAT CROWE

High among my weaknesses is the need to have a back-up.

When flying, this is a useful weakness to have as we all know.

But then, in the case of flying, some would call it a strength.

Others might call it a basic insecurity. This assumption could well be supported when looking around our house where may be found two lawnmowers (doesn't everyone have two?), two hard drives in the computer (one could fail at any time with disastrous consequences), four mobile phones (they just seem to arrive here!) and two of those are brand new!

Of course, having just one electric drill is as insufficient as having one screwdriver, or one radio or one TV or one VCR. We used to have two cars but that became ridiculous when we realised that one car was always standing in the drive rapidly dismantling the bank balance. It's amazing that people haven't woken up to this, inevitable, outcome of keeping two cars.

So, in retrospect, it is galling to reflect on not having kept two headsets, complete with push-to-talk switches, and two Douglas protractors (remember those?) and two of every other bit of flying paraphernalia which generally lived in a bright yellow vinyl carry bag in the boot of the remaining car.

But let's get down to the nitty gritty.

Recently, an unaccountable burst of activity at home resulted in bags

of redundant stuff becoming available for the Salvation Army. My CEO placed these in the car and instructed me to deliver them forthwith to the nearest Family Store. They are nice folk up there and a helpful lady assisted me to unload. A nice warm feeling accompanied me back home.

Some days later, the awful discovery was made. The yellow vinyl bag was missing from the boot. Sacre Bleu! With the speed of summer lightning, and not without some fear and trepidation, I again visited the Salvos expecting to recover at least some of the items. Unfortunately, the bag had been

inspected and it was determined that the material therein was unusual and the possibility of selling them seemed somewhat remote to the particular person making the inspection.

Consequently, probably before I had even arrived back home, the bag and its contents had been consigned to a huge bin. The next day, the bin was removed and the contents added to the thousands of tonnes of rubbish at Adelaide's largest waste site.

The headset, flight crew licences and nav gear can be replaced. As they say, it's only money. But also in the bag were some of my logbooks and these can never be replaced. In the fullness of time they would have been left to the children as personal effects. Perhaps they would have cherished them, perhaps not.

Initially, it is fair to say that I was somewhat upset. Now I am enormously frustrated. How hard would it have been to photocopy the pages of the logbook? Damned easy. And why did I not think of doing it? I have two of everything else! At least, at licence renewal time, I would then have had a back-up to assist my claim of an unbelievable number of hours in this or that aircraft. Do you have a back-up of your logbooks?

Give it some thought.



From Fairy Wrens to 747s

DAVE TONKS

Sitting at the dining room table, I look up to admire the framed print of two red-tailed black cockatoos hanging on the wall. It is a magnificent print and as such it deserved a matching gold frame, and I am proud to say that it has drawn quite a few admiring glances from our guests. The print itself was bought through a magazine that caught my eye, *Birds International*. On buying my first copy of the magazine (No. 9) I was so impressed I immediately rang to order a subscription, only to be told that the issue I had bought was the last to be printed. The only good news was that issues one to eight were available as back issues, so now I have all copies produced.

I remember clearly that my fascination with flight started at a very early age. In fact I remember seeing the triple tails of Lockheed Constellations flying over my parents' home at Wavell Heights (Brisbane), only a minute's flying time to Brisbane's main airport at Eagle Farm. I can also remember being the only kid on the beach that preferred to get to the highest point to watch Sunderland flying boats rather than enjoy the sand and waves – after all, isn't that why you go to the beach, to swim? Not me.



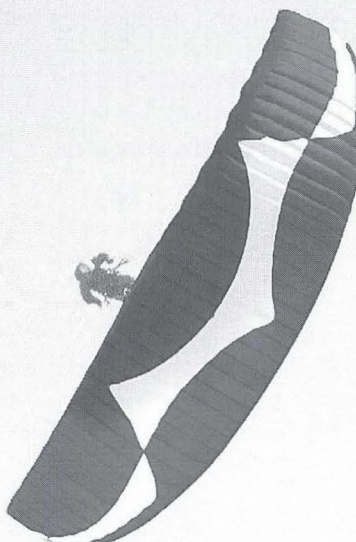
Even at the ripe old age of 51 I am still utterly fascinated with flight. Members of my family know well that if anything flies over I will be watching it every second it is in view. If it is a passenger jet I will even come out with a statement bound to draw the most amazing looks for those who don't know me, like *"Did you see that – that was incredible – a huge aluminium tube with extensions out the side, with a couple of hundred people in it, just flew over our heads at about 5,000ft and around 300kt – that's awesome, and it barely made a sound."* Boy, the looks I get. I can remember getting woken up by 727s taking off from Eagle Farm. Man, the racket those jets used to make, the crap that poured out of their exhausts, and their feeble rate of climb. In their day, they were magnificent – today, they're scrap.

Still sitting at the table I hear a twittering at the birdbath just outside the dining room door, and look out to April 2002

see an amazing sight. I recognised the birdcall as Fairy Wren, but I have never seen two males (the ones with the colours, the females are all dowdy browns) from the two different species found in Australia, at the same time. And here they are, sharing the bird-bath, the juvenile Red-backed (still with some of the brown showing) and a bigger, fully grown Variegated (we call them 'Blueys' because of their fantastic blue colouring). Just as awesome as watching a 747 take off.

With a chequered aviation 'career' behind me (including seven years in Army Aviation, a little skydiving, a lot of radio-controlled gliders, and a look at 1:1 gliders) I finally realised there was something called 'free-flying. No motors, no runway, almost no aircraft, really – there's not much to either a hang glider or paraglider. My long-suffering wife often tells people I *"rush off cliffs towing a handkerchief attached by little pieces of string"*, and to non-believers I suppose that is a fairly succinct description of paragliding.

And those who have tasted the magic of free-flight and slipped the mortal bonds of earth in the most magnificent manner possible, they know exactly what I mean when I say it is an addiction totally without cure. I (along with an exceptionally small number of others on this planet) have flown with wedge-tailed eagles, and I can't wait to do it again. As soon as this bloody broken leg heals – I'll be back.

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Inaugural Cooma Fly-in

27-28 April 2002

Venue: Cooma (Polo Flat) Airport -YPFT, Elevation 2,700. NSW WAC 3470 S36 13.5 E149 08.58. Runway 18/36 2,500ft sealed width 30ft (5,000 fence to fence). Runway 12/30 3,000ft grass fence to fence. Contacts: Mike Apps on 0412 435198, email <apps@snowy.net.au> or Stan Rucinski on 0409 917806.

Polo Flat is a haven for all types of aircraft: trikes, gyros, ultralights, homebuilts, GA aircraft, etc. We have Avgas, aircraft parking and accommodation and lots of uncontrolled airspace. The airfield is especially suitable for training. It is close to town, yet not in a position to cause a noise nuisance. It is surrounded by ideal open country for flying training and there are no competing commercial aircraft operations. The weather is good for student pilots, especially in spring and autumn. There are interesting places for navigation flights, for example the coast is 20-50 minutes away for light aircraft and the mountains are even closer. More importantly, there are several airfields nearby to practise cross-country skills.

The airfield data are in ERSA under 'Cooma/Polo Flat', and we do ask that visitors let us know in advance so that we can make sure the runway is clear. To help meet costs we also graze Angus cattle and alpacas, the former quiet curious creatures and the latter friendly animals which enjoy the stimulation of aircraft movements and human visitors.

"The Wings of Siberia"

Dear Friends!

I am writing to you on behalf of the Russian HG & PG Association "The Wings of Siberia". We are located in the the Altai region situated in the south-west of Siberia. For many years we have been very active in organising various HG and PG events.

We often host a number of foreign pilots from different countries and therefore offer our competition schedule for 2002 for publication. With best regards and wishes of good flying. (See HGFA Events for details.)

Olessia Voltchenkova

Club News

Hill Flyers, WA

Just like last year, Bakewell came on again this year during the last week in February, just when the State comps were being held up at Wylie (more on this next issue).

Monday 25th saw incredibly smooth conditions for summer with smooth ridge lift combining perfectly with moderate thermals which took Mark, Graham and myself to the top of the inversion at around 3,000ft for hours of great flying, while Wayne had a quick flight

CARTOON by Jules Makk



before hurrying back for a 5:30pm start to a night shift of firefighting. Late buoyant air allowed "zero flat flying" at around 2,000ft over the river valley with the late afternoon sun casting long shadows that sketched the paddocks and farmhouses below us. Landing at the race-course, especially being able to pack up on the only green lawn for 100km, made the entire flight an absolute pleasure...

The April fly-in is coming up. Don't miss this great chance to share the sky with lots of other pilots, learn new skills and to build experience and airtime. Autumn is usually a time for great thermals in the day and buoyant air in late afternoon, making it flyable and available for all grades of pilots. Remember the current minimum requirements for a launch off an inland hill for hangies is restricted (novice) with 10 hours with a pass on the intermediate exam. If you're still to get to this minimum then talk to a Club Safety Officer about how to get there.

See you in the air, Rick Williams

Melbourne Hang Gliding Club, VIC

The Melbourne club enjoyed plenty of flying over the summer despite the frustrating conditions. The usual 'core' group headed to Bright for the Christmas/New Year (and beyond) period. Waiting through the worst of the wet and windy weather after Christmas proved a fruitful exercise for some members as some great flying was had off Buffalo and other sites after this. The end of January appeared to pick up as groups enjoyed good days at Bright, Western Vic (particularly Ben Nevis) and the coast.

The Christmas meeting (our usual 'Bar B Que in the park') was well attended and this year it was the club's shout for drinks! At the February meeting we presented two inaugural club awards. The first being 'The Club Award', presented for outstanding service to the club. Whilst there were plenty of deserved individu-

als, it was presented to Peter Batchelor who was the founder of the then 'Eastern Hang Gliding Club'. Peter was totally surprised by the award and gave a great off the cuff acceptance speech. Peter described the club like a person. Starting off small, gradually growing legs and getting bigger, getting married and changing its name, to become the club it is today with 60 or more members. The second award was presented to Peter Vaile. This award, 'The Encouragement Award' is presented to people who are an encouragement to hang gliding. If you've seen Peter flying around the hills of Melbourne, he flies supine, sitting up. He's had to alter his harness and flying style due to neck and back problems, yet he's not discouraged by this and is a regular flyer (whenever he can) at Melbourne's sites. Peter, like Peter, (honestly we didn't chose them just to save on engraving) was surprised by the award and was pleased to accept it.

The flying season is still upon us and we will continue our club flying weekends (aimed at getting novice hours up) until the weather lets us down (and even then we'll keep on flying). The club meets every third Wednesday evening of the month at the Palace Hotel Camberwell, all welcome.

Vanessa Sparke, Secretary

Sunshine Coast Paragliding Club, QLD

The weekend of the Rainbow Fly-in was a success with 15 PG and 18 HG turning up. Friday was a near perfect 15-18kt north-north-east and everybody flew over three hours.

Saturday started well, with PG doing tasks in the blow. But as the wind picked up we changed task to a 28km ridge run to Leisha track, surf tower and spot land in the blow, with a twist, the highest and quickest win.

Sunday started 15+ north, so everybody free flew, finishing the day early at the pub.

Rainbow Fly-in results:

1st: Brent Cameron, 1,450ft and 28km (Apco Bagheera L) won an Apco front ballast bag with drinking hose and a club T-shirt.

2nd: Bob Symons, third highest and 28km (Apco Bagheera M) won the latest Dennis Pagen PG book and club T-shirt.

3rd: equal Rob McDermont and Dave Martin, fourth highest and 28km, both on Apco Sierra M, won hook knives and T-shirts.

4th and most improved beginner: "No fear" George, second highest and 26km, on a Apco Santana M, won a hook knife and club T-shirt. All other competitors won a club T-shirt and there were no entry fees. T-shirts and PG book were donated by the SCHGC. Drinking/ballast bag and hook knives donated by Jean-Luc. Brent Cameron donated "The art of PG" book to the club, for members to share. Just give me a call and you can have it for two weeks at a time. It's

an excellent read, covering weather and thermalling techniques to name a few. Thank you Brent for this useful present.

December was very kind to pilots with 20 flyable days. The 14th had a big turn out at Rainbow with 16 PG and 5 HG enjoying an eight hour window. January had lots of strong south-east, reducing our flyable days to 12. The 22nd and 23rd were epic days at Teewah with 12 PG and 2 HG enjoying five hours of flying. Gary Loughran flew from Teewah to past the Cherry Venture, with the help of his paramotor. The next day, Yanoush from Poland, on his UP Gambit C hot-ship, managed 34km twice in the day, while Jean-Luc pushed his out and return record to 65km.

Troy Bladgen made a big comeback after his accident at the towers. On 27 December, he was the first one up at Teewah, scoring hours after a good take off from the ramp. As the wind turn north-east towards the end of the day, we all raced to Rainbow, and again Troy was the first one up, flying till sunset. Welcome back Troy.

Bruce Parker made a comeback after his accident at Laurieton. He flew Sunrise on 20 January and is hoping to get up on his trip to Melbourne.

Rob McDermont got a commanding day on 22 January. He flew Flaxton late morning, managing 12km cross-country. In the arvo, he connected Sunrise to A-bay and back, with Miles, the first pilot who opened that route.

John Eggins Junior from Mt Isa is a 16-year-old beginner with only a few hours airtime. So he surprised everybody when he was still on his way to the Cherry Venture after all pilots bombed. At one stage, he looked like he was going to break Trevor's record, but he landed at the 33km mark. A great effort John, you got us worried.

Graham S. was seen driving towards the blow one morning, eyes gazing at the horizon; he had a challenge on his mind as Bob Symons broke his record by flying from Rainbow to Freshwater. Graham took off early and got a very interesting climb on the east side of Pyramid in convergence lift. He reached the cloudstreet at 2,000ft, then managed two kilometres past Freshwater. Well done, Graham! Bob, can you respond?

Jean-Luc Lejaille

Southern Microlight Club, Vic

The Southern Microlight Club (SMC) would like to inform all HGFA trike members of a National Trike Gathering at Wangaratta Airfield on the weekend of 20/21 April 2002. This event will consist of trike pilots from all parts of Australia sharing knowledge and flying experiences over two days at one of Victoria's most scenic areas. Events will be organised by members of the SMC such as spot landing competitions, local flying trips and a search and rescue exercise. Several trophies will be awarded over the weekend. We will hold a pilot briefing at 10am on Saturday morning at Wangaratta airfield. At the briefing

we will inform all pilots of the following items:

- Circuit and operational procedures at Wangaratta*
- Radio usage within the CTAF*
- Flying events, and*
- Social events*

We look forward to seeing as many pilots there as possible.

Ian Rees, Secretary

FAI News

FAI World Record Ratifications

Class O (Hang Gliders) records:

Claim number 7082:

Sub-class O-3 (Paragliders) – General

Type of record: Speed over a 100km triangle

Course/location: Brauneck (Germany)

Performance: 19.47km/h

Pilot: Burkhard Martens (Germany)

Paraglider: Boomerang *Date:* 28/07/2001

Previous record: new

Claim number 7039:

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

Type of record: Speed over a 50km triangle

Course/location: Mansfield, WA (USA)

Performance: 27.63km/h

Pilot: Mia Schokker (Canada)

Hang glider: Stealth KPL 14 *Date:* 10/07/2001

Previous record: 21.02km/h (23/07/92, Anneliese Müller, Switzerland)

Claim number 7093:

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

Type of record: Speed over a 200km triangle

Course/location: Saint André des Alpes (France)

Performance: 43.44km/h

Pilot: Marcus Hoffmann-Guben (Germany)

Hang glider: Flight Design Ghostbuster

Date: 22/08/2001

Previous record: 39.83km/h (15/08/00, Marcus Hoffmann-Guben, Germany)

FAI congratulates the pilots on their splendid achievements.


World Pilot Rankings Update

This update sees some major changes at the top of the rankings with several competitions being added and deleted.

Hang Gliding

Competitions added are the South African Champs, Buenos Aires Flatlander and the Bogong Cup. Deleted are the 2000 comps: US Nationals, Europeans, Dutch Open, British Open St André, German Open, Norwegian Open.

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Gerolf Heinrichs (AUT) takes over 1st place from 4th, 8 points ahead of Rohan Holtkamp (AUS) who is catapulted to 2nd place from 10th (*Sub-ed note: Go you good thing, go!*). Paris Williams leaps into the top 10 in 3rd place from 12th and Oleg Bondarchuk (UKR) slips another place to joint 4th place with Gordon Rigg (GBR) who gains a place. Betinho Schmitz (BRA) returns to the top 10 in 6th, leaving Manfred Ruhmer (AUT) in 7th place – the first time since July 2001 he has not lead the rankings. Attila Bertok (HUN) leaps 6 places to joint 8th with Antoine Boisselier (FRA). Mario Alonzi (FRA) makes up 10th place.

In the nations' rankings the top 3 stay the same, France, Austria and Great Britain, but Australia takes 4th place from the USA.

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

Paragliding

Competitions deleted from the PG rankings are the 2000 comps: Aeolia Open (Greece), PWC Portugal, Canadian Nationals, Zimbabwe Open. Competitions added: PWC in Mexico, Colombian Champs, Canarian Open, and the Zicosur (Chile).

There is again an upset, with Jean-Marc Caron (FRA) claiming 1st place from 8th, and Alex Hofer rockets into 2nd place from 18th. Steve Cox (SUI) drops to 3rd and Hans Bollinger (SUI) stays in 4th. Christian Tamegger (AUT) slides to 5th from 2nd to be equal with Shoichiro Tadano, also leaping up from 18th. Patrick Bérod and Joos Achim (GER) drop a place to 6th and 7th, Marc-Antoine Arnold (FRA) moves into 9th from 11th and Juraj Kleja (SVK) jumps 5 places to 10th.

In the team competitions, France still leads but Australia moves into 2nd place. The USA continues its rise to make 3rd place, Austria is relegated to 4th place, Germany in 5th and Great Britain slides to 6th place from 3rd. Other big movers are Slovenia up 4 places to 13th and Japan up 7 to 16th.

Results not yet received (and therefore not included in WPRS): NZ PG Champs.

Full details of the rankings can be found on the World Pilot Ranking System web site: [\[www.fai.org/hang_gliding/rankings/\]](http://www.fai.org/hang_gliding/rankings/).

HGFA General Manager's Report

I remind instructors to complete and return the survey recently sent to them regarding this year's National Instructor Conference. The conference, which will be open to all HGFA instructors, will be held in the Canberra area in either August or September next.

I have just returned from a week in Europe. I took Mike Zupanc's place as HGFA representative at the CIVL meeting in Lausanne and took the opportunity to meet with our underwriters, Tryg-Baltica Insurance (TBI) in London. A brief outline of some outcomes from these meetings follows.

Insurance

My meeting with TBI representatives went well; they were understanding of our financial situation. I explained that any substantial increase in premium would render their policy un-affordable to us.

The past year has been a good one as far as insurance goes, with very few claims anticipated, so hopefully TBI will be able to renew for a similar premium (renewal is due at the end of March). We must have insurance to keep flying, given that the vast majority of our sites are on public land, though obviously it must be reasonably affordable, we cannot just keep pushing fees up! At the time of writing we are yet to receive the quote for renewal from TBI.

CIVL

For those unaware of the CIVL (Commission International de Vol Libre), this is the hang gliding and paragliding subcommittee of the FAI. This committee deals with worldwide hang gliding and paragliding issues. Over past years this committee has focussed on world and continental championships and competition rules (as laid out in Section 7 of the FAI Sporting Code). In the recent past, the CIVL resolved to embrace hang gliding and paragliding safety issues as well as the sporting aspects.

Mike Zupanc has been doing a lot of work on a proposed new world pilot ranking system, refinements to the competition scoring systems and amendments to Section 7.

Several other issues affecting Australian pilots were discussed, including:

- A preliminary bid to host the World Hang Gliding Championships in Hay in 2005, to be organised and run by Dynamic Flight.
- Agreement for worldwide cooperation in fostering safety issues and passing on safety directives, etc. Initially this will involve putting safety managers of federations worldwide in touch with each other to discuss safety issues. A CIVL safety page has been developed on the FAI web site (at: www.fai.org) for this purpose and to advise pilots of safety alerts and developments.
- Working toward a standardised worldwide pilot rating system. In time it is hoped that pilot training will be recognised in all countries, though this will require a lot of work by many countries to increase the skills and safety standards of instruction. There

will always remain a need for local operating rules and air law to be learnt prior to reciprocal pilot certificate issue. Australian instructors have for years been frustrated with overseas organisations requiring pilots returning to their home country to undergo a full training course, despite having completed pilot training under our system.

- A proposal for the paragliding "Serial Class" to be reintroduced to international competition was discussed at length by the paragliding subcommittee of the CIVL. That committee voted unanimously that it not be reintroduced, given the inability of organisers to scrutinise gliders for compliance with certification standards. The CIVL committee supported this recommendation (though the vote was very close). In the hope of finding some way to verify glider compliance to make a serial class viable in the future, the CIVL have called for an expert study into the scrutineering issue.

Club Control of Sites

I have had club members ask about the power a club and its safety officers have to control operations at sites, tow strips or landing fields. These powers are laid out in the HGFA Operations Manual Section 6.2 and 6.3. As part of the various pilot certificate privileges set out in the Ops Manual Section 7, a pilot is obliged to operate at a site in accordance with HGFA and local club rules. Additionally, each pilot is responsible for his/her own safety and the safety of others (Section 5.4.1). The onus is on a visiting pilot or a restricted pilot certificate holder to seek out a local safety officer to obtain advice regarding local operating rules or requirements.

I recently received a report of a novice pilot refusing to heed the advice of an experienced pilot on an inland site. Evidently consensus was reached by all the experienced pilots present that conditions were not safe to launch. Despite this, the novice insisted on setting up and it was only after one of the experienced pilots "got heavy" that the novice agreed not to fly.

Thankfully common sense prevailed in this instance, though not before some heated exchanges. Restricted pilots must appreciate that the "restricted" nature of their certificates was implemented as a direct result of pilots being injured due to misreading prevailing weather and flying conditions. Common sense is the key – though unfortunately common sense isn't all that common when it is overridden by enthusiasm.

Accident Reports

No 1

Paraglider pilot, experience unknown

The following is a report received relating to the paragliding fatality in South Australia last October. The report has been written after viewing a video of the accident. Previous reports were that the wind on launch was crossed and inconsistent, making launch conditions difficult.

"The pilot commenced a reverse launch of his paraglider, facing the glider with his risers crossed. Upon inflation, he began walking slowly backwards and instead of turning to uncross the risers, he turned

in the opposite direction, therefore crossing his risers over twice. At that instant he became airborne and started to gain height with a forward speed of 10-15km/h.

Due to the automatic reaction of the crossed risers, ie, risers want to turn to the correct forward position, in this instance it meant he needed to turn 360 degrees and then another 180° to be in the normal forward flying position.

The pilot tried to absorb the pendulum movement by stretching out his right leg and arm, which in turn meant his right hand pulled the brake line down approximately 60-80cm which caused the right side of the paraglider to slow down to the point of a negative stall. By this time the pilot was in the correct flying position and raised both arms in an attempt to stop the negative stall.

In the meantime, the paraglider had turned 180° and pendulumed at a 45° angle in front of the pilot, flying towards the hill/launch site. The pilot then impacted heavily to the right of launch.

The impact appeared to be first on the base (lower back) of his harness with his legs up, which then catapulted the pilot again into the air where the second impact appeared to be on his left hand side.

An ambulance was called and the pilot was driven to the local hospital and treated for a fractured pelvis. The pilot was subsequently transported to Adelaide hospital and died several days later."

The fibreglass back protection plate in the harness was kinked and the behind-knee support and left hand side material were torn. The Kevlar inner back protector and the lower airbag were intact (the airbag was not used when the accident occurred).

No 2

Pilot:	Intermediate hang glider
Experience:	85 hours
Hours previous 90 days:	12
Hours on craft:	35
Aircraft:	Advanced hang glider
Damage:	Nil
Weather:	10kt wind, light turbulence
Location:	Inland soaring site
Pilot Injury:	Broken arm and severe muscle damage

Description by the pilot:

"I was forced to change landing paddocks at quite low height and had to make my approach along a shallow gully. I tried to stretch my glide to clear the end of the gully. As I got past the gully's end (a matter of inches) I flared the glider just as the base bar clipped the grass and I was thrown through the base bar shattering my right humerus and almost severing my biceps and triceps muscles. Had I known that the base bar was going to touch I could have prepared for a nose-in."

Comments:

Though the pilot doesn't mention why he had to change his approach at low level, I can only suggest that more a conservative approach would have prevented this one.

Fly safely,
Craig Worth

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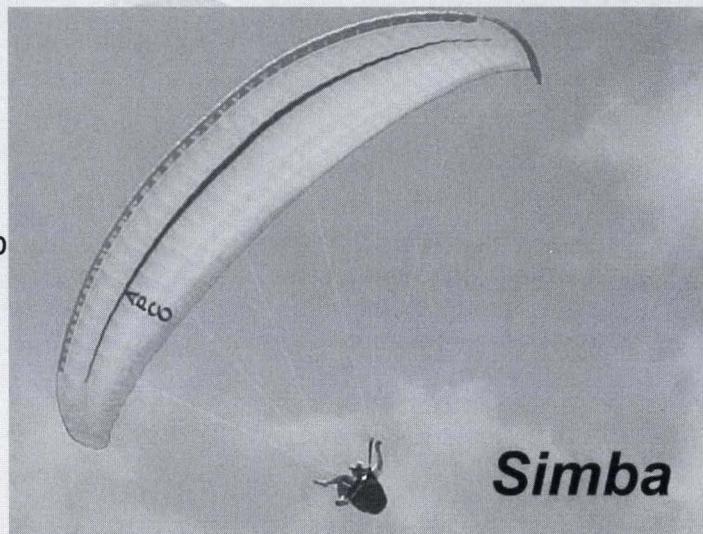
Due to popular demand, the Bagheera is now available again with new risers and split A's For easy big ears and better glide at speed. Finesse 8.8 at 45km (25% speed bar) — Min sink 0.9m/s — max speed 55km.

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Simba

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APCO	Sierra	S	Purple	75 to 90kg	90 hours	\$2,200	DHV 2
APCO	Sierra	M	Purple	85 to 105kg	50 hours	\$2,300	DHV 1-2
APCO	Sierra	M	Purple	85 to 105kg	150 hours	\$2,000	DHV 1-2
APCO	Sierra	L	Purple	100 to 120kg	45 hours	\$2,800	DHV 1-2
APCO	Sierra	L	Purple	100 to 120kg	as new	\$3,200	DHV 1-2
APCO	Santana	S	Purple	75 to 90kg	50 hours	\$1,800	DHV 1-2
APCO	Santana	M	Purple	85 to 105kg	50 hours	\$1,900	DHV 1-2
APCO	Santana	L	Purple	100 to 120kg	100 hours	\$1,500	DHV 1-2
APCO	Spectra	S	Magenta	75 to 90kg	40 hours	\$1,600	DHV 1-2
APCO	Prima	M	Yellow	75 to 90kg	50 hours	\$1,400	Standard
APCO	Bifutura	BI	Purple	140 to 210kg	100 hours	\$2,500	Performance
Funtofly	Profeel	L	Blue	100 to 120kg	100 hours	\$600	Standard

Manu.	Model	Size	Colour	All-up Weight	Condition	Price	Certificate
EDEL	Apollo	L	Multi	95 to 115kg	60 hours	\$650	Standard
EDEL	Space	L	Green	100 to 120 kg	60 hours	\$750	Standard
EDEL	Quantum	M	Pink	80 to 100 kg	50 hours	\$1,200	DHV 1-2
EDEL	Confidence	M	Purple	80 to 100 kg	50 hours	\$2,000	DHV 1-2
EDEL	Confidence	M	White	80 to 100 kg	NEW!	\$3,500	DHV 1-2
NOVA	Axon	XL	Purple	100 to 130 kg	90 hours	\$2,000	DHV 2
FREEX	Frantic	M	Red	80 to 100 kg	110 hours	\$1,200	DHV 1-2
FREEX	Frantic	M	White	80 to 100 kg	30 hours	\$1,700	DHV 1-2

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HGFA Events Calendar

New South Wales continued

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Paragliding State of Origin 2002

29 March – 1 April 2002 (Easter weekend)

Mt Borah, Manilla, NSW. Rego: Imperial Hotel, 9-10am Friday morning. Free to all, just turn up. Contact: Enda Murphy <endamurphy@ozemail.com.au> or ph: 0412 445741.



Sky High Easter Fly-in

29 March – 1 April 2002 (Easter weekend)

Bright, VIC. Contact: Barb Scott ph: 0408 844224 or <bscott@iprimus.com.au>.



Tumut Easter Fly-in

29 March – 1 April 2002

(Easter weekend)

Fun flying and social evenings. 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 2,000 hours air-time. 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: 0419 681212; <chggpc@goulburn.net.au> or simply just show up!



Southern Microlight Club

National Trike Gathering

20-21 April 2002

Wangaratta Airfield, VIC. See Club News item this issue for more information.



Inaugural Cooma Fly-in

27-28 April 2002

Cooma (Polo Flat) Airport – YPFT, NSW. Elev. 2,700, NSW WAC 3470 S36 13.5 E149 08.58 – For more details see entry in HGFA News section of this issue. Contacts: Mike Apps ph: 0412 435198 or <apps@snowy.net.au>; Stan Rucinski ph: 0409 917806.



WA Hill Flyers Autumn Fly-in

April 2002

Free event, open to all HG and PG pilots. Hill launch from Bakewell, Noondeening or The Range, for either out and return or downwind tasks set on the day. More details on the hotline: 08 9487 3258 and <wshgc@listbot.com>, <skysailing@yaahoo.com>, or email Dave, Rick or Mark at <hillflyers@hotmail.com>.



WA Hill Flyers Winter

& Spring Fly-ins – June 2002

Free event, open to all HG and PG pilots. More details on the hotline: 08 9487 3258 and <wshgc@listbot.com>, <skysailing@yaahoo.com> or email Dave, Rick or Mark at <hillflyers@hotmail.com>.



WA Hill Flyers Geraldton Fly-in

24-31 August 2002

Free event – great flying at Geraldton at the local Geraldton sites and along the beautiful Chapman Valley. Local accommodation available at caravan park at the entrance to Chapman Valley (discounts for club members). More details on the hotline: 08 9487 3258 and <wshgc@listbot.com>, <skysailing@yaahoo.com>, or email <hillflyers@hotmail.com>.

Overseas



2002 Flytec Championships

21-27 April 2002

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



Nova Fun & Fly-in Maninjau 2002

21 – 28 April 2002

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



Altai Region PG Open

9-12 May 2002

Solonovka village, Russia. Organiser: Association "The Wings of Siberia". Ph: +(3852) 364404/753518, email: <rolydan@mail.ru>, <mitin@alink.altai.ru>.



Competitions in China

May-June 2002

Duration: 10-12 days. Organiser: PG Club of Beijing (Pekin). Web site: [www.flying-man.com], ph: +(010) 62344230.



The "Altai Cup" Open

6-14 (16) July 2002

Russia. Incl. 1st stage of the Altai HG&PG International Marathon (Russia -Mongolia). Organiser: Association "The Wings of Siberia". Ph: +(3852) 364404/753518, email: <rolydan@mail.ru>, <mitin@alink.altai.ru>.



PG Youth Cup "The Cup Of Siberia"

July-August 2002

Russia. Organised by: Educational Committee Of the Altai Region. Ph: +(3852) 234858, Association "The Wings of Siberia". Ph: +(3852) 364404/753518, email: <mitin@alink.altai.ru>.



Gorno-Altai PG Open

1-2 November 2002 (or 14-16 December)

Russia. Organised by: Club "Gorni Pilot". Contact: Victor Kardamanov ph: +(288-44) 22667, email: <beer@mail.gorny.ru>.

Note: Some dates on Russian competitions could change.

GFA Badges & Certificates



FAI Report February 2002

A Certificate

MILLER Bruce John	10631	Narrogin
FOUND Dayle Martin	10639	Narrogin
MICALLEF John Glenn	10642	Adelaide

B Certificate

RUPRECHT Karl Alexander	10550	NSW AIR TC
TOMLIN Kristian Keith	10543	NSW AIR TC

A and B Certificates

SERET Dirk	10633	Adelaide Uni
RUTHERFORD John	10636	Hunter Valley
McEWAN Shane Douglas	10637	Boonah

B and C Certificates

PAYNE Thomas William G	10522	Lake Keepit
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C Certificate

HODGSON Lee Christian	10536	NSW AIR TC
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A, B and C Certificates

RIGGS Michael	10629	Gympie
RAMMELT Simon Henry C	10630	Gympie
PHELPS Allan Nevel	10632	Beverley
LARKWORTHY Geoffrey	10634	Narrogin
WOODWARD Bryn David	10613	Beverley
JOHNSON Bradley Fredrick	10635	Sthn Riverina

A, B and C Certificates continued

ROLFE Brian William	10638	Darling Downs
JAMES Dominic John	10640	Lake Keepit
PRYDE Richard Fairlie	10641	Southern Downs
BURCH Camden	10643	Alice Springs

Silver C

WILSON Timothy Xavier	4396	Lake Keepit
MARTIN Ruben Daniel	4397	Leeton
HODGSON Lee Christian	4398	NSW AIR TC
SIDDALL Peter Russell	4399	Renmark
MARTIN Peter Leslie	4400	GCV
GIERSCH Brian Maurice	4401	Central Coast
KAHL Jorg- Udo	4402	Concordia
VILLERS David Alan	4403	Canberra
BAILEY Brian Lawrence	4404	Bathurst

Gold C

SIDDALL Peter Russell	1550	Renmark
MARTIN Peter Leslie	1549	GCV

Diamond Goal

SHEMTOB Meir Richard	Sthn Riverina
ATKINSON Matthew Raymond	Lake Keepit
SIDDALL Peter Russell	Renmark
MARTIN Peter Leslie	GCV
VILLERS David Alan	Canberra
BALFOUR Robert George	Scout Ass. NSW

Diamond Distance

PEGLER Steven Robert	Adelaide Soaring
HOARE Julian	Sthn Riverina
SHEMTOB Meir Richard	Sthn Riverina
McGOWN Alan Lindsay	Bathurst

600Km Distance

PEGLER Steven Robert	80	Adelaide Soaring
TERAMOTO Tsuyoshi	81	Orana

750Km Distance

WAKAI Toshifumi	101	Waikerie
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Claims for all badges and certificates to:

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Fax: 02 6889 2933

Email <hartley@avionics.com.au>

Decentralised Competition entries to:

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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@ieeee.org>.

QLD Teams Challenge

22-27 Sept ember 2002 (practice 21 September)

Kingaroy Soaring Club. Contact Lisa Turner for more information, ph: 07 3876 7958 or email <lb.turner@student.qut.edu.au>.





NEW SOUTH WALES GLIDING ASSOCIATION (NSWGA)

Australian Air League

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Australian Soaring Centre

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Bathurst Soaring Club – PO Box 1682, Bathurst NSW 2795

Byron Power Gliding Club

PO Box 815, Byron Bay NSW 2481, 02 66847827, 0428 847642

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

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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

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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

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Southern Cross Gliding Club

PO Box 132, Camden NSW 2570

Summerland Gliding Club

PO Box 820, Lismore, NSW 2480, Sec: Bev Henson,

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

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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

North Queensland Soaring Centre

PO Box 5790 Townsville Mail Centre QLD 4810, 0500 811011

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

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VICTORIAN SOARING ASSOCIATION (VSA)

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PO Box 620, Wodonga VIC 3689

Beaufort Gliding Club

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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

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RAAF East Sale Gliding Club

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

Soaring Club of Tasmania – 34 Clinton Road, Geilston Bay TAS 7015.

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)

Beverley Soaring Society

PO Box 136, Beverley 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

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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 including trailers, negotiable. Contact: 07 5463 0111 or 0408 983629. PO Box 107, Boonah QLD 4310.

Instruments & Equipment

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

Mrsoaring.com for Cambridge, Microair, Winter, Tost, wingstands plus more. Email: <iankmcphee@bigpond.com>, Box 657, Byron Bay NSW 2481. Ph: 02 6684 7642, 0428 847642.

Motor Gliders

Super Ximango Motor Glider! VH-ZAN 450 hrs. Beautiful as-new condition. Transponder, Icom radio, Ah. Rotax 912 Lame-maintained from new. A unique opportunity to change your flying forever, hangar at any airport, glide anywhere incl. Morning Glory, sea-breeze fronts, shear wave, or just good thermalling. A roomy, comfortable & economical touring aircraft (95kt at 171/hr), & glides well (32:1) with great handling. Fly around Australia, & soar the best sites. Reluctantly for sale as owner going overseas. Call for brochure & video. Ph: Richard Macfarlane 0417 918814 (Perth), <yachtaida@aol.com>.

PIPER PAWNEE PA25-260 VH-KLZ Currently towing in QLD. Good engine, prop HTR. \$45,000 +GST. Ph: Jason 07 4164 3252, 0417 632338 anytime.

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

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

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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.





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

Hang Gliders & Equipment

New South Wales

Airborne Fun 190 nov, near new, Moyes Contour harness 171cm. Icom radio, never used. Towing bridle. \$4,000 the lot or sell separately. Ph: Sally 02 62967623 (h); 02 62901964 (w).

Airborne Shark 144 adv, only two 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 156 adv, two years old, GC, 160 hrs, mostly inland, orange stripped US, waterproof UV glider bag, \$2,800. Ph: Peter 0418 435 204; 02 93265262 (h).

Beginner Pilot Package: Moyes XT165 int, 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.

CSX5 adv, 5 hrs total (no error), fluoro orange/dark blue US. Genuine sale, I am leaving the sport after 25 years with great sadness but fond memories. This glider is immaculate, \$3,500 ono. Ph: Terry 02 48221989; <JacTerAnd@aol.com>.

Mosquito harness great cond, low hrs, exceptionally quiet version (inaudible at 300m). Allows all year flying & access to a vastly increased number of sites. Fly inland without all the hassles — take off & land next to your car! \$3,500. Lismore. Ph: Craig 0400 105007; <craigataylor_007@hotmail.com>.

Moyes Litespeed 5 adv, in EC, < 90 hrs, all white mylar with low drag side wires, looks fantastic, flies even better, \$5,200. Ph: Michael 0415 920444 (all hrs).

Moyes XT 165 int, new sail & cover, speed bar, batten profile, EC, \$1,900 ono. Ph: 02 49347917.

Sting 154 int, brand new, \$2,000. Ph: 0417 467695.

Victoria

Airborne Climax 14 adv, purple US, slick A-frame, near new cond, \$6,300. Ph: Phil 0407 042634.

Airborne Shark 144 adv, tidy, easy fly, easy land, bungy batten tips for easy rig, 100+ hrs only, short base bar, wheels, \$1,000. Also, Nissan Pathfinder ST 1988, 260,000km, wrap round roof racks, front rack, tow bar, bull bar, winch, dual fuel, UHF radio, new tyres, rego till Jan 2003, \$11,000. Also, cardboard transport tube, 4m long \$50 ono. Ph: AJ 0414 930540; <ajmmurray@hotmail.com>.

Airborne Sting XC 154 int, 20 hrs old, Moyes pod harness, chute & vario. \$3,300. Ph: 0408 768078.

Moyes CSX5 adv, red & white US, white power-rib mainsail. This glider is in VGC & flies extremely well, \$2,650 ono. Ph: 03 97621364.

Queensland

Moyes CSX5 adv, topless, 100 hrs, perfect cond, XC bag & spare DTs, \$2,400 ono. Ph: Colan 07 49721111 (w); 07 49792392 (h).

Moyes XT145 int, fluoro colours, EC, spare DT, \$1,500. Ph: 07 40537855; email <jamesacsimpson@hotmail.com>.

XS 155 adv — HG x 2, pod harnesses x 2. All in GC. Offers. Ph: Calum 07 55252904; Dave 0414 280774.

Western Australia

Shark 156 adv, VGC, black & lilac U/S, spare DTs, \$2,200. Danny Scott Twister (suit 5'8"-6'3") incl. parachute, \$400. Uvex full-face helmet (with head-set), \$100. Bräuniger Basis vario, \$300. Icom IC40G + spare batt + switch box, \$300. All GC. Not being used, hence sale. Ph: 08 91444350; 0417 929576.

Wanted

Aeros Extreme harness to suit 185cm (5'10") light build. Will consider other similar harnesses. Must be able to try before buying! Ph: Peter 03 57551040; <pands@netc.net.au>.

Paragliders & Equipment

New South Wales

Astral 2.26 (M) DHV2. Yellow/blue/white with red 'tick'. Porosity tested, 95 hrs airtime, bargain at \$2,200 ono. Ph: 0409 462466; <andyunger@gtl.net.au>.

Edel Energy 30 genuine hrs, EC & great handling, suits 90-110kg take-off weight, not flown in last 2-3 years, owner weekend pilot & now flies sports class, any offers considered. Ph: 0413 277079; <thewheals@bigpond.com>.

Queensland

Apco Santana 32, Acpul Standard, clip-in weight 100-120kg, 80 hrs (Apco warranty 250 hrs), new lines. Easy launch & great performance, VGC, \$1,500. Ph: 07 54764784 (h); 0412 664704 (w).

Nova Vertex 126. Awesome high performance wing, 85-110kg pilot, 8:1 glide, 55km top speed, 90 careful NZ hrs. New Sup'Air Moovy harness used once with top line buckles. Will consider separating, must sell ASAP, \$1,600. Ph: Greg 0405 179765; 07 33951074.

Reflex paramotor wings, 26m² & 30m². Very stable & fast wings, no rips, approx. 80 hrs, 700 hr life, over \$5,000 new, sell \$2,000 each. Ph: 07 49481815.

Swing Nimbus L/28 serial no. NI236281127, outstanding quality & performance, EC, 50 hrs only. Airwave harness with reserve chute & kevlar backplate. Bräuniger vario. Complete set of equipment. \$3,900. Ph: Alex 07 38788208; 0418 743761.

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

ACT

Swing Arcus L 90-125kg, only 85 hrs & in perfect cond, great performance with safety (DHV1, 1/2), still two years or 215 hrs of warranty left, \$2,800. Pro Design Pro Jam harness large, near new cond, \$650. Ph: 0427 934713.

Western Australia

Edel Galaxy tandem glider for sale. Plus tandem reserve & two harnesses. VGC. The lot \$2,200. Ph: David 0418 954176.

Jet Pocket 'Evolution' (electric start) paramotor, never flown, suit pilot 75-98kg. Also, DHV1 glider & harness, two hrs only. Cost over \$15,000 overseas, will sell lot for \$6,500 ono or motor sep. \$4,500. Ph: Greg 0408 833814; <gregt1@wn.com.au>.

Paramotor, Fly Products Mach 1 tandem, never flown, two propellers, \$4,000 ono. Ph: 08 97572997 or <airtime@netserv.net.au>.

Wanted

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

Trikes & Equipment

Victoria

Pegasus Quantum 582 T2-2905, red base, red LE, yellow US, 340 hrs, EC, hangared, electric start, three-blade Arplast prop, 3:1 gearbox, Flydat engine ins, full ins panel, Navman fuel consumption gauge, Icom A22 radio, Garmin 89 GPS, helmets, trailer, covers, \$21,000. Ph: Dean 03 52632889.

Other

XC MAG SUBSCRIPTIONS & T-SHIRTS

Carol Binder 0417 311360

HGFA Addresses



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



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

Hang Gliding Federation of Australia

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

Board Members:

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

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, <std20@telstra.com>.

Mark Thompson

6/11 McMillan Ave, Sandringham NSW 2219, 02 95292412 (h), 02 82931188 (w), 0471 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

ACTHGA

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

Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; <hang_gliding_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, <nswhgfa@s054.aone.net.au>.

North Queensland HG Association

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

South 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, <marknjan@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, Prahran VIC 3181, [www.vhpa.org.au]. Pres: Geoff Tozer 03 97583250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smartchat.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://bhbgc.tripod.com/]. Chairpersons: Andrew Polidano 0428 666843, 02 66843510, <info@poliglide.com>; V-Pres: Brett Cook 02 66876907; Sec: Brian Rushton 0427 615950, <byronair@optusnet.com>; Trs: Brian Braby 02 66280983, <brabry10@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 Causier 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, <ryricalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

Manilla SkySailors Club Inc

[www.mss.org.au]. Pres: Brian Shepherd 02 67855182; Sec/Trs: Felix Burkhard 02 67751050, <felixb@xyn.com.au>; SSO (HG): Patrick Lenders 02 67783484; SSO (PG): Gdfrey Weness 02 67856545, Trikes: Willi Ewig 02 67697771.

Mid North Coast Hang Gliding Association

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292; Pres: Mick Hurley <fly176@hotmail.com>.

02 49432903; Sec: Adam Donaldson <adsnic@rivernet.com.au>, 02 49472466; Trs: Brad Cootes <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 205025, <creation@tpg.com.au>; Sec: Nils Vesk 02 99382963; Trs: Jim Gaal 02 99977704, 0414 799822, <jimg@acay.com.au>; SSO: Mike Eggleton 02 94517127, Forrest Park 02 94502674, Glenn Salmon 02 99180091. Meetings: 1st Tue/month, 7pm, Mona Vale Bowling Club.

Stanwell Park HG and PG Club

PO Box 258 Helensburgh NSW 2508; Pres: 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 866232, 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 <rostab@aol.com>, 07 33490393, 60 Wanda Rd, Mt Gravatt QLD 4122; SSO: Andrew Horchner <afactor@gil.com.au>, 0412 807516.

Central Queensland Skyriders Inc

915 Yeppoon Rd, Iron Pot QLD 4701. Pres: Bob Pizzey 07 49387607; Sec: Grant Suthers 07 49361790; SSO: Geoff Craig 07 49923137, <gcraig@tpg.com.au>, Paul Barry 07 49922865, <pbarry@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 Commissioners Flat Rd, Peachester QLD 4519, 07 54949579; Trs: Kim Hodson, 16 Gizeh St, Enoggera QLD 4051, 07 33541910; SSO (HG) & Micro-light Flight Experience Instructor with Passenger & Tug Master Endorsements: Russel Groves 07 54450084.

Dalby Hang Gliding Club Inc

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

Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581; <intheair@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.

VICTORIA

Dynasoarers Hang Gliding Club

Pres: Darren Brown 03 5222 8625; Sec: Tony Hughes 03 52437661; Trs: Greg Holt; SSO: Ted Remeika; Rob Van Der Klooster 03 5222 3019, <hrt@deakin.edu.au>; Meetings: 1st Fri/month, venue web site [vpha.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 <bbscott@iprimus.com.au>; Committee Members: Hakim Mentas <hmentas@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: Kel Glare; Sec: Ian Rees; Trs: Dianne Pierpoint. Meetings: 2nd Tue/month 8pm, various venues.

Western Victorian Hang Gliding Club

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

WESTERN AUSTRALIA

Albany Hang Gliding Club

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

Cloudbase Paragliding Club Inc

Club message bank 08 94875253; [www.cygynus.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@cygynus.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, <hillflyers@hotmail.com>; Sec/Trs: Dave Longman 08 93859469. Meetings: Last Wed/month, 7:30pm, venue announced on the HGAWA hotline 08 94873258 weekend prior to meeting.

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

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Emergency Parachute Systems

Parachutes Australia

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The **Thinback** and **Slimpack** Emergency Parachute Systems

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(Seat Version)



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Thinback Emergency Parachute System

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MOYES

LITESPORT



Manilla NSW State Titles 2002 Results

- 1 Jon Durand Jnr - **LITESPORT**
- 2 Len Paton - Litespeed 4
- 4 Conrad Loten - Litespeed 4
- 5 Glen McLeod - Litespeed 4
- 6 Tasha McLellan - Litespeed 3

2002 Brazilian Nationals Results

- 1 Betinho Schmitz - Litespeed 4
- 2 Antoine Boisselier - Litespeed 4
- 3 Jean François Palmarini - Litespeed 4
- 4 Gustavo de Araujo Saldanha - Litespeed 4
- 5 Kraig Coomber - Litespeed 4



Specifications

	LITESPORT 4
SAIL AREA	13.75 sqm 148 sqf
SPAN	9.7m 31'9"
NOSE ANGLE	127°
DOUBLE SURFACE	70%
ASPECT RATIO	6.84
BATTENS MAIN	10
BATTENS U.S.	3
GLIDER WEIGHT	31.8 kg 70lbs
HOOK IN WEIGHT	68-110 kgs 150-240 lbs

Options

- Moyes Zoom-A-Frame with carbon or Fast Speed Bar
- Main sail Mylar or Powerib

Moyes Delta Gliders Pty Ltd 1144 Botany Road Botany NSW 2019 Ph +61 2 9316 4644 Fax +61 2 9316 8488 Email moyes@moyes.com.au Web www.moyes.com.au



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Innovative **Gerolf-String** dive recovery system consists of an efficient single luff line and internal dive strut.

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