

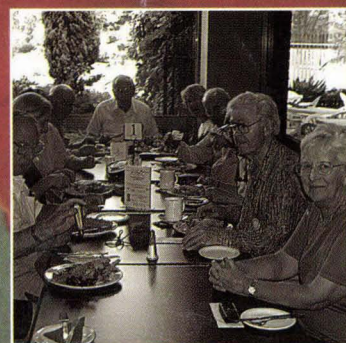
MAY 2002

Gliding Australian SKY SAILOR

In this Issue:



Going Stiff



Oldtimers' Week



Cross Pollination

CMAC National XC League

Summer 2001

30 March 2002			Flight 1			Flight 2			Flight 3			Flight 4			Flight 5			Total
Pilot Name	State		D	T	P	D	T	P	D	T	P	D	T	P	D	T	P	
1 Godfrey Wenness	NSW		161	DG	328	130	DG	265	251	OD	427	245	OD	416	151	DG	308	1,744
2 Enda Murphy	NSW		301	OD	512	145	OD	247	200	OD	340	161	DG	328	151	DG	308	1,735
3 Paul Blachford	WA		92	DG	442	80	DG	384	63	OD	252	50	DG	240	70	OD	280	1,598
4 Craig Donnell	ACT		151	DG	544	90	DG	325	85	OD	255	68	DG	245	64	OD	192	1,561
5 Kevin Chisholm	NSW		118	OD	201	157	OD	267	141	OD	240	245	OD	417	125	OD	213	1,338
6 Brian Webb	VIC		73	T	248	55	T	187	62	OR	159	81	OD	138	151	DG	308	1,040
7 Mark Thompson	NSW		161	DG	193	145	DG	174	124	T	248	151	DG	181	182	DG	218	1,014
8 Guy Hubbard	NSW		186	DG	223	151	DG	181	102	T	204	162	OD	162	182	DG	218	988
9 Dave Worthington	NSW		151	DG	308	90	DG	184	105	OD	179	90	OD	153	74	DG	151	975
10 Phil Wainwright	WA		117	OD	117	152	OD	152	182	DG	218	105	DG	126	146	DG	177	790
11 JJ Bastion	NSW		95	OD	162	161	OD	274	75	OD	128	67	OD	114	65	OD	111	789
12 Brandon O'Donnell	QLD		151	DG	308	88	OD	150	65	OD	111	63	OD	107	60	OD	102	778
13 Karl Ruckriegel	WA		91	OD	109	118	OD	142	105	OD	179	90	OD	153	74	DG	151	734
14 Mike Dufty (PG)	WA		67	OD	114	29	T	99	101	OD	172	61	OD	104	121	OD	206	695
15 Ian McFarlane	QLD		40	OD	200	17	OD	86	9	OD	45	55	OD	278	12	OD	63	672
16 Barbara Scott	VIC		32	OD	96	41	OD	123	141	OD	423							642
17 Mick Ryan	ACT		54	OD	214	34	OD	136	32	OD	128	22	OD	88	13	OD	54	620
18 Len Paton	NSW		102	T	204	79	OD	79	162	OD	162	67	DG	81	91	OD	91	617
19 Mike Dufty (HG)	WA		50	DG	240	17	OD	68	17	OD	68	29	OD	116	22	OD	88	580
20 Jan Bennewitz	VIC		133	OD	133	199	OD	199	80	DG	96	80	DG	96				524
21 Andrew Horcher	QLD		87	OD	148	39	OD	66	59	DG	120	50	DG	103	42	OD	71	508
22 Greg Molony (Mole)	WA		71	OD	85	120	OD	144	90	OD	108	83	OD	100	21	OD	25	462
23 Geoff Sexton	QLD		16	OD	48	18	OD	54	12	OD	36	33	OD	98	69	OD	207	443
24 Warren Appleby	ACT		20	DG	96	22	OD	88	25	OD	100	34	OD	136				420
25 Gordon Marshall	WA		146	DG	175	20	OD	20	90	DG	108	107	OD	107				410
26 Heike Hamann	VIC		60	OD	102	33	OD	56	56	OD	96	24	OD	41	66	OD	112	407
27 Quentin Smith	NSW		12	OD	63	18	OD	90	40	OD	200							353
28 Nick Purcell	NSW		40	OD	69	25	OD	43	28	OD	48	28	OD	48	62	DG	127	335
29 Stuart Banks	VIC		8	DG	48	10	OD	50	18	OD	90	11	OD	55	13	OD	68	311
30 Wesley Hill	VIC		110	OD	110	30	T	60	98	DG	118							288
31 Peter Dall	ACT		80	OD	80	102	T	204										284
32 Jamie Wolfe	WA		40	DG	192	21	OD	84										276
33 Patrick Roser	NSW		150	OD	255													255
34 Conrad Loten	NSW		238	OD	238													238
35 John O'Donohue	NSW		93	DG	134	82	OD	98										232
36 Geoff Guest	VIC		43	OD	73	22	OD	37	21	OD	36	17	OD	29	26	OD	44	219
37 Mark Plenderleith	QLD		35	DG	71	19	OD	32	24	OD	47	13	OD	22				172
38 Pete Leach	WA		19	OD	23	45	OD	54	50	OD	60	29	OD	35				172
39 Carl Rust	NSW		45	T	153													153
40 Sam Blight	WA		115	OD	138													138
41 Gary Clarkson	VIC		26	DG	125													125
42 Eric Metrot	WA		73	OD	124													124
43 Dennis ?	ACT		71	OD	121													121
44 John Chapman	ACT		69	OD	117													117
45 Peter Kestel	ACT		15	DG	22	37	OD	44	40	OD	48							114
46 Daryl Speight	WA		90	DG	108													108
47 Andrew Medew	VIC		41	OD	41	58	OD	58										99
48 Damien 'Tex' Gates	QLD		48	T	96													96
49 David Mills	VIC		55	OD	94													94
50 Michael Thorn	WA		10	OD	12	67	OD	80										92
51 Gordon McCabe	WA		42	OD	71	4	OD	7										78
52 Col Beavan	NSW		40	OR	72													72
53 Michael Rees-Evans	WA		20	OR	36													36
54 Craig Papworth	QLD		8	OD	24													24

Individual

1 Godfrey Wenness	PG, Adv
2 Enda Murhpy	PG, Adv
3 Paul Blachford	HG, Nov
(great to see a novice place well)	

State Based

NSW	
1 Godfrey Wenness	PG, Adv
2 Enda Murhpy	PG, Adv
3 Kevin Chisholm	PG, Adv

State Based

WA	
1 Paul Blachford	HG, Nov
2 Phil Wainwright	HG, Adv
3 Karl Ruckriegel	HG, Adv
VIC	
1 Brian Webb	PG, Adv
2 Barbara Scott	PG, Int
3 Jan Bennewitz,	HG, Adv

State Based

ACT	
1 Craig Donnell	PG, Int
2 Mick Ryan	HG, Nov
3 Warren Appleby	PG, Int
QLD	
1 Brandon O'Donnell	PG, Adv
2 Ian McFarlane	PG, Nov
3 Andrew Horcher	HG, Adv

NT & SA -- no flights submitted

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SKYSAILOR

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Competition News	compnews@hgfa.asn.au	Information is forwarded to Skysailor and the maintainers of the HGFA web page.
Articles, advertisements	skysail@ozemail.com.au	Skysailor only content and other content

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Huascarán

JIM HALL (Article courtesy of 'Airborn Magazine' NZ)

Although the preceding days were the most physically challenging of my life, the actual pinnacle of this prolonged exertion came on the summit. Where most would be posing for photos with ice axes raised triumphantly overhead, I was getting my ass kicked as my out-of-control glider dragged me across the icy snow. Struggling as if my life depended on it (which it may have) I hauled on the C risers until I managed to de-power the wing and slow my wild skid.

Eventually I dug my crampon-less boots into the hard snow and stopped myself completely. Lying on the snow my heart pounded and I panted as hard as the wind was blowing. Gasping for air, I laid my head on the snow and waited for the gust to pass. It did. I stood up. And with no finesse whatsoever, launched from the summit of the highest mountain in the Peruvian Andes.

It had been more than a month since we first arrived in the Callejon de Huaylas and first been intimidated by the imposing bulk of Huascarán. Its two peaks make up the centre-piece of the Cordillera Blanca, a mountain

climber's delight of icy challenges that run north to south in central Peru. Of Huascarán's two summits, the southern one, at 22,205ft (6,768m) is the highest. The mountain towers some 14,000ft over the valley below. Look up from just about anywhere and it's hard to miss. And even harder to get used to.

As we prepared for our climb, we made long treks, climbed smaller mountains, practised hauling each other out of crevasses, and made many memorable flights in different parts of the huge valley. Slowly but surely we acclimatised to the altitude, but the sight of Huascarán was something we would not get used to. In

fact, it just looked bigger every time we looked at it.

After the first couple weeks at altitude I no longer experienced the headaches or the nauseating sensation of impending vomit. After four weeks I could blow up my air mattress at 18,000ft without feeling as if I had been inhaling nitrous. When I could finally keep up with Stefanie, we decided that it was time for the big one.

Never before did the mountain look so damn huge as during the approach hike. The thought of the day was, "*What the heck are we thinking!*" The walk to base camp was just that,



Stefanie hauling gear from camp1 to the high camp



The right way to haul gear



High camp at 19,500ft (6,000m) – without a doubt the harshest place we have ever spent the night

a walk. With burros carrying our packs we strolled up to 14,000ft and made camp. That night I enjoyed my only sleep of the climb.

In the morning Jaime, our porter, arrived to help us with our loads to Camp One. With all our climbing gear, food for ten days, our gliders, and photo and video gear, we had a ton of crap. Huascarán is normally a four to five day affair, but we had supplies for 10. We wanted to be able to wait out bad weather if need be, hence the big loads, hence Jaime.

Getting to Camp One at 16,500ft was an acceptable day's work, but Stefanie and I turned it into a gruelling one by making a carry up to May 2002

19,200ft. Even after the long day, sleep was not for me and I did not need the alarm to know it was 3 am. Our early start was because we had a dangerous avalanche zone that, due to our extra load, we would have to cross not just once, but twice. Our hope was that everything would be solidly frozen during the cold early hours. The roar of an avalanche ripping through the dark night just after we started proved our plan was not failsafe.

Despite the lack of Z's and Stefanie's worsening cold, we made good time and by 10 am we were pitching the tent under an overhanging serac that protected us from the wind but

shadowed us from the sun. It also looked like it might topple over, but this is where everyone else camped so we did too.

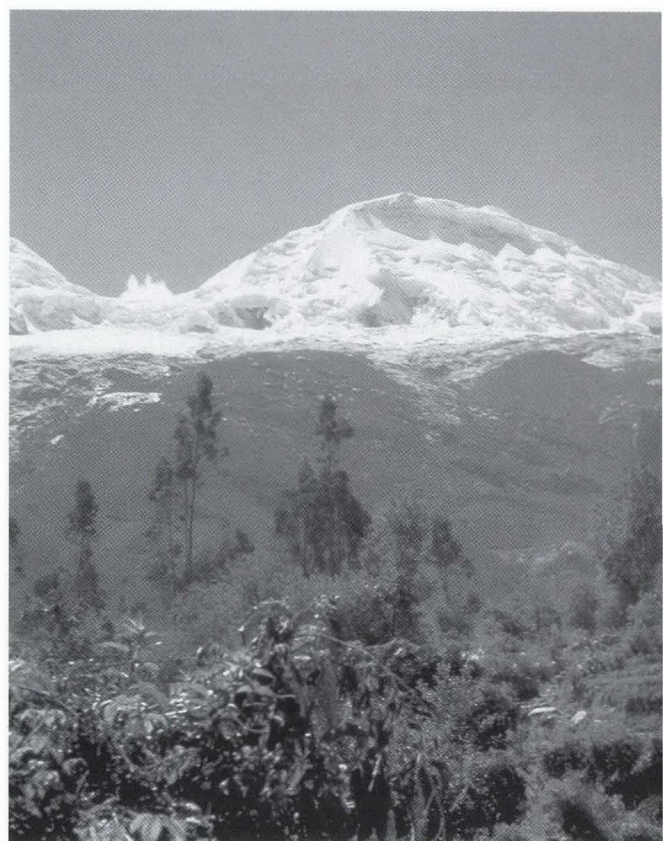
At 19,500ft, Camp Two was a harsh place to be. The cold was incredible and the thin, dry air had us wheezing and coughing. Resting heart rates were near 90. Sleep was scarce for Stefanie and impossible for me.

The next morning's wake up call was actually that night, as we planned on leaving before midnight. Other climbers had been reporting 5-7 hours to the summit. We wanted to arrive at dawn when our chances for light wind would



It is best to stay out of these

My glider, held down by snow and looking rather benign on the 22,205ft (6,768m) summit. Moments later I was kite surfing across the ice!



be the best. At 11:30pm we were roped up and crunching across the frozen snow.

The wind had come up in the night, exacerbating the cold. Stefanie, normally the strong one at altitude, was losing her voice because of her cold. Separated by 30 metres of rope, we could not speak and the wind and our crampons on the ice was all we heard. We were climbing the most popular route on a popular mountain, so we had a good trail to follow. The snow conditions were excellent and we were making good time, but the cold was getting to us. The higher we climbed, the worse the wind became. We needed to stop to drink and eat, but as soon as we did so our feet would immediately grow numb. We pushed on, denying our bodies what they so desperately needed.

At 4 am I lost the route and we found ourselves wading through thigh deep snow. We knew we were near the summit but in the moonless night the way there was a mystery. We tried to find a place protected from the wind where we could wait for the sunrise but the wind and cold were everywhere. Stefanie's voice was completely gone. We were done.

A spectacular sunrise did nothing to lift our spirits. Shortly after we climbed into our tent and, fully clothed, into our sleeping bags. It wasn't until noon when the sun hit our camp did we discuss our options. Stefanie's voice had returned but her cough was much worse. It was obvious to both of us that we needed to descend, but this was our last chance at something we had worked so hard for. I wanted to try again. Stefanie said that she felt she could handle another night at 19,500ft, but going for the top again was out of the question. She did feel that she could descend alone in the morning.

We knew this was a bad plan. It was crazy for Stefanie to descend alone through the crevasse ridden "Canaleta", and it was downright stupid for me to go solo to the summit. Hardly anyone solos in this part of the Andes. There are just way too many crevasses. I went to the tent of some local porters and guides looking for support of my plan to go alone. It wasn't there.

My desire to reach the summit was far greater than my common sense. Stefanie was happy with having climbed so high,



Huascaran, looking very big and very far away

close to 22,000ft, but I felt as though we had completely failed. I made up my mind to try again in the morning. Stef coughed all night. Neither of us slept.

I left camp and my beloved oedemic girlfriend at 1:30am. Like the day before, the snow was frozen hard and the sky clear. A sliver of moon soon set and the night was as black as the previous. Unlike the night before, there was no wind, absolutely no wind.

It took a little while to find my pace but when I did, I was amazed at how strong I felt. Despite no sleep in nearly 72 hours, I felt better than I did on the unburdened hike to Base Camp. My lightly loaded pack (I had brought just the bare minimum) definitely had much to do with this, but the real reason for my strength was the potpourri of emotions ragging through me. First and foremost came guilt. With every step I thought of Stefanie, alone and sick with a tough descent ahead of her. (I know – what an asshole.) Right behind guilt came fear. The route as often as not seemed to run right along the edge of a bottomless crevasse and there were more snow bridges than I could count. Roped up it had been scary. Alone it was terrifying. Following fear came excitement. An excitement that had not been there the first time, when we had been fairly certain that we would not be able to fly because of the wind. This time the weather was perfectly still and climbing higher did not bring an increase of wind. I was posi-

tive that if I could make the summit I would be able to fly and I was positive that I could make the summit. This was my day. I knew it!

The hours passed quickly. No wind meant much less cold. Although I did not want to slow down, I forced myself to stop to drink and eat every half hour. With regular nourishment I did not weaken and kept up my fast pace. I could not believe how great I felt. I had fully expected this to be the hardest effort of my life. The days before had been, yet now, at over 20,000ft, I was climbing at almost 1,000ft an hour. I had tapped into deep down reserves that I had never known existed.

In less than three hours I reached the point where I had chosen poorly the day before. The reason for my mistake was obvious. The route split. One way slanted sensibly upwards in the direction of the summit. The other way dropped down into a dreadful crevasse. Everyone must have made the same mistake, as there were an equal amount of tracks in both directions.

Knowing not to go left, I went right, into the crevasse. I did not get far when the tracks stopped. I searched hard but the tracks vanished. Thinking that this could not be right I climbed back out of the crevasse and looked for a third option. I could not find one and went back to the crevasse. I found the route. And it made me gasp.

On one side of the crevasse was a hanging serac that came within a couple of feet of the

Ridge soaring the summit at 22,000ft!



Paragliding

bottom where the trail ended. My heart jumped when I saw the steps cut into the 80 degree ice wall. For most climbers, this 20ft wall would not have been as big of an obstacle. But for me, unroped, alone, in the dark, and with my limited experience, it was something. I got out my second ice axe and made the big step onto the wall. With the front points of one foot in, I sank in both axes and started climbing. Five minutes later I was on top. Piece of cake.

That was the crux of the climb. After that it was easy snow slopes, and an hour and a half later I was on the summit. Stefanie and I had been so close. I hoped she was alive, I mean okay.

As I had neared the summit the wind began. Now it was blowing quite strong, but I believed launching to be possible. It was 5 am. I had made it from the high camp to the summit in three and a half hours. The sky was just starting to lighten. I started getting ready.

It took more than an hour before I was ready to launch. Everything took so long since I could only expose my hands to the cold for short moments. By the time my glider was laid out and covered with snow to keep it from blowing away, the sun was just popping over the mountains to the east. I burned off a roll of film and clipped in. One of the last things I had done in my preparations was change from the big gloves I had been wearing to a pair of fleece mittens. These mittens, although not as warm, had removable fingers so that I could easily work the camera. Since I expected to soon be at warmer altitudes, I thought they would suffice. Small mistake.

As I had prepared to take off, I had assumed that launching from the gently sloping snow would be simple and I had not worried about laying the glider out perfectly. When I was ready to go, I waited for a lull in the wind and tried to inflate the glider. Unbelievably, the lines

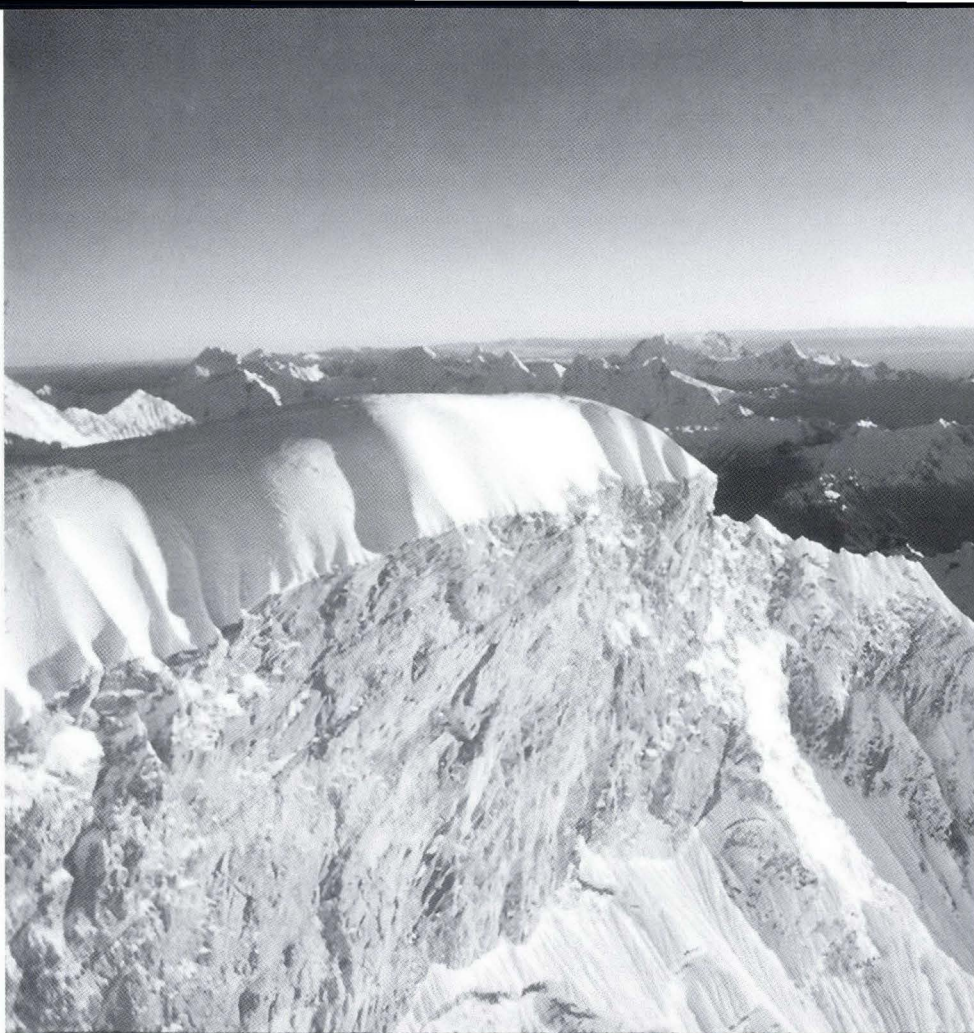
caught on the frozen ice and the glider would not come up. As I fussed with the lines, a gust hit and knocked me on my ass in the fore mentioned struggle. On my second try, lines near the tip of the wing hung up and the glider came up standing on its wingtip. In an act of desperation, I kept trying to make it work. Amazingly the glider flew forward then came over my head. Sometime during the process I left off the ground.

My first thought after taking to the air was *"Holy shit, I am going up!"* I don't know why it came as such a surprise. A 25 mile an hour

wind blowing straight into the 6,000ft, nearly vertical east face should create a bit of lift. I guess I just thought ridge soaring at over 22,000ft wouldn't be possible. I was obviously wrong and was soon higher than the summit. Unfortunately I could not enjoy the unique flight for long, as my second thought was, *"Holy shit my fingers are frozen!"*

Just before launching I had pulled back the tips of my mitts, exposing my bare fingers so that I could easily handle the lines and risers. I had not expected to flail on the snow for such a long time and, in doing so, all the fingers of my left hand had frozen. It was a shocking discovery to find them with absolutely no feeling and as hard as blocks of wood. To thaw the frozen digits I shoved them into the warmest place I could think of – my mouth – then got back to my flight.

Since my landing zone was on the west side of the mountain and I was now on the east side, I had some travelling to do. Thinking how spectacular it would be to fly through the col between the two peaks of Huascarán, I flew to the north. After ten minutes or so I had to abandon this plan as I was flying into a headwind and didn't know if I would have enough altitude to make it through the col when I finally reached it. I did a 180 and made for the south side while I still had plenty of height. Flying back, in close to the east face I found the lift again and was soon almost as high as the summit. The entire time my fingers had



Camera in right hand, left hand thawing in mouth



hardly fold my glider despite, or maybe because of, the entire town's help. As fast as I could, I gathered my wits and gear, stashed what I didn't need, and started back up the mountain.

I was not only going to go meet Stef, but once I knew she was okay, I was going to keep going all the way to the high camp where I would spend the night then bring the gear down in the morning. This meant I would be climbing another 9,000ft after having been on the go since 1:30am and following three sleepless nights. It sounds absurd now, but at the time seemed totally plausible.

Shortly after I started hiking, my power started to drain and it wasn't long before I was really suffering. The distances seemed triple what I remembered, and what had been a stroll to Base Camp was now an extremely painful ordeal. Still I pushed on, devoted to my love, I would not rest till I knew she was okay... and had forgiven me for abandoning her at nearly 20,000ft as she fought for her breath in the sub zero temperature.

After climbing 5,000ft, new energy surged through my veins when I saw Stefanie walking towards me. An enormous weight of worry disappeared and I was able to run the final steps to be in her arms, so thankful that she was okay. That moment was the true highlight of the entire climb. Or that is what I am telling her anyway.

not left my mouth – they wouldn't until landing. The scenery below helped me to forget them, but I could not forget my camera. With my left hand in my mouth it was one handed shooting. Not too tricky, since I often didn't even bother looking through the camera. I figured with such awesome surroundings it didn't really matter where the camera was pointed.

Flying around into the lee side had me a bit concerned. The ride had its rough moments, but for the most part was peaceful; a good thing considering that at most there was just one hand with a brake in it. Once on the west side of Huascarán I could see all the camps, but was too high to see if anyone was watching. I really wanted Stefanie to know I was okay, as I knew she was as worried about me as I was about her. Either that or she was wishing I would die, which would have been understandable.

I arrived over the town of Musho with thousands of feet of altitude. By then, feeling was coming back to my fingers. The feeling was pain but nevertheless, it was welcome. I could have continued on and covered even more ground, but I chose Musho as my landing as it was where the trail back up the mountain started. Although I had planned to wait a day before heading back up to recover the gear left at the high camp, my feelings of guilt and invincibility during the climb and flight had been the source of a new plan.

I crashed into a soccer field after nearly an hour in the air. I was completely out of sorts after the exertion and 12,000ft descent. I could

Equipment Information

Volumes of information have been written about mountaineering equipment, so I will just mention a few items essential to para-alpinism.

1. Mountain glider

A good mountain glider must be lightweight, safe, and easy to launch. We used the Edel 8000 for most of our flights in the Andes. At 4.2 kilos it met the requirement for lightness and its ease of handling made it a good glider for the difficult conditions. Several manufacturers are making mountain gliders, and when choosing one, I would use the above mentioned factors over things like glide angle or aspect ratio when considering which to buy. [www.hispo.com].

2. Mountain harness

We used the very lightweight Thin Red Line "Vapor" for both our climbing and flying harnesses. Coupled with the mountain glider, our complete rigs weighed in at less than ten pounds. [www.thin-red-line.com].

3. Back pack

With the added weight and volume of the glider, a good, high volume pack is essential. The Cloud 6500 from Kelty is by far the best we have ever seen. The pack, made out of spectra, is super light, super strong, and carries heaps. It also costs heaps, but you definitely get what you pay for here. [www.kelty.com].



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Uplifting Times 2

COL VASSAROTTI

Flight and Dark

As any glider pilot knows, nothing beats soaring. Sadly, back in the late '50s at Camden, a soaring flight was a rare treat indeed. Most of our flights were logged at between one and five minutes. The short ones – and there were many of them – were cable breaks. Undaunted, we found ways to maximise the enjoyment of our flying despite the lack of soaring. One type of flight that held special attraction for us trainee glider pilots was the hangar flight. We competed fiercely to secure the day's hangar flight and be the lucky one to enjoy its magic.

George Detto did most of the hangar flights. He usually worked on aircraft maintenance during club flying days and appeared at the launch point in the late evening. It seemed he liked instructing for the last few flights of the day. This suited the duty instructors and allowed them to get away early (whether they wanted to or not, I suspect – only the brave or foolhardy ever argued with George).

In the smooth air of the late evening George would sometimes treat his lucky student to some aerobatics. It looked exciting and I was keen to sample the experience. Unfortunately, for some reason which I could not fathom, George was very choosy about which student accompanied him on these flights of delight. Despite my best efforts to rig the flying list I never seemed able to manoeuvre myself into the student's seat for the coveted flight. I tried ingratiation, working long hours on gliders under George's demanding guidance, producing cups of coffee for him and even being nice to Henry, his cat. Nothing worked. We got along fine; but, for some unaccountable reason when the hangar flight came around someone else would be chosen.

I searched desperately for a pattern in his selections. Finally, I hit on the key factor. All of the chosen were smokers! So was George; but, even then, it made little sense. Discreet questioning of the lucky ones finally revealed the secret. It was generally almost dark before we launched the hangar flight. Sometimes it was very dark (remember, this was long, long ago...). Visual reference was no problem at altitude; but, below 500ft it was a little difficult to see the ground and almost impossible to judge height. At last I understood. The student's contribution was to hold lighted matches in front of the altimeter and call off readings to George.

One box of matches got me my hangar flight. Then another mystery was explained. For some obscure reason George always landed in the long grass alongside the mown strip near the hangar. Now I could see why. You really had to admire his technique. For the last 100ft or so of the descent George, the crafty devil, would ignore the height calls of his student and feel his way to the ground in the darkness rounding out and holding off before landing, not by sight, but by the sound of the long grass brushing the keel of the Kookaburra!

Not everyone was as successful as George at twilight hangar flights. One memorable evening another club instructor managed to pull off a good landing in the gathering darkness. As we watched by the hangars admiring his skill and finesse it gradually dawned on us that the pilot had made one small technical error. No, it was not that he forgot to lower the undercarriage (it was fixed anyway in the KA6), it was simply that he missed the runway and landed in the nearby ditch. Very understandable, given the lack of light. Nonetheless, very difficult to explain to the CFI, the committee and George himself who had to do the repairs.

Wind Gradient and all That

Dive brakes are a wonderful invention. Apart from their usefulness in keeping the airspeed in a dive within safe limits in most gliders, their primary function is to control the rate of descent during the approach to land. A properly trained pilot sets up the desired airspeed for the approach, waits until an overshoot is clearly established and controls the path of the glider down the glide slope with judicious use of dive brakes. Proper use of dive brakes is an essential element of good, accurate landings.

All very well you might say... ho hum. But wait – it's not that simple.

Dive brakes are deployed by the pilot pulling a lever which causes flat plates to protrude from the wings. By disrupting the smooth airflow they reduce the efficiency of the wings causing the aircraft to sink faster. Good dive brakes on a modern high performance glider can steepen the glide angle from 1:40 to 1:8.

Unfortunately, less wing efficiency means increased stalling speed. This is no problem – all the pilot needs do is to increase airspeed by about five knots to compensate. Further complications occur, though, if it is windy. Wind near the ground is slowed by friction so a 20-knot headwind at, say, 100ft might reduce to 10kt less airspeed about 10ft off the ground. This effect is called wind gradient. So the combination of wind gradient and opening full dive brakes at an indicated 50kt on approach means the glider will be 15kt too slow during the crucial round-out phase of the landing.

In the extreme, the consequences can be ugly – at the very least they can be embarrassing...

Picture the scene: a sunny, if windy, Saturday at Camden aerodrome in the early '60s. The Long Wing Kookaburra, pride of the Southern Cross Gliding Club fleet was climbing rapidly on the winch wire. At the controls was a student under the guidance of our newest instructor. We were very impressed with his extensive flying experience; in particular the 60 hours gliding he had accumulated. This seemed an immense total in those days when we measured our flights in minutes and saw anything exceeding the five minutes or so from a typical winch launch as an extended flight.

That day he, his student and all of us watching on the ground learned an important lesson.

At about 200ft the winch wire broke. We saw the break and watched the nose of the glider go down as the pilot released the cable. All of this was by the book and we looked on approvingly. Well trained in cable break procedure as we were, we could see there was ample runway in front of the glider for a straight ahead landing. We also knew that our next job would be to push the two-seater back to the launch point while the cable retrieve crew first mended then retrieved the cable for the next launch. Routine...

But this was different. As the nose went down the dive brakes came out... FULL dive brakes!

Before our horrified gaze our precious Long Wing munched vertically downwards and arrived on the ground with a loud and ominous thump.

The entire inelegant manoeuvre seemed to occur in slow motion. After touchdown – I use the term loosely – the glider ran forward about 10ft and stopped. The occupants clambered out of the cockpit and nodded encouragingly to us as we drew near. Nonchalantly the instructor rested his hand on the fuselage. Then the tail fell off...

George duly repaired the aircraft. Now, George did have his eccentricities. To our bemused amazement he insisted that the final paint job not be done for some weeks after the airframe was restored to airworthiness. This meant that the Kooka's blue fuselage sported a two-metre section in red dope undercoat.

We all knew that under that red dope there was the sort of beautiful repair that characterised George's exquisite craftsmanship. Some of us also suspected he had followed his usual practice of recording on the inner skin of the repaired section his own message about who broke the glider, how and when. The only consolation for the unfortunate pilots thus immortalised by George was that all would remain hidden unless there was a further mishap to the same part of the glider. George repaired a lot of gliders over the years. Even now, 40 years on, the long forgotten misdeeds of some aviators await revelation. In George's inimitable style the time capsule will read something like – "... so and so did it, the bastard at... on..."

As to opening the dive brakes before establishing approach speed, we all learned from the Long Wing Kooka prang. We found out why the instructor didn't close the dive brakes the instant he realised the rate of descent was too high. The control set up in our early model Long Wing made it physically impossible for the rear seat pilot to overcome the mechanical advantage of the front seat pilot when the brakes were fully open. This problem was rectified in later models.

The same instructor went on to add many hundreds of gliding hours to his logbook and contributed mightily to the good of gliding in Australia. We ground watchers gained priceless experience by learning from the mistakes of other fliers: arguably the best way to learn the hard lessons.

Maintenance

Helping George work on club aircraft and other equipment was a must for all students. Apart from learning about airframes from a master you also learned about the hazards of club politics. Actually, I'm not sure whether it was political, technical or otherwise; but I have vivid recollections of a noisy altercation between George and another club instructor, Vic Kasak, around 3am after a night of frenzied maintenance activity.

It was the start of the Easter break and George decided we would have a late night working bee on the winch. I'll never forget the sight and sound of him pounding the flanges of the winch drum into shape with a 20 pound sledge hammer. Vic was on the other side of the hangar when the disagreement reached its peak. There were a couple of gliders occupying the space between them. Suddenly George emphasised his point by hurling the sledge hammer in Vic's direction. I watched in awe as the missile sailed cleanly over our precious gliders. Thankfully it also missed Vic who saw it coming and ducked. The clank of the hammer as it slammed into the hangar wall was loud enough to wake any club member who had sneaked off to get a bit of sleep before dawn heralded the day's flying.

The dent is still there on the southern wall of the hangar – a lasting testimony to the hazards of night-time maintenance.

Bar Talk

Not all gliding is learned in the air, classroom or from books. Just relaxing and talking with other gliding enthusiasts may not appear in the formal training syllabus, but it sure is a great source of useful knowledge.

The watering hole for the Southern Cross Gliding Club when I was a trainee was the Narellan Hotel near Camden. Relaxing around the bar, instructors and other experienced club pilots seemed to become more approachable and less God-like. They told tales of inconceivable delight: like flying with eagles, soaring above clouds, incredible climb rates, ferocious weather, flying cross-country, outlandings, retrieves and narrow escapes. This kaleidoscope of aerial adventure whetted our appetites for more and more of our wondrous sport. It was also an opportunity for

learning the finer points, such as carrying a box of matches in case the chance came along of a hangar flight with George.

Occasionally we students were led astray. Vic Kasak owned a Volkswagen Beetle. It was his pride and joy and a natural target for misguided students. One evening after drinking lemon squashes at the Narellan a few of us wandered into nearby Camden. We spotted Vic's grey Vee Dub parked in the main street. The opportunity was too good to miss. We enthusiastically boosted his little car onto the footpath squeezing it snugly between two sturdy posts.

Next morning Vic turned up at the airfield – in his car. Cautiously we enquired whether he had enjoyed his evening in Camden. "No," he said, "I was in Sydney last night." We never did find out whose car we had parked.

We also learned a bit about gliding history while at the Narellan.

My favourite story was about the streamer-cutting competition which was a fairly regular event in the mid-50s (before my time). The contest revolved around throwing toilet rolls out of the window of the Kingfisher and attempting to cut them as many times as possible with the wing of the little aircraft on descent. It must have been great fun and involved a prodigious number of steep turns, chandelles and various other manoeuvres. The most important thing, of course, was for the pilot to hold on to the end of the toilet roll as it was tossed out the window.

Apparently in the middle of one such event the contestants ran out of toilet rolls. The most junior member was dispatched to Camden to replenish the supply as a matter of great urgency. Gripped with the excitement of the occasion he dashed into the pharmacy.

"Quick, quick, quick – I need a dozen toilet rolls!" he gasped, panting.

The pharmacist looked startled.

"It's okay" came the breathless explanation "we're having a competition at the aerodrome..."



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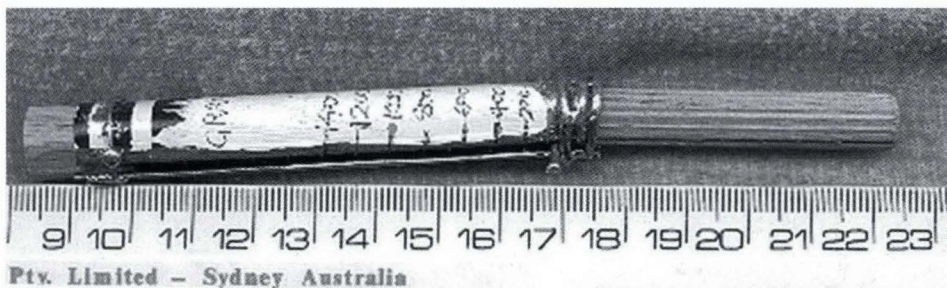
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A useful tool?



(It's much easier to make, than to explain!)

JOHN DOUGLAS INGRAM

The AD 177 requires all l'Hotellier connectors to be periodically checked. Each ball needs to have its diameter measured in two planes at 90°; one on the wear side and the other not worn; with less than 0.004 inch or 0.1mm difference. This is no real problem as the 'ball section' of the l'Hotellier is normally easily accessible.

However, paragraph eight requires the spring tension to be in the 600g area to start movement, to fully out at about 1,000g. This section of the connection is not easily accessed to measure (not in the CS77). I have seen various spring balance/wire/string methods of trying to measure this spring tension; and a lot of, "Oh bother!"

Since our airfield is a one hour drive away for me, I have some time to think... "A compression balance rather than a tension balance might solve this problem." Since the figures/values given in this AD are only approximate a small one-hand-operated balance should do the trick. A sketch of the proposed construction helped to determine any flaws in the design. The only flaw could be the mechanism jamming; so the operator needs to be aware of this. To reduce possible jamming the pointer slit need be back folded, so...

The materials and construction I used:



Figure 1

- a) Tinplate from a Randolph Thinners tin 40mm x 90mm, the two long sides back-folded 2mm each, Figure 1. Form around a half inch bolt to form a tube, Figure 2.

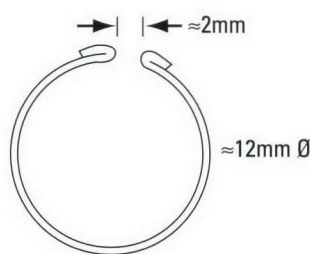


Figure 2: Tin Plate Tube End Section

- b) A compression spring from Century Spring Corp C676 7/16 x 2 1/8 x 033 compression spring; modify spring ends to stop dowels jamming inside; using pliers, shape ends so the modification is all within the diameter of the spring, Figure 3.

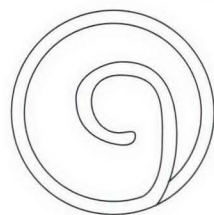


Figure 3: Spring Ends

- c) Cut a 70mm piece of 10mm/3/8inch doweling; drill a hole (about three-quarters of the way through the dowel and 17mm from one end) slightly less than the diameter of a small nail used as a pointer (1mm drill and a 1.2mm diameter nail); cut the nail to length such that the head protrudes about 3mm out, Figure 4.



Figure 4: Dowel Plunger

- d) Clean and tin a length of 16G copper wire about 200mm long, and form it into a coil of four to five turns around the half-inch bolt. Cut a three turn section, and a one turn section.

Fit the spring into the tinplate-formed tube so it will easily slide. Fit two turns of the three turn copper wire onto the cleaned end of the tinplate tube, remove the spring, and solder the wire in place. The extra turn is used to guide the dowel plunger away from the sharp tube end, but the dowel must move freely in this guide (and tinplate tube). Use the one turn of copper wire to set/hold the diameter of the tube top, and solder.

Cut/shave/skive an end-plug about 20mm long to fit snugly into the top of the tube.

Load the tinplate tube with the dowel, spring, and end-plug. Using correction fluid as a base for writing onto; pencil a mark about 5mm from the top of the bottom wire coil, as your minimum reading.

Using your digital kitchen scales, load the scales with your new instrument to 200g, using the top plug as the adjustment. Drill a hole through this top plug to capture it in the tube with another small nail (a 1mm drill and 1.2mm diameter nail for both (nails)).

Now to calibrate your new gauge. Use kitchen scales to mark your compression gauge/scale, every 200g, up to 1,400g.

Making sure the l'Hotellier spring is not jamming, measure the pressure of each 'connector's spring, normally using one hand! Figure 5.

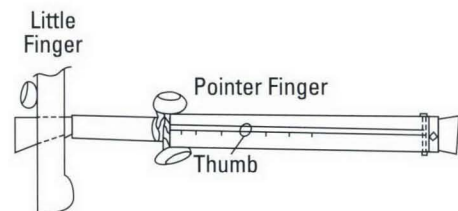


Figure 5: Use of Gauge

The accuracy should be better than 10g. It works for me.





Feedback Forum

VIV DREW



Welcome to the second article from Feedback Forum. Already, the column has attracted some enquiries of a general nature which have been answered by the relevant GFA officers. If you have not visited the GFA web site for some time, log-on and have a look. The site has been revamped and looks great.

The creation of a web site development group has been initiated and if you visit the web site you will see that the front end display has changed and other features have been added, such as Feedback Forum, GFA WebChat, image gallery and links, where you can link your club's web site to GFA's, weather and a whole lot more. Feedback Forum is accessed all day and your questions will be followed up with an officer of the GFA for the appropriate answers, and if of interest to the general membership, will be printed in this column.

Development is also under way for a second linked site for non-pilots seeking information on our sport details. E-commerce capability is also being developed for GFA Sales via the web site.

A lot of work has also been put in by GFA officers in the areas of airspace and operational issues. After considerable effort and numerous meetings, CASA has finally agreed and confirmed that it will seek amendment to CAR206 to exempt genuine sport aviation flying schools from the requirement to hold an AOC. This includes activities of the GFA. Confirmation has also been received from CASA that it supports the proposition of single designated organisations setting and maintaining standards on behalf of CASA. This NPRM process involves Part 149, 103 and 115.

In this issue, applications are sought for the positions of Radio Officer and Airfields and Airspace Officer. If you are interested in either of these positions, please contact Daryl Connell for further information on (02) 4284 3338, mobile: 0418 207 107 or email address <connells@cyberelectric.net.au>. GFA will, in the future, be advertising for these voluntary positions to be filled as they become available.

In the meantime, don't forget to check the web site on [www.gfa.org.au].



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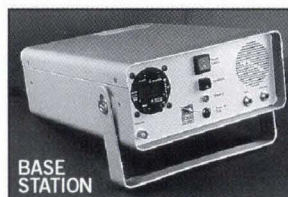


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Cross Pollination



Brendan congratulates Gordon on his first trike solo

Finding ourselves a bit short of qualified tug pilots I decided that it would be a good idea to purchase a trike and become one myself. Why a trike? One word – PORTABILITY!

I had grand ambitions to get my license while Shaun was away on his French tour, surprising him when he got back by landing in the paddock with my new toy. Running a hang gliding school I should have known that I was indeed dreaming!

I chose to book a week's holiday in July to go to Bunbury and learn with Brendan Watts, CFI of South West Microlighting School.

Friday finally came and I rang Brendan to confirm that I would be there in the morning to start training. "He's not here, he's in Carnarvon," said his wife Julie. "WHAT do you mean not here! I've booked me bloody holidays!" Julie assured me that it was July and it was winter AND the weather in Bunbury was awful, BUT the weather in Carnarvon was great, so that was where Brendan had gone. If I wanted to learn I might as well go to Carnarvon and fly, rather than sit in Bunbury and get rained on. A telephone call to Brendan confirmed that indeed the weather was a balmy 28°C with light breezes. I left for Carnarvon Friday night.

Arriving in Carnarvon Saturday morning, I rang Brendan to find out where he was. "G'day Gordo, the fishing's just great, whole heap of snapper, fantastic out on the boat, where are ya'?" I now had some spare time to catch up with JustIn (Case Bakker), living an idyllic life

as a resident doctor on an island joined to Carnarvon by a bridge. As it turns out, and quite coincidentally, JustIn and a couple of his colleagues were taking triking lessons and this was one of the reasons for Brendan to be in Carnarvon.

The next day it was out to the airport (a stone's throw from our tents) to go for a fly in the trike. We opened the hangar door and inside was a brand spanking shiny new trike. Wow, he is going to let me do my training in his brand new trike! I thought that he would have an old grunter that the students could be a bit rough with. It turns out that the 'new' trike was 250 hours old and that Brendan takes Very good care of his equipment (and his students, I might add).

The weather in Carnarvon was great. We did some coastal flying and even thermalled up at idle with two fat bastards in the trike whilst watching the dusties off in the distance. I had to remind myself that this was winter. I had a good time in the air getting used to having power and the ability to 'go around', finding exactly how low I could fly without my wheels touching. There were also a few good evenings sipping beer, and I showed Brendan the 'Red Bull' hang gliding video.

Three days later and I needed to get back to Perth. It was decision time – I needed to make my choice of trike and finish off my training. Brendan had mentioned that he was

GORDON MARSHALL

A little story about
a microlight lesson
taken by a hang
gliding instructor...
and visa versa.



rebuilding a trike that he had intended using as a hire trike for his students and that if I wanted it could be mine.

Well, it seems that the Red Bull video stirred up some old hang gliding desires and Brendan wanted to find out a little bit more on how the sport had progressed from the old days when he was flying around the coastal hills in Jersey. We invited Brendan and his brother Brian up to Wyalkatchem for our annual 'Spring Thermal Week' so that he could meet with the clubbies and get some first hand experience of the latest hang glider designs. This coincided nicely as I could do my training in familiar territory and Brendan had a student coming from Port Headland.



"Flash" Gordon models his new flying suit



Gordon's son, Stafford, takes his first RV6 flight in Bravo Sierra November with Mark Evans from Busseton

Brendan and Brian arrived in Wylie in their very dusty ute with a couple of very dusty/muddy trikes on the back. Brendan assures me that he didn't get lost, but some %\$#^ one had given him the wrong directions (yeah, we believe you) that took him over some very long muddy roads. The wrapping (and mud) came off the trikes and immediately I could tell that this was the one that was going to be mine – it just looked like a 'lot of fun' aircraft. Rego T2-2861 was purchased that weekend.

The following weekend Brian and his friends bought two RV6's up to Wylie. It's a one hour flight from Bunbury in these little beasts. Brendan assures me that for \$50 and a bottle of red he will come up in the RV6 and change my spark plugs in the trike (though he did say that AFTER a bottle of red). A few of the clubbies got to experience the world from a different perspective, including my son Stafford.

Brendan was making serious noises about "getting back into hang gliding," so he bought a Sting 175 and we started both him and Brian back on a check flight, tugmasters (trike) and aerotow endorsement.

By now Shaun seemed a little interested in learning to fly the trike so we made arrangements for both of us to do the remainder of the lessons at Bunbury (Wylie airstrip had just been hard surfaced and at the time still had a lot of small propeller eating stones on it).

Over the next couple of months we made our weekly journey to Bunbury with my two kids only to find that the strong easterlies were creating havoc or there were severe storms. It was the most unusual weather pattern that I have ever seen at this time of year and we were trying to learn how to fly in it! Arrgghh! There were days when I harassed Brendan, saying that the weather looked fine to me, not believing that it could possibly be too rough, only to find out the hard way with a little "I told you so". A big thank you goes out to Julie for taking care of my children and putting up with Shaun and myself.

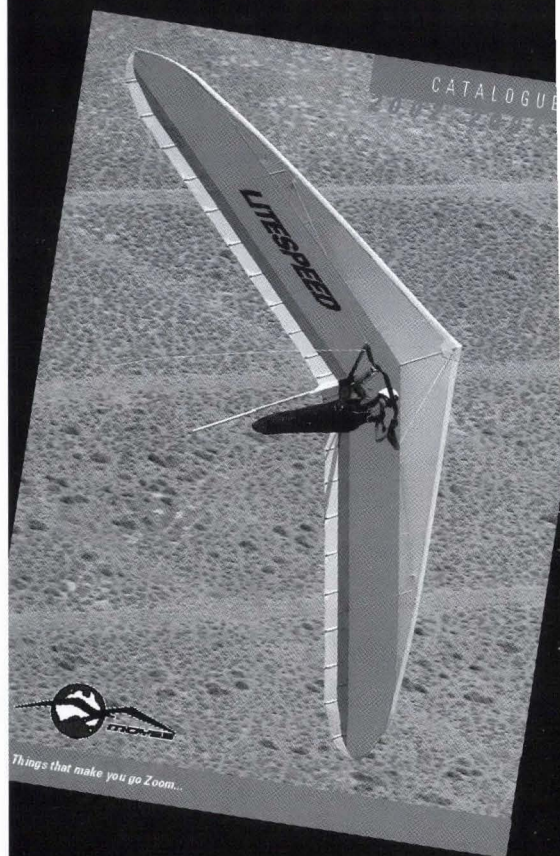
To cut a long story short, both Shaun and I qualified as trike pilots on 22 December 2001. Ten more hours and we will apply for our passenger carrying endorsement, and a further 40 hours will see us doing our tugmaster endorsement ready to tow all the clubbies up.

Brendan and Brian will both be tugmasters and advanced hang glider pilots with an aerotow endorsement in a very short time.

Thanks to Paul Coffey for bringing my trike up to Perth (see you in a hang glider real soon). A big thanks goes to Brendan for providing an excellent level of instruction, professionally prepared trike and for accommodating all of us whilst in Bunbury.



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MICHAEL DUFTY

I've always wanted to try hang gliding. I actually took three or four lessons back in 1989, before I'd even heard of paragliding, but ran out of money before

GOING STIFF

really flying. When I went to try again in 1996 I discovered paragliding, which sounded even cooler. I've now started learning hang gliding again for a couple of reasons.

One is that after 450 hours paragliding it's getting hard to find anything new to do.

When I started I was stoked to just fly, later it took an extended flight or thermal to really make my day, and it's at the stage now where unless I at least get to cloudbase a couple of times it's in danger of being "just another flight". I figure learning to hang glide should re-introduce the excitement and terror of learning to fly a new aircraft, and also bring new opportunities like aerotowing. It might also make windy days more fun, and gives me a better chance on any given day of finding someone to fly with.

Another reason is that I've got to know the owners of the Skysports flying school here in Perth quite well, and I'm very impressed by their latest innovation, the trailer/aircraft carrier/mobile paddock.

My lessons started Sunday morning by assembling the glider and attaching it to the trailer. The trailer is very large (you can park three hang gliders on it) with a clever arrange-



The trailer in action

ment of ropes that allows an unmodified hang glider tethered to it to fly up to about six feet above the trailer, but makes it just about impossible to crash.

This makes it possible for someone with no training at all to jump into a real glider and fly it a couple of kilometres across the paddock with no chance of injury or damage to the glider, and with the instructor standing a couple of feet away talking to them. They can do this in almost any wind condition too, taking away some of the waiting that's always involved in learning to fly.

It allows you to really quickly get a basic feel for how the glider flies. I'm sure I learnt much more in one three-minute run across the paddock on the trailer than I did in the three days I spent running up and down embankments in 1989. I think the trailer gives you a good feeling for the pitch response of the glider and a limited feel for roll corrections. The simulation of turning the glider is limited because if you go more than a few feet to one side the ropes start to pull you back on line. I discovered it is possible to get a realistic uncontrolled weave from side to side going.

Two other students and myself did two or three runs across the paddock each on Sunday morning, then called it quits for the morning, as the wind was too strong and gusty to progress to untethered training. The day was pretty cloudy and the lift not great, so I didn't get to fly my paraglider.

Late in the afternoon the wind dropped to a pleasant five to eight knots or so, and Shaun (the instructor) declared it safe for me to get on the tow line (although he said it was too windy for the other two students who didn't have paragliding experience).

The first tows were done on a short rope, with Shaun driving the car while perched on the windowsill, keeping control of the car's speed while having a good view of me. With the smooth wind, launching was easy; just hold the nose down and run until you can't reach the ground anymore – the glider (Fun 190) does the rest. Once airborne I started to learn what I hadn't learnt about steering on the trailer. I weaved about somewhat, but seemed to get it back behind the car eventually. After a short fly the car would slow and I'd land. I've heard plenty of horror stories about landing hang gliders, but my first two landings were good – I guess the wind helped. On my third one I left the flare a little late and got to try out the wheels, which worked pretty well.

Apparently I looked more in control than I felt at times, and I had graduated to the next stage. This would normally be a tow on a 500ft rope, but thanks to my paragliding experience I was able to go straight to the long rope and a 1,000ft plus tow. I got a bit of a surge or thermal right off the ground – man these things can climb fast on a static tow! I just held on and things calmed down. It was nice to get a bit of height and relax a little. Once off the rope I got to really try turning. It's quite a weird sensation flying a hang glider when you're so used to paragliders. Once you initiate a turn it keeps turning by itself. Must be very relaxing in a smooth thermal. I had no problem turning the glider, but had considerable difficulty stopping it turning. There's a bit of a delay in the response to weightshift, and I kept overshooting the heading I was after by about 30 degrees. I still managed to end up pointing into the wind at the right end of the paddock though, after a bit of weaving, and the dreaded landing



Finally really flying

once again proved to be easy and pleasant. I definitely had a huge grin on my face afterwards.

Sunset put an end to training for the day then, but we were back out at 6 am the next morning to take advantage of the still air. Ian and Wayne, the two other students, had a chance to do their hops now. One last run on the trailer as a refresher and Ian hopped on the towrope. At this point I got to see why it was too windy for them the day before. Both had at least one landing 180 degrees from the direction they started towing in.

Shaun says they haven't had to buy an upright since they built the trailer, but they are still slowly depleting their stock. After one particularly impressive stalled 180 degree turn landing we needed to replace two on this day, and as the cu's started forming impressively above we postponed further flying till the evening. In the meantime I pulled out my paraglider (Proton) for some more controlled flying. The wind stayed light and after three changes of paddock end I ended up being the first towed up thanks to my more portable glider. After a slow beginning to the flight, I ended up flying 25km to Korda, landing at the Drive-in.

Phil picked me up a while later and I got back to the paddock just in time for a sunset tow in the hang glider. This time I was doing stalls. Four hundred and fifty hours on a paraglider and I haven't done a stall more than three feet above the ground. Now here I was after only 10 minutes airtime in a hang glider doing stalls! There's a good reason for this. A stall on a Fun 190 is not a big deal. I had a little trouble with the "just get your wings level before you do the stalls" bit, but the stalls were pretty innocuous. Just push the bar out, the glider slows, then the nose drops, and if you let it,

the glider starts flying again. A couple of these and another nice landing and my weekend's flying was over – not a bad weekend.

My second weekend of hang gliding lessons consisted of learning about hang-waiting, which seems remarkably similar to para-waiting, but somehow usually seems to occur in closer proximity to large quantities of beer, food and pool tables. The weather was seriously crap but I did get my theory done (only took about 20 minutes of study, but I've read a few books before).

My third weekend looked more promising, until Saturday morning dawned with lots of wind and a completely overcast sky again. Still, we went out to the paddock and gave Brendan and Brian a go on the trailer. They have done

**PHOTOS: COURTESY
MICHAEL DUFTY**

hang gliding in the past but have concentrated on trikes lately (running Southwest Microlight School) and haven't flown hang gliders for six years. (*Sub-ed note: See article 'Cross Pollination', this issue.*)

Having done the trailer runs, Shaun did a test tow and found ugly spikes of 800 up lift – not good for students. At least the sun had come out. We retired to Wylie for breakfast, and came back to the paddock to find it still rough and windy. Still no towing for us, but Brian and Brendan got the trike out to learn to aerotow.

Finally things smoothed out to Shaun's satisfaction by about 4 pm. I was first up, and had now graduated from the evil ball-scrunching school harness to a more comfortable looking prone harness. It turned out to be just as bad in hang, but once off the towline I could put my feet up and take the strain off my nads – brilliant. Four pm seemed to me like the perfect time to get a nice fat evening thermal, but I couldn't find anything. One more try and straight down again. I was starting to feel more in control though; I even managed to roll out of one turn on the correct heading!

Brian and Brendan went next and found they hadn't forgotten how to fly without an engine. Then the sun set, and millions of flies and a dozen or so hang glider pilots left the paddock.

Sunday dawned clear and calm, but a 20kt wind sprung up about 7:30am. A trip out to the paddock confirmed we'd be better off in town. Shaun assured us it would drop off once the thermals started though, and he was right. I was deemed ready to try the rough stuff now, and hooked up for my first midday tow, and

Brian gets some instruction from Shaun





A student we prepared earlier – novice pilot Paul Blatchford well above the paddock a week later

my first weak link break, and my first ride back on the car from halfway down the paddock.

The next tow was a bit better, if not a bit of a rodeo ride; turbulence really makes a hang glider turn. Despite the kicking on the way up I found nice smooth 700ft/min down all the way back and got another free ride on the car.

This carried on with lots more weak link breaks and sink. Strangely, as I got more confident in my control of the glider, my landings seemed to get worse. I had a couple of landings on my knees, and got the nose within about a foot of the ground on one, but at least managed zero ground speed each time, even with shifty and at times light wind on the ground.

The qualified pilots in the paddock weren't having a great day either; few were staying up until later in the day. I was actually pretty knackered after six or seven tows with nothing but sink and I was considering whether to call it quits for the day, but I decided to stick it out at least until 4 pm when the thermals tend to get nicer.

After another weak link break the next tow was better; really good strong lift at about halfway down the strip. I said on the radio I should have pinned off in it, but I didn't. Luckily the lift waited for me and I was able to fly back to

it. Finally a chance to try to thermal! I'd gaffer taped my own vario to the downtube after being baffled by the noises the school one made earlier (always sink alarm I think).

I bumped along around the first turn and didn't lose much height. With the second turn I found some stronger bits, and oh yeah, there's that weightless thing they talk about, not quite sure how to recover, just let the glider take care



Fun 190 left unattended on the trailer

of itself and keep turning. After a few turns I was drifting over the fence and had a glance at the altitude – 1,200ft – I was going up! Actually it was getting better all the time as I got higher and got more practice going in circles. At about 2,400ft I looked at the vario again and realised my hands were still on the uprights – d'oh! Down to the base bar and it got a bit more comfortable. Shaun had said it was okay to go cross-country if I wanted, so I let the drift carry me outside a safe glide from the paddock. It took me all day to get this thermal, I wasn't going to let go of it that easy.

I definitely didn't have it cored, but I was averaging up and learning. At about 3,500ft the thermal petered out a bit but I still had buoyant air to search in and carried on drifting out over some big salt lakes. I'd picked out a nice big clear landing paddock near the end of the road the tow paddock was on and decided not to go beyond that. By the time I worked my way down to 3,000ft it seemed like time to head back to it. Time to see if a Fun goes headwind better than a Proton. I think it does. I pulled on some good speed through the sink with no fear of a collapse, although the glide was not amazing. Fortunately the sink didn't last too long. I let the bar out through weak lift and started making better progress, then at about 2,000ft hit a better thermal than my first

one. I was actually making full circles in lift, 600 up to start with. I was determined to try to push out instead of pull in while thermalling this time, and carefully exerted what I thought was a safe outward pressure on the bar. I still had plenty of wind noise though, and something didn't feel quite right on my grip. I tried relaxing and the bar came out about six inches. I'd been pushing down instead of out, and pulling in at the same time. No wonder my arms were tired. I started falling out of the lift again at 4,500ft and headed for the tow paddock, it looked like an easy glide now.

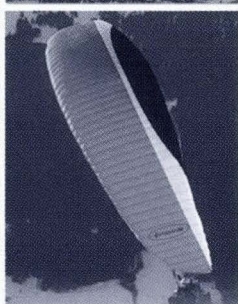
I was feeling a bit air sick in the thermal (not quite sure where to look) and had really sore arms and a stiff neck from holding my head up. I hadn't sussed out how to zip up the harness yet so my legs weren't that comfortable either. The tow paddock was starting to look pretty attractive. I found it easier to rest my forearms on the base bar to pull speed, my hands were so tired. Even on a skyfloater a bit of pressure puts things in fast forward much more effectively than on a paraglider. I nearly over-did it though; I did one S-turn on the paddock boundary and came in over the fence low enough to worry about my bridle catching. The wind was really strong on the ground now, kind of a reverse wind gradient. I waited till my toes touched the ground, out to trim, and flare

– but not enough. A perfect zero ground speed landing, flat on my stomach.

A pretty pleasing flight! I still couldn't believe how tired my arms were, but I felt I could call myself a hang glider pilot now, and Shaun agreed. Just the technicality of getting another soaring flight and I'll be licensed.

Shaun said I've converted a bit quicker than most paragliders pilots they've taught. Probably a combination of a lot of paragliding hours, and a lot of time hanging around hang gliders watching (including the three weeks in France I wrote about in the last two AG/Skysailor issues, where I got to listen to lots of launch and landing advice). I'd say that paragliding experience is definitely an advantage in learning to hang glide. If thermalling, setting up landing approaches, judging glide angles and conditions, etc., are all second nature, it leaves you able to really concentrate on learning to fly the new aircraft.

Hang gliding is certainly different to paragliding. I'm looking forward to learning to fly a hang glider well. At the moment it seems far more effort than paragliding, but I'm sure it'll improve. I think on my first flight in one of the slowest hang gliders around, I already got to see the benefit in upwind performance, and I think I might have been landing backwards in a paraglider in that wind.



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Old-Timers' Week

— GCV Benalla

11 to 15 March, 2002

COLIN TURNER, Bathurst Soaring Club

The note I received through the mail from Jim Barton, Past President of the Gliding Club of Victoria and organiser of this event for the past 10 years, invited "Current Mature Glider Pilots — 55 and over" to a week of pleasant social flying around the northeast of Victoria in lovely autumn weather. What the note promised it delivered — in spades.

in his Ximango. Another offer too good to refuse even though a Kookaburra was on the line waiting to be flown. This was clearly the tone of the whole week — old friends and flying for fun. Also on the line was a Duo Discus and I eyed that off for a flight the next day.

At the weather briefing the following morning Graham Garlick, Operations Manager at GCV, continued the fun by placing an extract from the scriptures amongst the weather maps. It was appropriate, it read:

"They shall mount wings as angels."

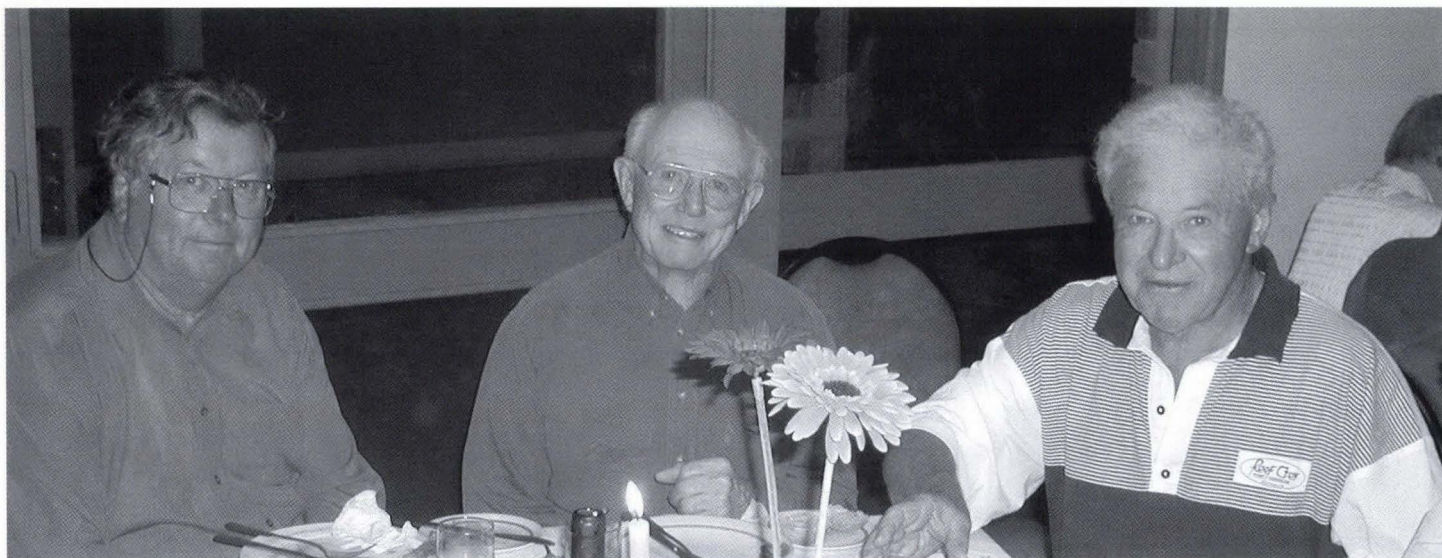
Graham asked the assembled gathering the source of these words. One old-timer, more awake than the rest of us, first corrected the spelling (Graham had written angels!) then a minute or two later another old-timer gave the source as Isaiah 40.31. I was amazed we had a correct answer — glider pilots are an irreverent lot, particularly older ones, and I suspect that old-timer had peeked at the answer on the back of the briefing board. We might be getting old but that doesn't mean we are dumb!

I learnt to fly at the GCV back in the early 50s soon after the club had moved to Benalla. Then the two-seater was a Slingsby T31B and the singles were Grunau Babies. By the mid-50s we were flying ES52 Kookaburras and an ES56 Nymph had joined the Grunaus. All these aircraft are now actual or sought-after additions to the Australian Gliding Museum, a popular item of discussion during the week (see *Australian Gliding/Skysailor*, September 2001, page 10)

Old-Timers' Week started about 12 years ago as a gathering of friends. Then Jim Barton saw the value in expanding the concept and has been the organiser ever since. The event certainly gave me the opportunity to meet many old friends and again fly from this great site.

My wife Evelyn and I arrived in Benalla mid-afternoon of the second day, Tuesday. The clubhouse was empty but the lady in the office directed us to the launch point. No sooner were we out of the car than Alan Patching was inviting me to fly with him in the Platypus. This is the Schneider designed side-by-side two-seater prototype which was to become the standard GRP training glider for Australian clubs. After a pleasant 45 minute flight in the aircraft one wonders why it never went into production. Yes, I am aware of its history but would say it matches even today, the performance and handling of any of the imported two-seat training gliders.

Back on the ground and another friend from the 50s, Rudi Feil, was offering a flight



▲ John Ashford, Alan Patching and Jim Barton at dinner
 ▲ Boarding the paddle steamer 'Canberra' for a cruise along the Murray River

▶ Doug Lyons and Alan Patching at morning tea in Echuca
 ▼ Alan Patching and Dave Darbyshire discuss the Australian Gliding Museum

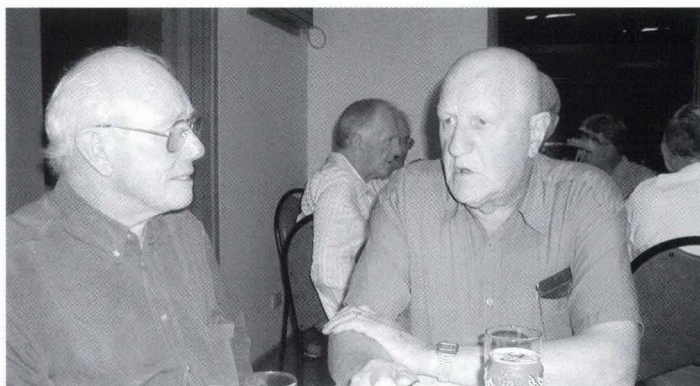
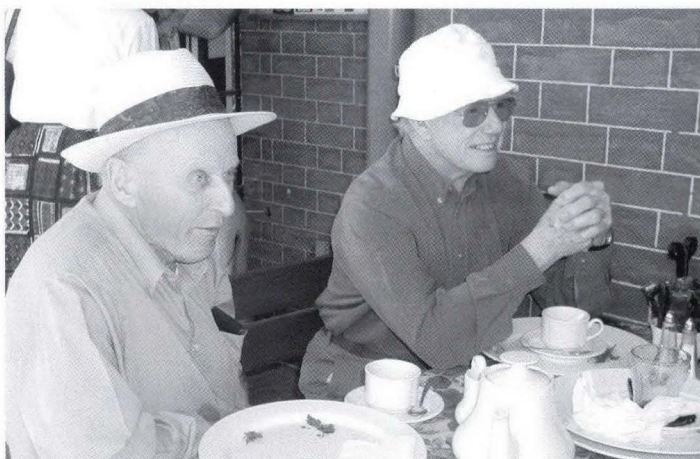
PHOTOS: COLIN TURNER

Still somewhat sceptical I later looked up Isaiah 40.31 in the Good News Bible and found the whole verse, as quoted there, seemed more appropriate and could prove an inspiration to young and old glider pilots. It reads:

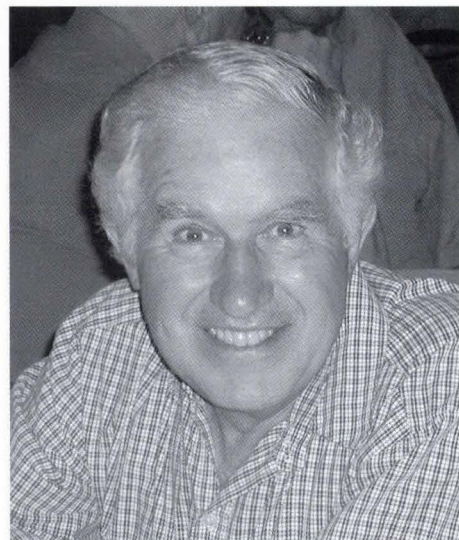
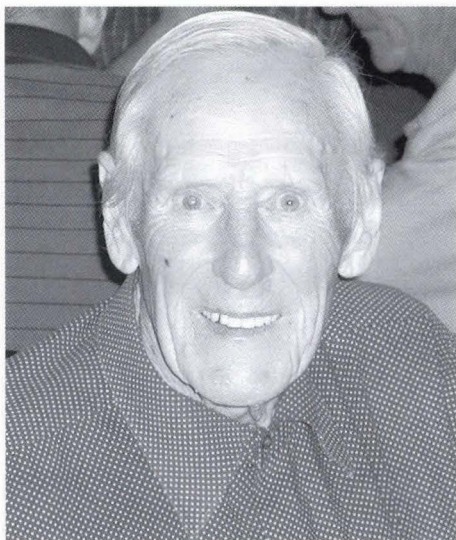
"But those who trust in the Lord for help will find their strength renewed. They will rise on wings like Eagles; they will run and not get weary; they will walk and not grow weak".

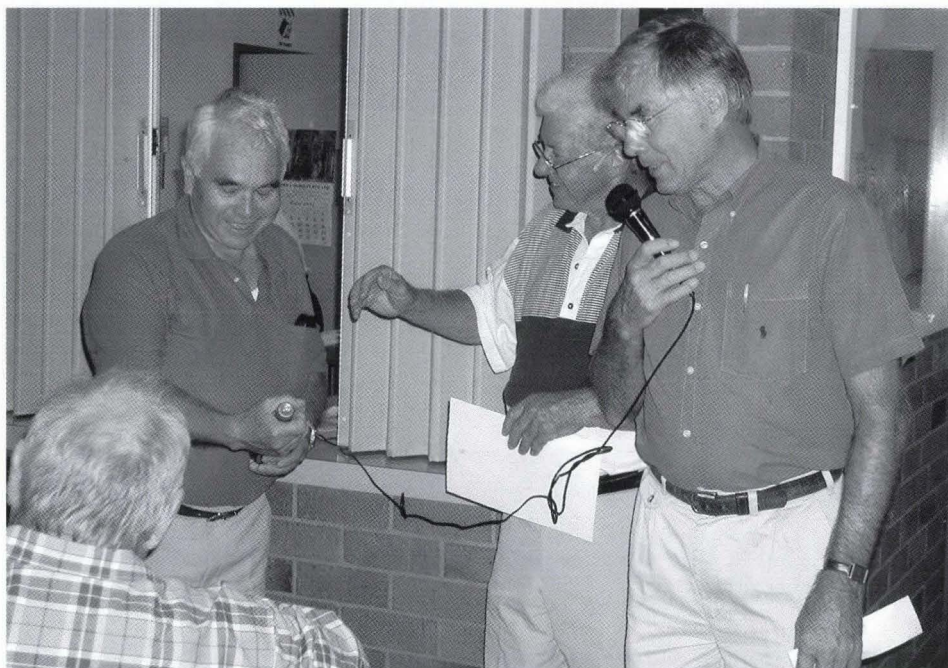
Morning scriptures over the briefing promised more lovely autumn weather, blue sky and light winds. Us old fellows don't need cu-sondes and temp traces to tell us it's going to be a great day. Graham confirmed I could have an hour in the Duo Discus and while getting the aircraft ready took me through the key features and the functions of the Illec computer. This later gave a degree of confidence when still 20km out the airfield was rising very high on the canopy.

The Bathurst Soaring Club, my home club, has listed the Duo Discus as a possible future acquisition so I was keen to fly the aircraft. Graham gave me the best introductory flight possible. Off the tow we went straight into a five-knot climb and immediately I felt at home. I normally fly an ASW20B which I rate as one of the nicest gliders ever built. Yes, it's lost its competitive edge, but then so have I. The Duo Discus handled just like the '20', similar control loads and response rate

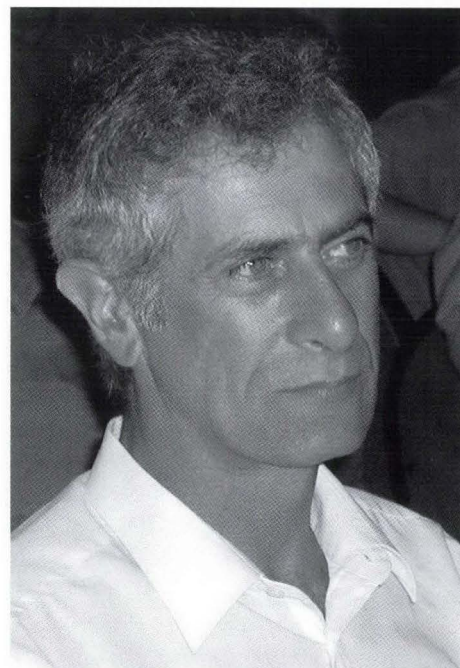


L-R: John Williamson, Harold Sheldon, Graham Barton





Otto Brand, winner of the 'name the glider' competition, collects his prize from Jim Barton and Graham Garlick



Robbie Burns, President of the Gliding Club of Victoria

even with five metres more span, a delight to fly. After the first climb we headed east into the hills topping up on the way. Then into some heavy sink (it happens every flight doesn't it) which made our return to the field rather marginal. Graham called for a possible straight in but another good climb enabled us to tour the southern edge of Lake Makoan and Benalla township. Our hour was up and typically we had to find and circle in sink to get down to circuit height – it happens every flight doesn't it! The Duo Discus epitomises the modern two-seater cross-country aircraft but in a club environment the numbers (price and charge out rate) would be a worry. It is not an aircraft for circuit bashing.

Wednesday night is set aside for the Old-Timers' annual dinner in the GCV clubhouse (aka the State Soaring Centre) but it is attended by old and young alike – about 90 booked but a capacity crowd of 100 turned up. Kaylene, the club caterer coped brilliantly and a delightful three-course dinner was served. There were lots of new and old friends to meet. Robbie Burns, President of the GCV was there as was John Ashford, Dave Darbyshire, Murray Evans, John Williamson (back from the UK for a short while) Alan Patching, Doug Lyons, Reg Pollard, Mal Alexander (who with Jim Barton boasts 54 years membership with the GCV) John Tribe and so many others. One old-timer deserves special mention. Harold Shelton, now aged 92, spent his working life in aviation and after a flight in the Duo Discus that afternoon Graham Garlick confirmed that Harold still flies brilliantly. You really are only as old as you feel. The evening was topped off by a few words from Jim Barton

then he and Graham sorted entries in a name the glider competition. How many readers would recognise a Kirby Kite, first flown in 1936? Otto Brand did and he earned a bottle of wine.

The lovely autumn weather continued on Thursday, the day for the mystery bus tour, another regular feature of the week. John King, the bus driver and a GCV member, got to choose the destination this year. He took us to Echuca and a great choice it was. About 25 souls set off (some of us building brownie points) to spend time wandering around this historic port town on the Murray River. Lunch was at the Rich River Golf Club over the border in NSW. Isn't it remarkable what few dozen poker machines will sporn. After lunch

we boarded the paddle steamer "Canberra", which started life as a fishing and cargo vessel in 1912 but is now a nicely restored tourist boat, for a one-hour cruise on the Murray. After the cruise there was time for another wander around town and afternoon tea before returning to Benalla.

We left Benalla early Friday morning to drive to Bathurst. It had been a good week, one I would recommend to both young and old – yes young layabouts are accepted if only to help us old fellows push the aeroplanes around. Let's hope we will see you at the Old-Timers' week at the GCV in March 2003. And thank you Jim Barton for being a great organiser and a very good friend. ✂



Lunch at the Rich River Country Club



GFA Incorporation

The Council of The Gliding Federation of Australia has over the last two years reviewed how the organisation should be structured in the light of events since its incorporation in 1981. Numbers of options and issues were canvassed and these have previously been reported to the members via your Regional Associations and Australian Gliding.

After an exhaustive process Council concluded that fundamentally the current structure has served us well and that any changes proposed should reflect current operations. The review resolved that changes should be proposed in two areas.

Firstly, there is now an opportunity to save effort and money by incorporating under a set of rules devised specifically for a largely volunteer, non-profit making organisation such as ours – the Associations Act.

Secondly, that in conjunction with the proposal to migrate to the Association Act, the current Articles be revised to more closely reflect the way in which we operate today and then to produce a simplified “plain English” version.

Re-write of the Articles

Such a change provided the GFA with an opportunity;

- firstly, to re-write the existing Articles to include only those elements essential to meet the Act and reflect the existing structure and basic operations of the organisation and
- secondly, to reconsider the rules we operate under and perhaps to adjust some of them to the needs of the day.

After considerable discussion it was decided to make only small changes to the way we are structured. These changes however are significant.

1. We would retain the existing two-tiered structure of an Executive and Council, but reduce the numbers on council from three per region to two per region – saving cost and improving efficiency.
2. Because we decided to retain the existing Federal structure based on Regions – democratic voting for positions remains within the regions and they are encouraged to look to these processes and decide whether these need change.

Consequently, a new set of articles were created, refined and agreed by all in Council over the past two years, which incorporate the existing preferred elements of the present articles, whilst meeting the requirements of the Associations Act. They also ensure the retention of equality of representation from the regions and ultimate control of policy. Further they reduce operating costs, increase council's flexibility in varying the details of the GFA administration and importantly ensure the concept of council is the final house of review.

In September this year the GFA members will be asked two questions.

- 1) Do you support the transfer of the GFA from the Corporations Act to the Associations Act?
- 2) Do you accept the articles of Association (set out here for your consideration) as the new GFA rules.

Due to magazine space limitations the proposed articles are printed in small type. A complete set can be down loaded off the GFA web site under “What's New” or can be requested from the Secretariat.

In summary the proposal means:

- Migrating from the Corporations law to become an Incorporated Association
- Simplifying and rewriting the rules so that they are readable and more flexible
- Compliance with the Act and the requirements of grievance and complaint settlement
- Cost reduction
- Retention of the core features of the existing well serving structure.

This is the most important issue facing the administration of our sport since the GFA's inception in 1981. A yes to both questions above will ensure the GFA remains vibrant, attracts the best suited and willing leaders and remains relevant to the needs of its members.

Objects and Articles of Association of the Gliding Federation of Australia Inc

An incorporated Association

under the Victorian Act 1981 – No. 9713

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Objects and Articles of Association of

Objects

The objects of the Association are to carry out for purposes other than profit or gain of individual members any of the following:

- To represent nationally and internationally the views of its members and those of other related aviation sports.
- To manage the affairs of gliding and soaring on a national basis to ensure the sport remains relevant, viable and in accordance with minimum standards as prescribed by itself and other associated authorities.
- To regulate, maintain and improve where possible, standards in airmanship, operations, maintenance and sport achievement.
- To acquire, coordinate and disseminate knowledge on the sport of gliding in all its developments.
- To maintain a register of members and aircraft and to facilitate smooth and free communication between the Association, members, regions, clubs and service providers.
- To facilitate the exposure of the sport to the broader community and provide support to clubs and individuals who are actively engaged in the promotion of the sport.
- To promote competition, achievement and records in gliding.
- To explore and implement changes to the GFA in concert with the changing needs of the sport and society.
- To assist in the formation and conduct of new gliding and aviation clubs and organisations.

Powers

The powers of the Association are:

- To set operational, airworthiness and sports standards which are binding on all members.
- To enter into any arrangement with any entity which may seem conducive to the objects.
- To obtain from any entity all necessary privileges or concessions or charters.
- To represent Australian gliding internationally.
- To make available all necessary items or facilities by whatever means to satisfy affiliated members' requirements.
- To render aid or financial assistance to affiliated members after suitable worthiness criteria are satisfied.
- To affiliate with any other like interested body having similar objects if appropriate.
- To hire and dismiss servants as required and to conduct the daily business of the Association.

Definitions

1) In these rules unless the contrary intention appears:

"Act"	means the Associations Incorporation Act 1981.
"Appeals group"	means independent regional persons for discipline resolution.
"Articles"	means articles under the Act.
"Association"	means the Gliding Federation of Australia Inc. which is an association of members, affiliated regions, clubs and other like bodies.
"Club"	means any group of members of the Association or other organisation, formed for the purpose of conducting gliding operations or activities associated therewith and accepted as a club by the region to which the club is affiliated.
"Correspondence"	means both written and electronic, print or pictures.

"Council"	means the management group of the Association.
"Council Regulations"	means determinations made by council which have ongoing effect.
"Council Determinations"	means decisions by council which have a one off effect.
"Development Plan"	means rolling association development plan.
"Executive"	means the Executive of the Council.
"External meeting"	means a meeting held by postal or electronic means.
"External voting"	means voting by post or electronic means rather than in person.
"Financial year"	means a twelve month period ending at a date determined by council.
"General Meeting"	means a meeting of the council, executive or members.
"Gliding"	means any form of soaring flight.
"Gliding Club"	means a club affiliated to the association.
"Member"	includes all forms of membership of the association.
"MOSP"	means any or all of the Association's various manuals of standard procedures.
"Peer group"	means any group of members of like experience, qualification or discipline, the makings of which may be varied by council.
"Popular election"	means a national or regional vote by all eligible members of any candidate.
"Prescribed Association"	means an association whose gross annual revenue exceeds \$200,000 or with gross assets over \$500,000.
"President"	means the president for the time being of the association.
"Public Officer"	means the person nominated by council for the receipt of notices in accordance with the Act.
"Region"	means the geographic areas agreed to and varied by council regulation from time to time.
"Register"	means the register of members and/or aircraft of the Association.
"Registrar"	means the Registrar of Incorporated Associations.
"Seal"	means the Common Seal of the Association.
"Secretariat"	means the administrative centre for the Association.
"Secretary"	means the Secretary of the Association.

In these articles the singular includes plural and vice versa and gender shall include all forms interchangeably.

Reference to the word "Association" means "prescribed Association".

Name

- 2) The name of the Association is "The Gliding Federation of Australia Incorporated".

Membership

- 3) a) Membership is open to all interested persons without limit, who agree to the rules herein and who abide by all the Association's regulations.
- b) The Association shall consist of various classes of members as determined and varied by council from time to time and their rights, privileges, conditions and fees are also set by council through regulation.
- c) Membership or its entitlements are not transferable.

The Gliding Federation of Australia Inc

- d) Each Member shall be entitled to receive a membership card as long as he/she is a member.
- e) Cessation of membership requires that the membership card shall be returned.
- f) Council may also appoint and set the rights and privileges of patrons.
- g) No persons shall be eligible to become or remain a Member unless he/she is a member of a gliding club and has paid the required fee for that membership class.
- h) Each Member shall be entitled to receive notice of and to attend and vote (where entitled) at general meetings of the Association.
- i) Each Member who is entitled to vote, shall have one vote.
- j) Members are required to notify the Secretary within fourteen days of any changes to address or contact details.
- k) Advice of initial membership of the Association shall come from the Member's club along with the required contact details and payment of the applicable fees.
- l) Subsequent annual renewals can be made directly, accompanied by a declaration affirming membership of a known gliding club and accompanied by the required payment.
- m) A Member is deemed to be a Member upon payment of the required fee by the Member to his/her club or directly. In the case of postal payment he/she is deemed to be a Member upon posting.
- n) The Secretary shall, upon valid receipt of application for membership, as soon as practicable:
 - i) notify the Member in writing of approval of membership; and
 - ii) register the Member's details in the register.

Location of the Secretariat

- 4) The office of the Secretariat of the Association shall be at such place as council determines from time to time.

Registers

- 5) a) The Secretary of the Association shall establish and maintain a register of members specifying the name, address and other contact details, where available, of each person who is a member of any class, together with the date of becoming a member.
- b) The Secretary shall maintain a log of all classes of membership along with the rights, privileges and fees associated with each.
- c) The register shall be kept at the Secretariat and/or in such other location that council may determine and shall be available for inspection free of charge to any member upon request. Copies of the register may be made at the member's expense.
- d) There shall also be a register of aircraft which includes:
 - i) ownership details;
 - ii) aircraft details;
 - iii) aircraft registration, and
 - iv) where possible, aircraft history, modifications, repairs, etc.

Cessation of membership

- 6) a) A Member ceases to be a Member of the Association if he/she:
 - i) dies; or
 - ii) resigns; or
 - iii) is expelled; or
 - iv) fails to pay the required fee; or
 - v) fails to comply with the Association's rules and regulations; or
 - vi) ceases to be a member of a gliding club.
- b) Upon cessation of membership the Secretary shall remove the Member's name from the register as soon as this is confirmed to the Secretariat.

Notices

- 7) a) A notice may be given by the Association to any Member either personally, by post, or electronically, to the address provided by the Member.
- b) Where a notice is sent by post, it is deemed to have been sent one day after being lodged with the postal service being properly addressed, paid and packaged and is considered to be delivered in the normal course of post.
- c) Where a notice is sent electronically, it is deemed to be sent when a satisfactory confirmation of transmission is received or when no rejection notice is received.
- d) Notices of AGMs and EGMs shall be sent to all Members.

Fees and subscriptions

- 8) a) Council may set and vary any fees including joining fees as it deems necessary including the introduction of one off levies.
- b) Membership subscriptions, annual or otherwise, shall be set by council for the class of member as prescribed by regulation and are payable in advance on a date set by council.
- c) Council may on a case by case basis allow arrears' remittance of any Member.

Compliance

- 9) a) Council shall ensure that the following order of priority of compliance is observed at all times:
 - i) the Association's operational regulations, (which incorporates any valid civil order applicable to the sport); then
 - ii) these Articles of Association; then
 - iii) council regulations; then
 - iv) council determinations.

Membership suspension, expulsion, discipline

- 10) a) Subject to these rules and other Council regulations, if Council deems a Member has refused or neglected to comply with the Association's rules and MOSPs or has been guilty of conduct unbecoming of a member, or prejudicial to the interests of gliding, council may, by resolution:
 - i) fine the Member; or
 - ii) suspend that Member from membership for a specified time; or
 - iii) expel the Member from the Association; or
 - iv) take all such action as may be necessary for the proper management of the affairs of the Association.
- b) A meeting of Council to confirm or revoke a resolution passed under rule a) above must be held not earlier than fourteen days and no later than twenty eight days after notice has been given to the member in accordance with rule 10(d) below.
- c) A resolution of Council under rule 10(a) above does not take effect unless:
 - i) at a meeting held in accordance with rule 10(b) above, Council confirms the resolution; and
 - ii) if the Member exercises a right of appeal to the Association under this rule, the Association's appeals group further confirms the resolution.
A suspended or expelled Member may appeal against a decision in 10(c).
- d) A final appeal group of not less than five members with no involvement in the matter, selected by agreement between the President and the appealing party, with the President as a non voting member, shall hear and decide on any appeal under rule 10 e), f) or v) below after which the decision becomes final.
- e) The Secretary must as soon as practicable once a complaint has been received by Council give the Member written notice:

Objects and Articles of Association of

- i) setting out the resolution and the grounds on which it is based; and
 - ii) offering the Member or his representative opportunity to address council at a meeting held in accordance with rule 10(b) above; and
 - iii) stating the date, time and place of that meeting; and
 - iv) informing the Member that he/she may either attend the meeting and/or give Council a written statement seeking revocation of the resolution before the meeting date; and
 - v) informing the Member that if council confirms the resolution the Member may appeal the decision by not more than seven days after that meeting giving the Secretary a notice of appeal to the Association against the resolution. Such an appeal to be considered by the appeals group in rule d) above.
- f) A Council meeting convened to confirm or revoke a resolution under rule a) above must:
- i) give the Member or his representative the opportunity to be heard;
 - ii) give due consideration to any written statement submitted; and
 - iii) determine by resolution whether to confirm or to revoke the resolution.
- g) If a notice of appeal is received in accordance with rule 10 e) part v), the Secretary must notify council and must arrange for a hearing of an appeals group to be held on the matter as soon as possible after the date of receipt of the appeal. At such a meeting:
- i) no business other than the appeal can be conducted; and
 - ii) the appeals group shall receive all relevant information on the matter from council and must place it before the member(s), detailing the grounds for the resolution and the reason for passing the resolution; and
 - iii) the Member(s) must provide their case for having the resolution overturned; and
 - iv) the appeals group must return their vote to the Secretary on the question whether the resolution should be confirmed or revoked; and
 - v) a resolution is confirmed if greater than two thirds of the votes returned are in favour of the resolution. In any other case the resolution is revoked.
 - vi) the President shall have an ordinary vote plus a casting vote in the event that the ordinary vote is deadlocked between two thirds to one third.
- e) A Member of the Association can mediate if they are not a party to the dispute.
- f) The parties to the dispute must in good faith attempt to settle the dispute by mediation.
- g) The mediator must:
- i) give the parties to the mediation process every opportunity to be heard; and
 - ii) allow due consideration by all parties of any written statement submitted; and
 - iii) ensure that natural justice is accorded to the parties to all dispute throughout the process
- h) The mediator must not determine the dispute.
- i) If the mediation process does not resolve the dispute, the parties may seek to resolve it in accordance with the Act, otherwise at law.

Committee of management

- 12) a) Management of the Association shall comprise the Council responsible for determining policy and an Executive being responsible for implementing policy. Both groups meet as required and determined by council from time to time.
- i) At the annual council meeting, Council shall elect from the members a President, Vice President and a Treasurer.
 - ii) Council shall comprise ten elected members, with two from each region, plus the executive.
 - iii) Chairman at council and executive meetings shall be the President or in his/her absence the Vice President.
 - iv) Council shall nominate a public officer who is not a member of management.
 - v) A quorum at council shall be sixty percent of the voting members of council.
 - vi) No business is to be transacted unless a quorum is present.
 - vii) Notice of meeting of twenty one days or not less than twenty four hours in the case of an emergency (as to which the President is sole arbiter) shall be given to each member of council via the contact details provided by the member.
 - viii) Non receipt of notice delivered or sent in the appropriate manner to any councillor shall not invalidate the proceedings of any council meeting.
- b) The Executive comprises:
- i) the President; and
 - ii) the Vice President; and
 - iii) a Treasurer; and
 - iv) the heads of department
- c) The heads of department shall be elected by their respective peer group whose structure may be varied from time to time by council regulation.
- i) The departments shall be Operations, Airworthiness and Sport.
 - ii) Each region shall nominate technical officers for each department which have been elected from their peer group.
- d) New members of the Council and the Executive so elected, hold office from the conclusion of the AGM and ACM at which their election was announced until the end of the AGM and ACM following the next election for their position.
- e) A maximum consecutive term for any Executive member shall be five years and shall apply except in special circumstances and where invited to continue, such an invitation being approved by at least two thirds majority of council.
- f) A quorum of the Executive shall be four members.

Disputes and mediation

- 11) a) The grievance procedure set out in this rule applies to disputes on matters other than ownership or access rights between:
- i) Members; or
 - ii) a Member and the Association; or
 - iii) Council and another councillor.
- b) The parties to the dispute must meet and discuss the matter and, if possible, resolve the dispute within fourteen days after the matter comes to the attention of all the parties.
- c) If the parties are unable to resolve the dispute at the meeting, or if a party fails to attend that meeting, then the parties must, within ten days, hold a meeting in the presence of a mediator.
- d) The mediator must be:
- i) chosen by agreement between the parties; or
 - ii) in the absence of agreement, appointed by Council; or
 - iii) in the absence of agreement between the Member and the Association or between Council and another member of Council, appointed by the President of the Law Society or Law Institute in the State where the dispute is to be determined.

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- g) Council may resolve to remove a member of the Executive or Council whose conduct or performance is considered not to be in the interest of the members.
 - i) A resolution of this nature can be determined only in accordance with rule 10.
 - ii) The same right of appeal exists as exists for Members.
 - iii) If the resolution is confirmed the Councillor shall remain a Member of the Association but may receive further action in accordance with rule 10 where he/she may be expelled as a Member of the Association.
- h) No Councillor or Executive member who has been dealt with under rule 12(g), shall have any suit, action, demand or claim against the Association, its employees, or any Member, notwithstanding that:
 - i) the finding is quashed; or
 - ii) an appeal by the member is upheld; or
 - iii) the proceedings are subsequently found to be invalid; or
 - iv) there is any negligence, breach of contract or other right to damages and this provision may be pleaded as a bar to any such proceedings.
- i) Any Council or Executive vacancy so created shall be dealt with in accordance with rule 13.

Vacancies

- 13) a) In the event of a vacancy occurring in Council:
 - i) between one AGM and the next; or
 - ii) as a result of the failure to elect members of Council, the region if any, from which the vacancy has occurred, must nominate a temporary Councillor who remains so until the next AGM. In any other case the position remains vacant until the next AGM.
- b) Any resignation of a Councillor must be made in writing to the Secretary.
- c) The office of Councillor or Executive Member shall be vacated if he/she:
 - i) resigns;
 - ii) ceases to be a Member;
 - iii) becomes a bankrupt;
 - iv) becomes of unsound mind;
 - v) holds a position of profit under the Association;
 - vi) is directly interested in any contract or proposed contract with the Association; or
 - vii) is removed in accordance with rules 10) or 12).
- d) A Councillor shall not be required to vacate office in accordance with 13(c) above if his/her company or association has, or will have, commercial dealings with the Association provided the nature and extent of the interest is declared to council as soon as practical after the interest becomes known to the Councillor.
- e) Council may continue to act although its membership falls below the required number, provided that it shall act only for the purposes of filling vacancies or summoning a general meeting of the Association.
- f) In the event of a vacancy on the Executive, Council shall appoint a caretaker to the position until the next AGM.

Powers and duties of Council

- 14) a) The Association's business shall be managed by Council and the Association shall pay all expenses incurred in so doing. It may raise money in any form in the pursuit of its objects and shall be required to pay all debts as and when due.
- b) Council may convey certain powers to others from time to time to allow all debts to be met.

- c) Council shall arrange for a record of all appointments of officers.
- d) Council shall arrange for a record of minutes of all council meetings which shall be approved by Council and endorsed by the Chairman at the next meeting.
- e) Minutes shall be available to all Members.
- f) Council may delegate any of its powers to one or more committees consisting of Members which Council determines from time to time. Any powers so delegated may be revoked by Council at any time.
- g) Council may appoint and revoke the appointment of such officers as it chooses from time to time including servants, and other persons as it thinks necessary or desirable to carry out the objects of the Association. Council shall regulate their duties and may delegate powers as it considers appropriate.
- h) Council shall ratify annually at the AGM the appointment of all unpaid officers of the Association.
- i) Questions arising at any meeting of Council shall be decided by a simple majority of votes in person or by an agent, with the chairman having a casting vote in the event of any equality.
- j) An agent for any absent Councillor can be appointed in writing duly signed by the Councillor, forty eight hours before the meeting and remains so until the end of that meeting only.
- k) Each councillor is entitled to one vote.

Powers and duties of the Executive

- 15) a) The Executive shall administer all the day to day matters of the Association.
- b) Meetings of the Executive shall be minuted with minutes available to all members of Council.
- c) Meetings shall be convened by the Secretary on instruction by the President and shall be on a as need basis.
- d) The Executive shall draft an annual budget for Council's consideration and approval.
- e) The Executive shall keep the accounts of the Association as near as possible to the budgetary requirements and, through the Secretariat, ensure Members' needs are met and the proper working of the Association achieved.
- f) The Executive shall cause any significant matters of policy to be referred to Council for consideration.
- g) The Executive shall select all staff and fix their salaries and duties and be responsible for reviewing their conduct and performance.
- h) The Executive shall have the power to co-opt any member(s) for particular functions or tasks as may be required and varied from time to time.

Proceedings of committees and sub-committees

- 16) a) Committees or sub-committees appointed by Council shall comply with any regulations or obligations that may be imposed on them by Council or the Executive from time to time.
- b) Chairmen of meetings of committees or sub-committees shall be nominated by Council or the Executive and if within thirty minutes of the start of any meeting the Chairman is not present, then those who are present may choose from their number a Chairman for that meeting.
- c) Committees may elect to adjourn as they think proper, subject to any regulations or obligations imposed by the rules of the Association.
- d) Questions for determination by Committees shall be determined by a simple majority of votes with the Chairman having an ordinary vote plus a casting vote in the event that the ordinary vote is deadlocked.

Objects and Articles of Association of

Annual General Meetings (AGM) and Extraordinary General Meetings (EGM)

- 17) a) All general meetings of the Association other than the AGM shall be called EGMs.
- b) An EGM shall be convened by the Secretary on a resolution of council or the executive, or on receipt of a notice in writing signed by not less than 5% of members of the Association.
- c) AGMs and EGMs shall be held at a place and time as determined by council or in the city where the Secretariat is located and at a time as set out in any summons of meeting in rule 17(b) above.
- d) At least twenty one days notice excluding the day of the notice specifying the place date and time of the meeting and in the case of special business, the general nature of that business, shall be given to each member who is entitled to receive such notices from the Association, provided that non receipt of notice delivered or sent in the appropriate manner to any member shall not invalidate the proceedings of any meeting.
- e) All business at an EGM shall be special business.
- f) The executive through the Secretary shall call and hold an AGM no later than five months after the end of the Association's financial year.
- g) The Public Officer shall return the annual statement containing the prescribed financial particulars to the Registrar within one month after the date of the AGM. This form is to be attached to a copy of the audited accounts and auditor's report.
- h) At an AGM all business other than the auditor's report, financial accounts, officers' reports and the election of councillors who shall be nominated by their region, an executive and regional officers is special business.
- i) A quorum at an AGM or EGM shall be ten members personally present and at least one from each region.
- j) If at any such meeting a quorum is not present within half an hour of the appointed time for holding the meeting, the meeting if convened upon a requisition of members shall be dissolved. In any other case, it is to be adjourned to another day, hour and place that the members present decide. At this adjourned meeting the members present form a quorum.

Council meetings

- 18) a) The Secretary shall ensure that at least one meeting of Council per year is called, to be conducted at a place and time most convenient and cost effective to Council.
- b) Council shall hold an Annual Council Meeting (ACM) each year to consider and approve the budget, progress the development plan, ratify the nomination of heads of department and elect or ratify any officers required. It shall also transact any other business before it and accept new business from the floor if the meeting is in agreement that this should be so.
- c) The Executive may (through the Secretary) call for Council to meet as it sees necessary.
- d) Council may summon a meeting over common business after submission from three regions is received by the Secretary.
- e) Any Council meeting notice shall state the full nature of any business, the time, place and date of the meeting and give sufficient time for the business to be considered by Councillors prior to the meeting.
- f) Council may vary and set ACM meeting requirements and agendas from time to time.
- g) Determinations shall be arrived at in accordance with rule 19.
- h) Council may transact or determine any business without formally meeting. This may be done via post or electronic means and the results and conduct will be determined in accordance with rule 19.

Votes at meetings

- 19) a) At any general meeting, resolutions are decided on a simple majority. By
- i) a show of hands from those entitled to vote,
- ii) a poll if this is demanded by the Chairman, or at least three members present,
- iii) proxy votes received.
- b) Unless a poll is demanded, a declaration by the Chairman that a resolution has been carried or lost and an entry to that effect in the minutes shall be conclusive evidence of that fact without proof of the number or proportion of the votes in favour or against.
- c) If a poll is demanded, the Chairman shall appoint scrutineers from the Members present to conduct the poll and report the outcome. An adjournment may be called whilst the result is being determined.
- d) Any decision by poll is treated as for a show of hands in regard to recording and every member has one vote.
- e) A request for poll can be withdrawn.
- f) The Chairman has a vote and may exercise a casting vote on all resolutions.
- g) Votes may be given personally or by proxy on the required form in appendix *proxy form*
- h) The instrument of proxy shall be deposited at the secretariat or as determined by the executive for the purpose of convening the meeting not less than 48 hours before the meeting time at which the member extends the instrument of proxy.
- i) Proxy powers are only applicable to that meeting or any adjournment of that meeting.
- j) The Chairman may with the consent of the meeting adjourn the meeting from time to time and place to place, but no business other than the unfinished business can be transacted at the continuance of the meeting.
- k) In the case of an extended adjournment (greater than thirty days) notice of the reconvened meeting shall be given as in the case of the original meeting.
- l) In the case of external (postal or electronic) Council meetings, votes shall be determined and considered by the Chairman as for any normal meeting, but in all cases the results are to be made available to all Councillors.
- m) In the absence of the President and Vice President the Members present may elect any other office bearer to preside over the meeting.

Secretary

- 20) a) The Association's Secretary and any other secretaries shall be appointed by the Executive and their term, remuneration and conditions set by the Executive.
- b) The Secretary may be removed by Council or the Executive.

Postal/Electronic voting

- 21) a) A postal or electronic voting facility shall be provided for election of Councillors and on matters affecting Council, the Executive, or the entire membership.
- b) The Secretary shall administer and control all postal or electronic voting and its dissemination and receipt in accordance with these rules. In the case of other matters this shall be done in sufficient time for all Members to have received, considered and returned their vote before determination is concluded.
- c) The Secretary shall appoint two scrutineers who must be Members to collate and summarise all external voting (except Executive voting) for submission to Council of the result.

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- d) All records of external voting returns are to be retained for at least five years.
- e) Council may vary the mechanism of inviting and receiving votes from time to time, but in any case shall ensure proper records of votes by whatever mechanism are retained.

Winding up

- 22) If after the winding up of the Association there remains, after satisfaction of all debts and liabilities, any property or assets whatsoever, it shall not be distributed among the Members but shall be given or transferred to some other institution having similar objects to the Association. Assets so transferred are prohibited from being distributed to that entity's members.

Alterations to articles

- 23) a) A Member wishing to propose an alteration to these articles may do so by sending a notice to the Secretary signed by himself and not less than twenty ordinary members setting out the proposed alteration and requesting that the business be treated as special business at the next AGM.
- b) Alterations to these articles can be made only at an AGM or EGM or by post or electronic consensus, in accordance with the rules 21 and 23 c) to e)
- c) Upon receipt of notice to alter these articles, the Secretary shall include the notice of alteration as special business in the next notice of AGM or EGM (if this is called for) in accordance with rule 7 to be sent to the members.
- d) If rule 7 is not complied with, the business shall revert to the following year.
- e) No motion to alter the articles shall be carried unless:
 - i) by a simple majority of Members' votes received in the affirmative, from a simple majority of Regions within the prescribed period and
 - ii) by at least two thirds of members votes received and
 - iii) by not less than one hundred members votes received.

Audits

- 24) a) Council shall cause proper accounting and other records of the Association to be kept and audited to a satisfactory level and to provide the auditor's report and annual financial figures to the registrar annually.
- b) Accounting and other records other than membership register, shall not be open to Members other than Council unless Council confers authorisation.
- c) The Association's Auditor shall be appointed annually by Council.

Seal

- 25) a) Council shall provide for the safe custody of the seal at the Secretariat.
- b) The seal shall not be affixed to any document except by Council or Executive resolution.

Treasurer

- 26) a) A Treasurer shall be appointed by Council each year.
- b) The Treasurer's term of office shall not be greater than ten consecutive years.
- c) The Treasurer shall control all monies and transactions on behalf of the Association.
- d) The Treasurer may co-opt administrative assistance.

Public Officer

- 27) a) Council shall appoint a Public Officer for the receipt of notices and in compliance with the Act.
- b) The Public Officer must co-sign the required annual report along with another Councillor and forward this and the annual return to the registrar, not less than one month after the AGM.

Fundraising

- 28) Public fundraising may be conducted after completion of a "Notice of intention to conduct a fundraising appeal" and forwarded to the registrar at least 28 days before the appeal commences.

Proxy Voting Form

I
(Name)

☐ Ordinary member ☐ Councillor (Tick appropriate)

hereby nominate
(Representative's name)

as my representative at the forthcoming

☐ AGM ☐ EGM ☐ ACM (Tick appropriate)

The above representative has the power to vote on:

☐ All matters requiring my attention

☐ Specific matters only as detailed below

Details:

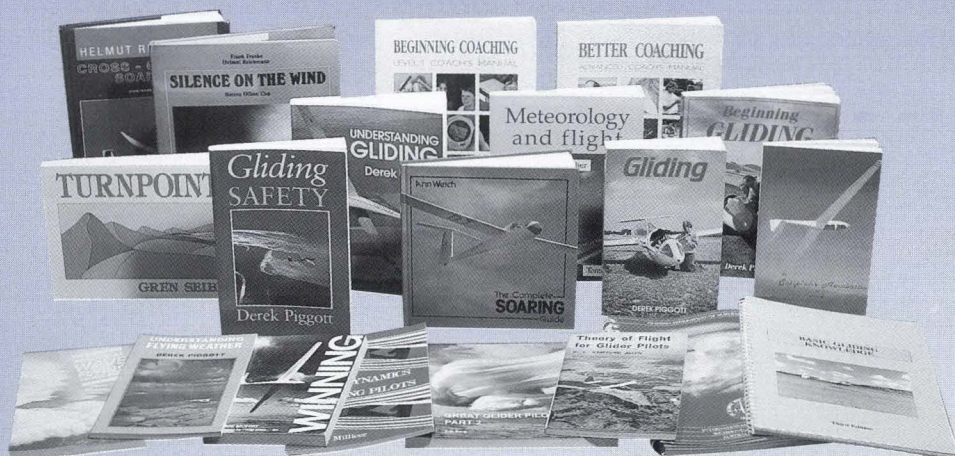
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.....
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Signed
(Member)

Dated:

Signed
(Representative)

Dated:



THE GLIDING FEDERATION OF AUSTRALIA

Please note: all prices include GST

Books

A Glider Pilot Bold – Wally Kahn	\$49.50
Aerodynamics for Soaring Pilots – Millicer	\$33.00
Aerotowing Manual	\$22.00
Airways and Radio Procedures – GFA	\$5.50
Basic Gliding Knowledge – GFA	\$27.50
(25% discount for 10 copies or more copies)	
Basic Sailplane Engineering	\$35.20
Beginning Coaching Level 1	
– Australian Coaching Council	\$30.25
Beginning Gliding – Derek Piggott (1st Ed.)	\$49.50
Beginning Gliding – Derek Piggott (2nd Ed.)	\$49.50
Beginning Gliding – Derek Piggott (3rd Ed.)	\$49.50
Better Coaching – Advanced Coaching	\$35.75
Blanik Inspection Plans & Survey Schedule	\$22.00
Blanik Overhaul Manual	\$22.00
Blanik Technical Manual	\$22.00
Cross Country Soaring – Out of Stock	
Flight at Lower Levels	\$19.25
Flying Faster & Further (Part 1)	
– Maurie Bradney	\$19.80
Flying Faster and Further (Part 2)	
– Maurie Bradney	\$19.80
Flying Sailplanes – Helmut Reichmann	\$82.50
GFA Daily Inspector's Handbook	\$13.20
GFA Instructor's Handbook	\$35.20
GFA Manual of Standard Procedures (Part 3) – Airworthiness	\$11.00
GFA Manual of Standard Procedures (Part 4) – Sporting	\$11.00
GFA Operations Manual	\$24.00
Glass Fibre Repairs – Slingsby	\$22.00
Gliding – Derek Piggott (7th Edition)	\$71.50
Gliding Safety – Derek Piggott	\$60.50
Great Glider Pilots (Part 2) – Berg	\$71.50
IS29D Maintenance Manual	\$13.20
Limbach Workshop Manual	\$30.80
Meteorology Simplified – AOPA UK	\$7.15
Modern Elementary Gliding – BGA	\$18.50

Nimbus 3/24.5 Maintenance Manual	\$16.50
Pilatus B4 Maintenance Manual	\$16.50
Polish Woodwork Manual	\$16.50
Powered Sailplanes Manual	\$22.00
Practical Wave Flying – Mark Palmer	\$44.00
RF5 Maintenance Manual	\$19.80
Sailplane Aerobatics – Les Horvath	\$55.00
Sporting Coach Manual	\$16.50
Standard Repairs to Gliders – BGA	\$16.50
Stirling Range Wave Camp Manual	\$16.50
The Complete Soaring Guide – Welch	\$43.45
The Modern Soaring Dictionary	
– Roake & Phillips	\$11.00
Turnpoints – Gren Seibels	\$52.25
Understanding Gliding –	
Derek Piggott (3rd Ed.)	\$55.00
Ventus B Maintenance Manual	\$11.00
Weight and Balance Notes	\$13.20
Winch Launching Manual	\$22.00

Videos

Champions of the Wave – NZ Video	\$55.00
Let's Go Gliding – Lake Keepit Video	\$27.50
The Daily Inspector – Video	\$42.90
Wind-Born – A Journey into Flight	
– NZ Video	\$55.00
Zulu Romeo Good Start – Video	\$38.50

Accessories

Aircraft Log Book	\$35.20
BGA Sticker	\$1.10
Bumper Sticker (Glider Pilots do it quietly)	\$4.40
Bumper Sticker (I'd rather be Soaring)	\$4.40
Flight Reference Cards	\$6.60
GFA Bow Tie	\$8.25
GFA Cloth Wings	\$8.25
GFA Drill Badge – Black	\$7.15
GFA Drill Badge – White	\$7.15
GFA Metal Clasp	\$8.25
GFA Tie – Blue	\$19.25
GFA Tie – Brown	\$19.25



GFA Tie (Big red glider on blue background)	\$19.25
GFA Transfer	\$1.10
Glider Pin – Silver	\$5.50
Key Ring – BGA	\$3.85
Ottfur Rings	\$11.00
Pilot Log Book	\$3.85
Pilot Training Record	\$3.85
Tost Rings	\$49.50

Airworthiness Items

Re-issue of C. of A.	\$27.50
Initial Aircraft Registration fee	\$44.00
Change of Ownership fee	
(payable by new owner)	\$27.50
Annual inspection (Form 2) fee	\$137.00
Annual Inspection, including 20/30/40	
year survey	\$302.00
Total fee for Initial Form 2 inspection &	
issue of First C. of A. (Homebuilt & Imports)	\$511.00
(includes Aircraft Registration fee and initial Aircraft Logbook)	
GFA Weighing Sheets	
(Form W1 and W2)	No Charge
Individual ADs and ANs	No Charge
Homebuilders Brochure	No Charge
"How to form a Gliding Club" leaflet	No Charge

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Kaffee Klatsch Club

EMILIS PRELGAUSKAS

One of the aspects that attracts people to gliding is its breadth.

It isn't like the many narrowly defined sports where there is principally a competitive sector, and this is accessible only to the fit, talented, dedicated within a limited age range. After which you are sidelined and overtaken by the next generation.

Glider pilots can be dedicated, competitive, immersed, as well as finding relaxation and sociable parts in the sport, and links to all sorts of skills and allied interests; as these each become important in each successive part of our personal life cycle.

People have taken up gliding not just because they wanted an aviation career in industry or air force; but also because they also have interests in photography, radio communications, electronics, and so on which find associated expression also in gliding.

And once involved we go on to become rated instructors, airframe and engine engineers, instrument and electrical debugging; which then has reflections in our work lives as we become multi-taskers (or 'muxxers' to use the jargon).

So I feel a sense of loss when people enquire about gliding as if the personal flying is the total sum of what it is about. They miss the possibil-

ity that muxxing, when applied back to gliding, can give in terms of personal enrichment and satisfaction. And obviously I am not alone in this view of the scope of the sport.

Around me pilots in their home clubs are involving themselves in things far removed from the 'core business' of their club. Just a few local examples; no doubt similarly reflected in gliding centres elsewhere in Australia (yes, I'm South Australian-based, so that is where the indicators come from):

At Gawler a room has been seconded by the club to a group of pilots keen to begin capturing the flavour of their club since its beginning. Inherent are possible linkages to similarly-minded people in other organisations, and the outcome possibilities I believe are far wider than what that interest group can at present envisage.

In the inner suburbs of Adelaide, the University club has its workshop for sound core business reasons – the maintenance of the fleet. That asset has already been made available to gliding more broadly, both for rating training courses, and the odd other sailplane owner needing support from the talent in people

terms that comes with the facility. And now gliding has been advised the place is also open to engineering students from the city's universities toward their studies' practical work experience obligations.

This represents a return to the vision the founders used 25 years earlier.

At the same time there are those who can't wrap their heads around muxxing.

Again, an example from my locality, no doubt reflected in the visible 'shut down' actions by others in other parts of Australia.

My home, at 60km out, I am told is too inaccessible to the metropolitan community. Years ago I was told that you, the individual, can't be involved both in gliding ops and airworthiness. Today that comment has been recast to question whether in this place the net is being cast too wide, trying to do too many things. That the base resources there aren't of adequate standard, even down to the mobile display trailer which is questioned even as to its road legal status.

I guess in life you are either a permanent worrier, or a warrior.

Personal satisfaction within gliding is enhanced when you choose to involve yourself in the range of possibilities, rather than assume that you won't be welcome, wanted, learn something or have a contribution to make.

And even when we have days when we gather and chat, lubricated with the usual refreshments, and the collective task at hand remains in the pending basket till next time.

Colin Turner chosen as team manager

Well-known and highly respected Australian glider pilot Colin Turner has been chosen to lead the Australian team at the World Club Class Gliding Championships to be held in Musbach, near Freudenstadt, Germany this coming August.

The team comprises Tobias Geiger, Tom Gilbert and Bruce Taylor. The reserve pilot is Rolf Beulter.

Colin has had a long involvement in the sport of gliding. He commenced flying in 1954 after joining the Gliding Club of Victoria. When work commitments took Colin to Sydney he joined the Bathurst Soaring Club and in 1982 purchased his first glider – a Pik 20B. This was followed by a Nimbus 2C then an ASW20B which he still owns and flies on a regular basis.

Over the years Colin has flown 29 types of sailplanes, notched up 2,140 hours in 1994 flights, and has flown well in excess of 60,000km cross-country. Since 1986 he has taken part in 21 competitions – 12 Cub/Sports



Colin Turner

Class Nationals, seven New South Wales State Gliding Championships and two FAI Multi-class National Gliding Championships. Colin acted as Contest Director at the 1999 Club Class National Gliding Championships and was Co-Director with Tim Shirley at this year's Club Class National Gliding Championships at Temora.

Buying a Paraglider?

HAKIM MENTES

Paragliders have many advantages over other forms of flying equipment, such as being able to land in a very small area and being able to be transported like a large backpack. On the other hand, the longevity of the equipment can be a problem - they just don't last as long as many other flying wings. Most pilots end up changing their paraglider every three or four years. Purchasing a new paraglider is a big investment. A paraglider loses roughly one third of its value after the first flight if you want to sell it. So, knowing what is available in the market is the first step towards choosing a paraglider that suits you. The following table lists all the brands and models available in Australia and who is distributing them. This information is provided by dealers. If you are not sure what size glider suits you, add 18kg to pilot's weight to find out Weight In Flight (take-off weight, overall weight, etc).

Manufacturer and Dealer Details	Glider Model	Rating DHV/AFNOR	Weight in Flight (kg) (Pilot + harness + glider)					Comments
			XS	S	M	L	XL	
ADVANCE								
Manilla Paragliding	Alpha 2	1/Standard		60-78	75-98	95-125		
Godfrey Wenness	Epsilon 3	1-2/Standard		65-82	78-95	90-107	105-122	
Ph: 02 6785 6545	Sigma 5	2/Performance		60-75	70-90	85-107	102-127	
Fax: 02 6785 6546	Omega 5	2-3/Competition			70-90	85-105	100-120	
<SkyGodfrey@AOL.com>	Bi-Beta 2	Afnor BiPlace						125-220
APCO								
Rainbow Paragliding	Fiesta	1/Standard		63-79	73-90	85-105	100-120	
Ph: 07 5486 3048	Fiesta Light	Standard				85-105		Lightweight glider for trekking, 4.5kg
Mob: 0418 754 157	Presta	1-2/Standard		64-80	79-99	95-115	105-130	
<intheair@ozemail.com.au>	Bagheera 2	2/Performance		60-75	73-90	85-105	100-120	Free Flytec 4005 vario and ballast bag
PO Box 227,	Simba 2	2/Performance		60-75	73-90	85-105	100-120	with every new glider purchase
Rainbow Beach QLD 4581								
EDEL								
Wingsports, Apollo Bay	Confidence	DHV 1		65-85	80-105	95-125		
Mob: 0419 378 616	Promise	DHV 2	60-80	70-90	85-105	90-115	100-125	
<hans@wingsports.com.au>	Excel	DHV 2/3	60-80	70-90	80-105	95-125		Every third cell is closed
or Alister Johnson,	Millennium 2000	Competition		65-85	80-115	100-125		
Mob: 0418 323 692	Prime	DHV 2					140-210	
<alister@currietechn.com.au>								
FIREBIRD								
High Adventure Airpark	@	DHV 1-2		65-85	75-95	90-120		
Lee Scott	Matrix	DHV 1-2		55-85	75-95	90-115	110-137	
Ph: 1800 063648	Hornet	DHV 2		55-80	75-95	90-120		
[www.paragliding	Hornet SP	DHV 2		60-85	80-105	100-130		
australia.com]	Inspiration	DHV 2-3			60-85	80-105		
	Choice	DHV 2						110-180/140-220 Zip UP Zip DOWN variable size with a zipper
FLIGHT DESIGN								
Wallner Air	Boxtair	DHV 1	55-70	65-85	80-100	95-130		
Ph: 08 8339 3983	Stream	DHV 1-2		65-85	80-100	95-130		
<wallner@chariot.net.au>								
FLYING PLANET								
Windworks Paragliding	Astair	1/Standard	55-70	65-80	75-95	90-115		
Ph: 02 9913 9086	Spirit	1-2/Standard	60-70	68-80	78-92	90-112	110-130	
<www.windworks.com.au>	Whisper	2-3/Performance		65-85	75-95	90-115		
	Mystic	3/Competition		65-85	75-95	90-115		
	Bee-Bop	New model						
Gin								
Ytivarg P/L	Bolero	DHV 1	60-75	70-85	80-95	90-110	105-125	
T/A The Paragliding	Oasis	DHV 1-2		60-80	75-95	85-105	100-125	
Centre of S/E Qld	Bandit	DHV 2		65-80	78-92	87-105	100-120	
Ph: 07 5543 4000	Nomad	DHV 2-3		60-80	75-95	85-105	100-120	
Fax: 07 5543 4700	Boomerang	Comp		75-95	90-110	105-125		
Mob: 0418 155 317	Bongo	DHV 1-2						140-210
<Info@paraglidingcentre.com.au>								
[www.paraglidingcentre.com.au]								

Manufacturer and Dealer Details	Glider Model	Rating DHV/AFNOR	Weight in Flight (kg) (Pilot + harness + glider)					Comments	
			XS	S	M	L	XL		
Gradient									
Jiri Stipek <jstipek@pacific.net.au> Mob: 0414 332737"	Bright	DHV 1	4 sizes, covering 60-140 kg range					6 colour combination, water repellent SKYTEX material	
	Onyx	DHV 1-2	5 sizes, covering 65-160 kg range						
	Bliss	DHV 2-3	3 sizes, covering 70-120 kg range						
	Avax RX	DHV 3	4 sizes, covering 70-130 kg range						
	Bionyx	DHV 1-2							
Ozone									
Australian Paragliding Centre Ph/fax: 02 6226 8400 Mob: 0412 486114 <fly@australianparagliding.com>, [www.australianparagliding.com]	Atom	DHV 1	55-70	60-85	80-100	95-120	Size XS is DHV 1-2 Lightweight glider for trekking Two medium sizes, MS & ML		
	Peak	DHV 1		60-85	80-100	95-120			
	Vibe	DHV 1-2	55-70	70-80	80-90/90-100	100-115			115-135
	Octane	DHV 2		65-85	80-100	95-115			110-135
	Proton GT	DHV 2-3		65-85	80-100	95-115			110-135
	Mutant		1 size acrobatic glider					140-230	
	Cosmic Rider	DHV 1-2							
Pro-Design									
Australian Paragliding Centre Ph/fax: 02 6226 8400 Mob: 0412 486114 <fly@australianparagliding.com>, [www.australianparagliding.com]	Effect	DHV 1-2		60-80	75-95	90-110	105-130	The successor of Target	
	Titan	DHV 2		65-85	80-100	95-120			
	Project	DHV 2-3			80-100	95-115			
	Carrier	DHV 1-2							
Swing									
Poliglidge Mob: 0428666843 W: 02 66843510 PO Box 1903 Byron Bay NSW 2481 <info@poliglidge.com> [www.poliglidge.com]	Arcus	DHV 1-2		65-85	80-105	95-120	105-140	105-170	Sizes M and L DULV certified
	Mistral 2	DHV 1-2	60-80	70-90	85-110	100-130			
	Astral 3	DHV 2	60-80	70-90	85-105	100-130			
	Cirrus 2	DHV 2-3		60-85	85-110	95-125			
	Stratus 4	Competition		60-85	85-105	95-130			
Fresh Breeze									
Poliglidge	Silex	DHV 2		70-120	90-140	90-150	Special design for paramotors, DULV Certified		
Airwave									
[www.gtl.net.au] Ph: 0409 462 466									Contact GTL for details
FreeX									
<freexoz@snowy.net.au> Ph: 02 6457 6452									See advertisement this issue
Nova									
[www.alpineparagliding.netc.net.au] Ph: 03 5755 1753									Contact Alpine Paragliding for details

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From Walking to Wings

RODNEY LYNN

Reflections of a microlight trike student...

Those three-legged machines with wheels and wings are called trikes. Purists would call them microlights. However, for the initiated and familiar, they are called trikes. They could be called "tremendous fun machines" and the name would still be an apt description. We all tend to settle for the term trike.

My interest in these machines was aroused some years ago when I saw them flying around Perth. However, only last Easter whilst visiting the lighthouse at Byron Bay, I again experienced envy as a ground-kept individual. Suddenly, around the headland, appeared one of those colourful trikes with two people looking down at me. We waved to each other. My thoughts were simple: *"What are you doing up there and why am I down here?"*

This dream had to become a reality.

A search of the internet turned up Mid-coast Microlights, situated at Telegraph Point near Port Macquarie on the NSW coast. I live in Coffs Harbour, two hours drive away.

The telephone rang for Chief Flying Instructor, Mark White.

On the line was a man in his late forties, going to fat and with a bald head, wanting to know about trikes. Mark answered all the questions.

The inevitable invitation to a Trial Instructional Flight was given, and a date and time set. One of life's great adventures and challenges was set to begin.

Driving over the bumpy paddock towards the hangar for the first time, my thoughts were bouncing up and down in my head. The mixed emotions of excitement and apprehension are hard to put into words.

My thoughts were a contradiction of desire to stay and enjoy, and a desire to go home and just be a dreamer. Those brilliantly coloured sails on the microlights parked out the front of the hangar were very attractive. I was here to fly in a microlight, not to keep dreaming about it. So I proceeded up to the hangar, got out of the car, and was soon shaking hands with everyone.

Introductions were simple. Mark White, with his cheeky sanguine grin, soon put me at ease as he showed me the machine and



Mark White ("The Chief") and Rod Lynn ("Bald Eagle")

explained its basic features with an emphasis on the safety aspects. I was particularly taken with the description of the "heart" bolt. Everything hangs from this point. Mark said it could hold up two Holden utilities in weight. I was pleased to have it pointed out to me that everything on the trike has a back-up safety support.

Mark's trike looked fantastic in gleaming red. I definitely was interested.

With basic chit-chat over, it was time to climb aboard and go. This was where the real learning began.

There is a way to get into and a way to get out of a trike. Not only that, how you get into the front and back seats are quite different procedures. Mark is particular about showing how things are to be done. His students soon learn that he knows his stuff and he wants it done right the first time and every time after that.

Pre-flight checks were done and we were taxiing to the end of the runway in preparation for take off. (The trike is a versatile aircraft uniquely adapted for use on short airstrips.) Mark opened the throttle and we began hurtling down the mowed grass of the runway. Then we were airborne, what a feeling!

Through the headphones came my first lesson: *"Relax, the first thing to learn about these aircraft is to relax."*

Time flies when you are having fun, and flying is fun. In what seemed like moments the first half hour was over. We landed. We now changed seating positions. I was in the front

seat. Again we hurtled down the runway. It looks faster from the front seat.

We climbed to 3,000ft. The view was exhilarating. The world was now open to me from an eagle's perspective, as we circled in the heavens. I was really enjoying the experience, when Mark turned off the motor. *"Sounds good with just the sound of the air rushing past, doesn't it?"* came the question through the head phones. Well, I did not know much about what sounded good at the time, I was wondering more about what would happen next!

"We can land these aircraft without any motor, even from up here. Watch and enjoy. All you have to do is put your foot on the brake after we touch the ground, but only if needed."

We landed as if we were touching down on silk. Mark coasted the aircraft up to the hangar door, stopping about three metres from the building. I did not touch the brake. He had me concentrating on being the brake man to keep my mind on something as a mild distraction from any apprehension of an engine out landing on my initial flying experience. The strategy worked.

My conclusion: This guy could really fly these things; and I was keen to try much more. I signed up for my first ten hours of lessons.

Meeting the people at Midcoast Microlights was a great experience. They are very hospitable people and keen to share their expertise and fellowship. They want you to fly well and enjoy it.

PHOTOS: COURTESY RODNEY LYNN



Merrilyn Turner, accounts and hospitality boss; Warren Turner, electronics wizard



Washing off cow exhaust keeps an eye on maintenance needs

Merrilyn is Mark's office manager. She makes you feel welcome and always asks about your latest flying experience. She also makes a welcome cup of coffee when you land. Her husband, Warren, is the electronics wizard. When radios go deaf and dumb, Warren works a miracle with a screwdriver and pliers and gives the radios back the power of speech and hearing. Both Warren and Merrilyn have been taught to fly by Mark.

Mark puts the wind beneath your wings. He has a unique approach. Every student is special to him. He delights in seeing the finished product of a competent pilot leaving his school with a pilot's certificate and a genuine competency to fly the sky.

There is a set curriculum for all student pilots. Safety is paramount. At Midcoast Microlights the rule is to do things the way you are shown and you will be capable and safe.

I have now been in the air under Mark White's instruction for some time. His unwritten May 2002

headphone curriculum is perhaps more effective than anything I have found written down.

On many a night I have nodded off to sleep with the words of Mark's instruction and encouragement resounding in my ears, with similar tones and emphasis to when they have come through the headphones as we have trained for flight. Whether landing at the airstrip near the hangar, on the bush landing strip at Hacks Ferry, or coming in to the comparatively massive Port Macquarie Airport, the headphone lessons are still the same. Here they are:

"Relax."

"Look, Listen, Feel."

*"Your eyes will tell you everything.
Trust your eyes."*

"These things will fly themselves. Just look at the wing. We fly the wing, not the pod. See, we are just hanging under the wing."

"When you are taking off, commit. Once you commit you stay committed — all the way."

When landing:

"Keep the '---' thing straight. You can take off straight, so land straight."

When landing:

"Only correct what you see. Trust your eyes."

"Don't rush the landing."

Break it up into parts."

"Excellent. Well done. You are doing it!

I am just sitting here behind you."

Other memorable teaching methods are the use of the familiar pat on the shoulder and the thumbs up, when you manage a successful manoeuvre, or the piano-playing flutter of his fingers on your arms as a reminder to remember lesson number one — RELAX.

I have stood in the warm morning sun with other students and learned theory from drawings made on a makeshift blackboard painted on the side of an old bus near the hangar. We have walked around garden hoses set out on the ground to illustrate airstrips and circuits. We have walked back and forth across the hangar with a broom in our hands, squatting and rising, looking at the horizon through the doorway to get the "feel" of correcting a descent to land.

We have gained knowledge of engine temperatures for take offs, RPM's for engine heating during descent, angles of attack, washout in the wings, cloud separation height and distance, and rules of the air. All these and more have been imprinted on our minds from discussion and written curriculum.

Even washing off the cow exhaust, which invariably splatters everywhere after a busy time on the bush strip, is part of the learning curve. It helps you touch everything on the trike and keep a lookout for maintenance needs.

With all of these things essential to basic competency, the things that have reflected most in my mind are the words of the headphone curriculum. They are the words of a true artist rather than a mere technician. Flying a trike is an artistic experience.

"Relax. Look, Listen, Feel."

Your eyes will tell you everything!"

I started learning to fly a trike like a kindergarten child starts learning the alphabet sounds. I started at the very beginning; a very good place to start. Eventually, I began to put things together in different ways and the trike began to fly with me as the pilot. The lessons are well learned. The artistry is appreciated.

Flying microlights lets me touch the sky.

I have been taken from walking to wings.

Thank you Midcoast Microlights.



Analysis of the 'Nil Wind' Flare

PETER KESTEL

It can happen and probably has happened to every one of us with one of those 'nil wind' landings.

After a great flight, it's an average set up, an ordinary final leg and then an abysmal flare. Thud crash bang! We then sheepishly carry our wounded wings quickly off, hoping that no one was watching!

This certainly has happened to me and I have a garage full of bent uprights to prove it. (How many glider racks are made from straight downtubes?) Having said that though, I had managed more than 150 landings in my Moyes Max without even touching the base bar on the ground. At the end of last season I even contemplated taking off my base bar wheels, however a good mate said, "*You never know Pete, one day you might need them.*" It was a good thing I took his advice because at the start of this season, you guessed it... I piled in. Not once, but three times in a row! Three landings where there was little or no headwind component. I was doing something wrong or had picked up a bad habit. Being my methodical and analytical self, I

decided to analyse what was going on. The results of this quest for the perfect 'nil wind' flare turned out to be remarkably simple and I thought I would be bold enough to pass them on. However, we will have to wade through some other theory and thoughts before we get to the 'Holy Grail' secret!

Firstly I must make it clear I ain't no instructor. (I had Tove Heaney give this article the once over and she did make a few comments. They are at the end). Also, I ain't no gun. I spend most of my time in the pub after boating around and bombing out! However, I do know how to land a hang glider... (just jinxed myself!).

Early on as a fledgling, flaring for me was always a hit and miss affair, especially or mainly when there was no headwind component. Sound familiar? Eventually I worked it out though, and now I am having to re-work it out. The revelation did not happen overnight. It was a gradual awakening that happened over a few years. Explaining it all gets a little involved so I have divided it into three parts. The first two parts are really 'bread and butter' stuff, included for completeness. It is actually the last part that really gets to the crux.

Part one: The final approach

We all know that a good landing is set up by a good approach. This article is not about how to do approaches. That would be an article in itself. You might use a standard aircraft downwind, crosswind and final, or a simple figure eight method with a few spirals thrown in to impress the cattle. Obviously it is your choice based on all the factors at hand, so safe to assume you can get yourself pointed toward the wind

on final. In addition, what height you end up is also arbitrary. You may be 50ft or 100ft, but from here on in the method should be the same every time. Also at this stage you should get into hang with hands on the uprights.

During a trike licence course with Paul Haynes and Grant Heaney I learnt some valuable tricks which pass onto landing hang gliders. (As an aside, Paul used to be a hangie in a former life, even representing the UK.) Paul taught that after levelling out on to final that we initially focus on a point on the ground ahead. This point of focus was termed the 'initial impact' point and it is found quite simply. In this phase you must pull on speed and fly fast through any potential wind gradient. The extra speed also helps for last second manoeuvring in turbulence. If you were to continue this course without rounding out you would pile in at that point!

Summary: You are on final and in hang.

You have pulled on speed and you are staring at the initial impact point.

Part two: The round out

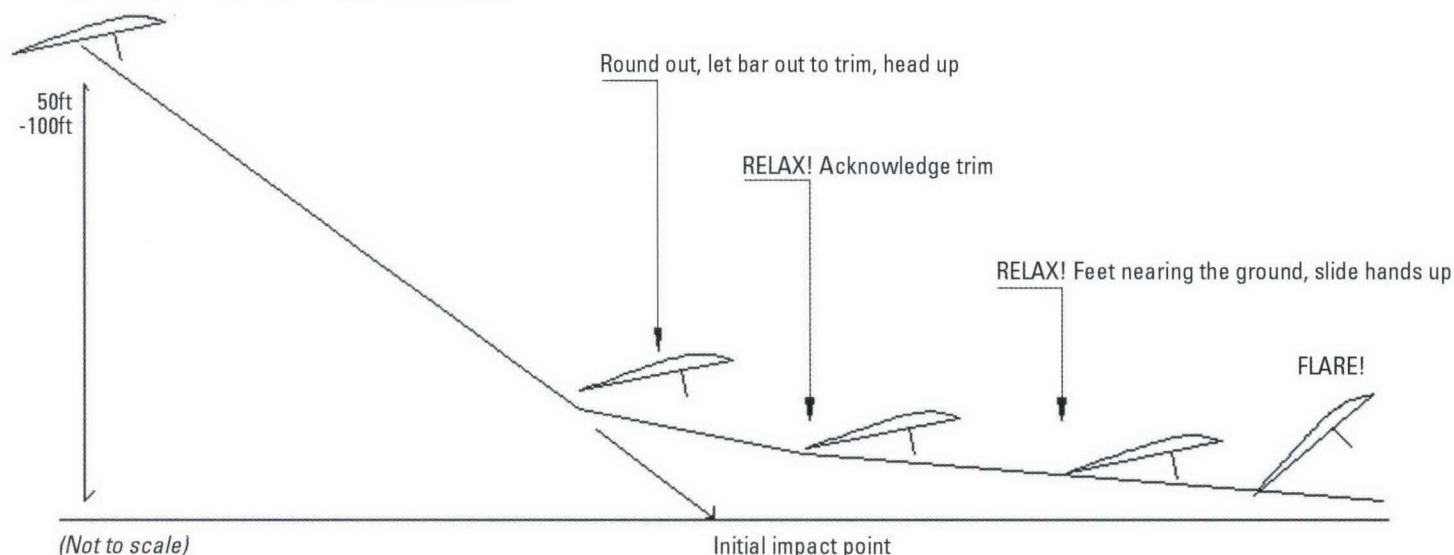
At the point when you think, "*I am about to pile in,*" you let out the bar to trim speed. Also, you must lift your head up and look along the 'runway' at your new course. I understand that in certain conditions you might come down so quickly through the wind gradient you have to flare at the same time as rounding out.

However, remember this article is assuming nil wind.

Summary: You are on final and in hang.

You have pulled on speed and you are staring at the initial impact point. You let the bar

Final approach, extra speed, in hang, hands on uprights



Letters to the Editors



Is it a Bird? Is it a Man?

► Many thanks for including, in the March issue, the excellent article from Nick Collins on the Russian mini-glider design (Is it a bird? Is it a man?).

Borrowed from the April the First issue of Skywings was it? Despite recognising the writer's name, I almost believed some of it.

I used to fly a lot with Nick. It's great to see he hasn't lost his touch. **Stuart Prosser**

Motto: Little Knowledge is Dangerous...

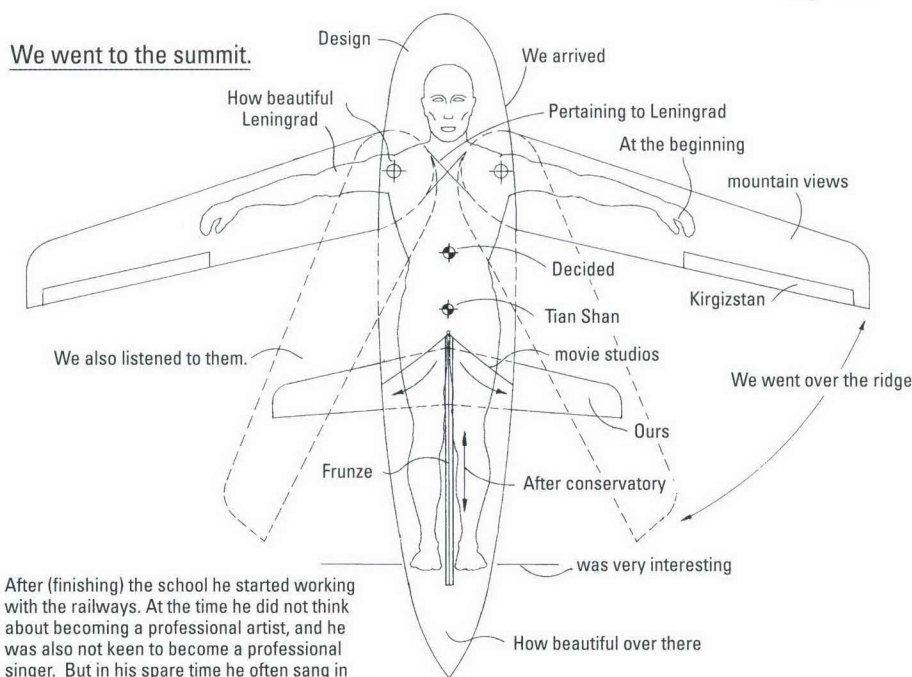
► Some years ago Australian Gliding published an article in which the author proposed a so-called "low sink glider". The glider would be cheap, have lower overall performance, including lower glide ratio (sic!), but would have a very low sink. After reading that article I was tempted to advise the author, that a low sink glider does actually exist (Nimbus 3) and that low sink comes at a hefty price. Eventually I decided against lecturing anyone, believing that freedom of expression will – in a long term – benefit our publication.

Soon after that some other author came up with the revelation that the primary function of wing flaps is to produce drag. That additional drag was supposed to help slow the aircraft down during landing. I felt déjà vu urging me to act, but also on this occasion I remained quiet.

Revelations regarding Bernoulli's law left me speechless. I have been designing all those aircraft for more than 30 years without having proper understanding of the lift. It is a miracle that they still fly! I shared that article with other

Our expedition departed from Leningrad by plane at the end of May.

Kirgizstan



After (finishing) the school he started working with the railways. At the time he did not think about becoming a professional artist, and he was also not keen to become a professional singer. But in his spare time he often sang in the club. He sung Russian country songs, which his comrades listened to with a great pleasure.

Text

aerodynamicists and all they could conclude was, that all their professional life they have been badly mistaken. However even this was not enough to provoke my comment.

This time I really could not resist the temptation to get some facts straight.

I would like to draw your attention to the article "Is it a bird? Is it a man?" in March 2002 edition of Australian Gliding/Skysailor. The diagram published with this article is re-printed below. The subtle difference you will notice is

that now the text in the diagram is translated into English. Read it carefully, read the article again and... draw your own conclusions.

Andrew Grocholski

Morning Glory

► I was rapt to see my Morning Glory article and photos (my first article) in the March issue. Thanks for Richard's help and patience in getting it together.

Alan Blake

out to commence round out. You lift your head up and look along the 'runway'.

Part Three: The Flare

Now we get to the good bit. The secret. The Holy Grail. Okay, so now we are zooming across the ground at maybe 25mph. Everything is going past very fast and to make matters worse a thermal breaks off and you feel yourself accelerate! At this point it is most critical to... RELAX! Yes, you must have at this stage a 'finger tip' feel, the lightest grip possible on the uprights. What happened to me at this stage was I tensed up, and without realising it started pushing out on the bar. Yes, the glider slowed a little, however at the same time my body moved back. When I went to flare, I was too far back and couldn't get the reach. The glider mushed onto the ground even though I had my arms at full extension. There was not enough energy left in the glider to stand me up, and I was still moving quite fast. Ouch!

Getting back to the perfect flare. You still have that feather light grip on the downtubes.

It is now easy for you to acknowledge when your glider is flying at trim speed. This is most important for reasons given later. Across the ground you go, sometimes for quite a way slowing down to trim speed, relaxed and confident! Also at this point you must make a mental note that an almighty full flare is required, as good as you can give! Slide your hands up the downtubes and get ready. RELAX! At this point your feet should start to scrape the ground (*see Tove's note). When it feels that you need to push out to maintain your height it is time to give it the big heave ho.

Remember that since you have already acknowledged that you have been flying at trim you won't end up high and dry. It may be your glider flies too fast at trim and you might have to slow it a little, alternatively some advanced gliders require a little more speed past trim, however the point is that trim is always your reference point to commence the next bit.

Summary: You are on final and in hang. You have pulled on speed and you are focusing on the initial impact point. You let the bar out to

commence round out. You lift your head up and look along the 'runway'. Think ahead... "big flare required!" You have the lightest possible grip on the uprights. You acknowledge trim speed (plus or minus a tad depending on your glider) and hold this for as long as it takes. Look ahead and RELAX! Slide your arms up. When your feet are just skimming the ground and you feel you have to push out to maintain height... give it to me baby! All things being equal, your glider should stand up straight and come to a complete stop. At the same time you will rotate forward and your feet will gently kiss the ground!



PS: Thank the Sky God every now and then.

**Tove's comment: The only comment I have is that I think having your feet touch the ground during bleed off is too low. When landing conditions look very difficult I bleed off higher than normal. In light tailwind the glider will not climb when you flare full, and you need that extra height above the ground to get your legs running!*

A Day Out with Friends

JOHN CHAPMAN

It started in Canberra, when the wind on Sunday went west very early and unexpectedly after the morning easterly. We were expecting northerlies and Pig Hill to come on again like Saturday – but no go. “Where are we going with a westerly?” “How about Carrolls?”

Plenty of airspace (unlike most Canberra sites) and not too far away. “Okay.”

So off we go, Michael, Debbie, Peter, Pina and myself (and two cars and three dogs). A couple of other pilots said no thanks because they thought it would blow out, but like many paraglider pilots we were optimists and we knew the only way to fly is to be on a launch – somewhere.

We got as far as Hall on the Federal Highway when Spring weather station started calling gusts to 28mph – well, maybe it will get windy, let's have a coffee and wait a bit and see. So the next hour was spent sitting and drinking coffee, saying things like “why didn't we bring the hangies...” and talking the usual “ah yes, but I remember when...”

Meanwhile lunchtime had arrived and the wind strength at Spring hadn't increased much, so we decided to drive around to Carrolls to have a look. Carrolls is outside the Canberra valley and on the other side of Burrinjuck dam, past Yass. It's not a very steep slope so you need a bit of wind to stay up, but it's given us some good flights before.

When we got there the cycles were strong, but

not too threatening. Debbie did have her hang glider so decided to set that up. Michael and I were on punters so we spent a while measuring the cycles and feeling the breeze. The strong gusts at the start of a cycle were predictable and not too long, then there was a sustained, steady thermal followed by a lull. Okay, we'll do it.

We both launched in light winds but picked a poor cycle. Five minutes later we were 400ft lower, at the bottom of the hill packing up. It was time to test one of my current theories, that my re-flies are more successful – back to the top (don't you love paragliders?).

By 3:30pm I had launched again and for ten minutes thought I was going to repeat the performance. I scratched below launch, hanging on close to the hill. Michael joined me, so I figured there must be a cycle going through launch and worked that way. The wind was a bit off to the south so I let myself drift into the right hand corner and up onto the ridge. It was pretty rough down low and I could see the trees thrashing about 200ft below me... but if I could just get the climb started I'd be out of there.

Slowly the thermal got organised and so did we; a thousand feet up and Michael and I were turning together. The climb still wasn't easy, with lots of searching for the lost core, but it kept coming back and we averaged 400ft/min up.

At about 2,000ft above and behind the ridge we lost it and started looking further back. Burrinjuck dam was nearly empty so there was no danger of a water landing near the caravan park, but I was low again and just working ridges as I moved closer to the park. I let our retrieve know where we'd likely be found.

Michael managed to keep more height than me and he was working some paddocks at about 1,000ft agl, but I was just ridge hopping 100ft off the ground in broken thermals trying to make the big hill on the other side of the dam.

Before I got there the bits of lift got organised again into something like a thermal. Michael's lift joined mine and we started going up, for real this time, with up to 800ft/min. Round and round – and round again. No clouds to help locate the lift, so lots of concentrating in order not to lose it.

At 8,000ft amsl I set off downwind. There was a dirt road in that general direction, so I gave the drivers directions and settled back to enjoy the view. I ate a muesli bar and took some photos (I wanted to remember this one) and headed for Yass. The day was hot so all those rooves should be cooking, I thought. The theory worked and soon I was up to the top again. Michael took a more southerly route and I lost him below the horizon (he flew about 30km and hitched home). Debbie had got a climb while we were getting back up the hill but then her radio went out, so for the moment I didn't know where she was. That left me with the full attention of two retrieve drivers. I decided to try and make the most of it.

The Hume Highway was almost exactly on my course and I never lost more than about 3,000ft before finding the next lift. My GPS registered about 60km/h groundspeed on the glides, and after about an hour I hit the 30km mark.

It was now about 5pm and I remembered Godfrey's words from “Speed to fly” – I slowed down and took any lift I found. I spent a lot of time in 100-200ft/min up, but sometimes found better. Still no clouds to help, although I could see some far ahead. My Vertex was behaving itself today – so far it had stayed over my head with none of those endearing DHV2-3 qualities of having half the canopy suddenly head in a different direction.

This was fun. I was approaching Gunning at the 60km mark and still finding lift. Here I worked north of the road over the old Hume Highway as it goes through hills. I got my first climb under a cloud and it seemed colder. I also got my first bit of dolphin flying – as I left the cloud I was still going up and this continued as I used the bar for several kilometres.

My trusty Vertex
with another friend
Photo: John Chapman



Looking back at Burrinjuck dam. Carrolls is the ridge with trees, middle upper right
Photo: Debbie Maher

I could see Goulburn in the distance and I had almost 75km on the clock. At this point Debbie came on the radio: she was on the ground at 65km next to the highway and sounded happy.

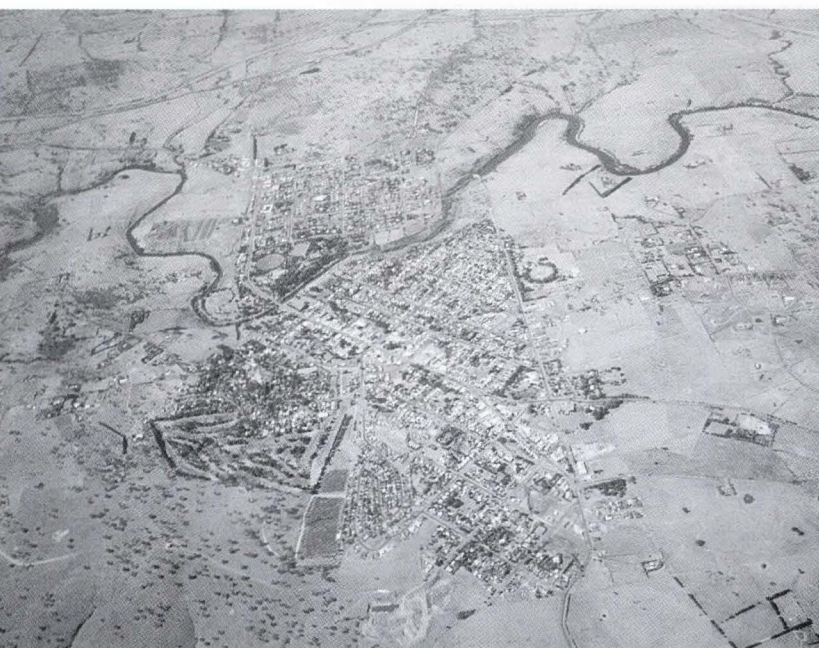
As I approached the Federal Highway junction I crossed the Hume again and worked to the south as there are dry lake beds in the Lake George system which are an agreeable dark colour. The thermals were now lighter but I still got a climb. I was at about 4,000ft amsl (just below 2,000ft agl) and for the first time since Burrinjuck thought about a landing site. But there was a good ridge in front of me and if I could reach it there should be lift. The hot air from the dry lakes was moving so I went with it, climbed in it, and made the crossing. It was



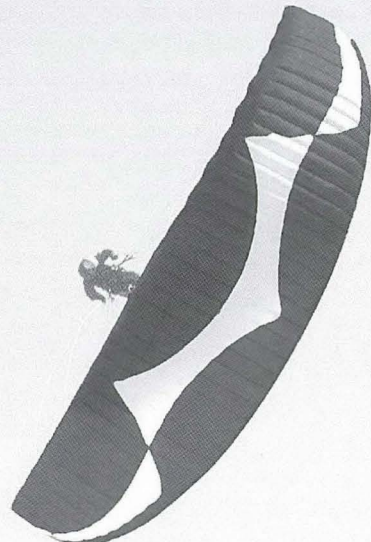
6:45pm by this time and the day was dying. I crossed the ridge towards the Tarago road and was on final glide. As I crossed the ridge I noticed a small burnt patch of forest and remembered this was the site of a Cessna crash a few months ago. A sobering thought.

I watched 90km tick up on the GPS and tried to get as close to the road as possible. With a slow turn into wind I touched down at 7:05pm for a 90.6km flight. I was within 100m of the road and my car arrived 10 minutes later – don't you love it when a plan comes together! My third season on a paraglider and a personal best. Yahoo!




Yass town cooking in the sun
Photo: Debbie Maher



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GFA Development Officer's Report

TERRY CUBLEY

The Family Friendly Club

Most photographs of gliding clubs show a number of males standing around a dusty and wind swept airfield. When you ask how their family members feel about visiting the club, the response can be fairly negative. Many family members do not get any enjoyment from participating with their partners or parents in our sport. The conditions are not pleasant and they have little involvement in what is going on.

There are clubs however where there is a significant involvement of family members in the day-to-day activities of the club.

So what is the advantage of a club having a 'family friendly atmosphere'? As mentioned in a previous article, people make choices on how they spend their free time and use their available funds. If their partner or other family members get no value from the sport, then there are additional pressures on the potential or new member (even older members) to spend their dollars and hours on a pastime which is not so selfish and where the family can feel valued.

When visitors arrive at the airfield, many of them will bring some of the family members with them. If the image is as described above the potential member may not even get to the part where they can make the decision to keep going with the sport. This is not a case of the family applying direct pressure, often the potential members will make this decision themselves – they do want their family to get involved with what they do.

It's not a Swimming Pool

When talking with members about how they can encourage more family participation, the conversation usually focuses on swimming pools and flash clubhouses.

When I have visited clubs that do have a good family friendly environment I rarely find a swimming pool present (although it is nice when there is, it is not a critical issue). There is usually some form of clubhouse where people can escape the heat and the flies, but this may just be a section of the hanger.

What is obvious at these clubs is the attitude that families are important to the club's health. This attitude is shown through a number of actions:

- A critical mass of family members is present – wives, husbands, children
- Family members are involved in club activities
- Their involvement in 'non-traditional' roles
- Increased social interaction
- Lack of bossing around
- Reasonable facilities at the launch and some form of clubhouse facility

The critical mass is important. There is nothing worse than being the only non-pilot at the club, the only female, the only person under 20 years old, etc. When you have a few people who can relate to one another, and get involved together in some club activity then there is an increased connection to the club and the visit.

In clubs that are a reasonable distance from a major city or regional capital, people need to travel a reasonable distance to participate, usually having to go for the whole weekend. In this circumstance the family members are more likely to attend and it is more important that they are supported in their involvement.

In clubs where distance is not an issue, the tendency appears to be a number of regular 'special events'. This may coincide with committee meetings and an evening dinner, it may be special activities away from the club itself, it could be regular social events at the club.

Many clubs have trips away over long weekends where families are encouraged and supported. For example, in South Australia many clubs travel to the Flinder's Ranges for a club camp over a period of days, Victorian clubs appear to head to the mountains in north-east Victoria or southern New South Wales, the Western Australia clubs head to the Stirling Ranges.

The social interaction in these examples is critical. The families are not as excited as their pilot by the sheer joy of flying, they get their enjoyment from involvement in the social activities.

Sitting around an airfield all day can be fairly boring. The clubs with a good family focus tend to involve family members in club day-to-day activities. This ranges from operating the winch, driving retrieve vehicles (I know that I learned to drive a car on the airfield as a young pilot), manning the radio, keeping the cross-country log, etc. As a hint, I suggest that you try to avoid the 'traditional roles' of cooking the lunch, cleaning the clubhouse, and filling in the flight log.

Families, as a rule, tend to react fairly negatively to any military style 'bossing around' on the airfield. Remember that they are there on their days off, having fun. This can quickly drive family involvement away.

The facilities at the airfield are relatively important for our family-focused clubs. This will usually involve having some shade and comfort at the launch area. This may simply be a shade in front of the pie-cart, some carefully placed trees, or shade pavilions such as is provided at Gawler airfield in SA (Adelaide Soaring Club). It will include some seating at the launch point and, if you are really special, will have full toilet facilities such as is found at the Gliding Club of Victoria at Benalla.

Are you Family-focused?

Let me know about the most family-focused clubs in Australia. Send me some details and hopefully some photos to back up your claims. The rumour is that the Cudgegong club in NSW is a leader in this area, let's see if they can back this up with some details. Send details to cubley@netconnect.com.au.

Club Activities

I have visited a number of clubs recently and have had some letters/emails from some others. One major difference appears to be the method of launching and the impact that this has on membership. I have not witnessed many self-launching sites as yet so will not comment on this method of launching.

Winch or Aerotow?

All clubs that I have visited are keen to express the benefit of the type of launch method that they use. I have been trying to determine which type gives the best value for the member and for the club. The decision-making on this seems to revolve around cost, ease of use, safety, member involvement.

Cost? A winch launch seems to cost approximately \$6 to \$8, typically for 1,000 to 1,400ft (they always tell me about the 3,000ft launches but these are not so common). Aerotow seems to vary from just under \$3 per minute through to almost \$4 per minute. A typical 2,000ft launch seems to take five to seven minutes (again, they tell me about the three minute launch, but you also see the odd eight minute launch at times). This makes the launch typically cost about \$18 to \$20.

A number of clubs also discuss the capital cost of the towplane and the major costs when engines need replacing, airframes rebuilding and 100 hourlies. Accounting for this seems to explain some of the high costs charged by some clubs for their tows. Two clubs did explain how their initial move to aerotow almost sent them broke.

For flying circuits, the winch seems to be best value. But if you consider that a winch flight with no lift is probably a five to seven minute flight whilst an aerotow flight is probably closer to 20 minutes, one hour's flying seems to be a similar price using both techniques.

Ease of use. I have seen a very safe and effective operation with three to four people operating by winch, and two to three people operating by aerotow. It is suggested that there are probably more pilots in the club who can drive the winch compared to the number of tow pilots in an aerotow club. This probably explains why smaller clubs tend to use winch as they are less susceptible to the absence of one or two critical members. Cost is also an important issue for them.

In terms of the operation, an aerotow operation seems to be less demanding on individuals – there are simply fewer tasks to be done. Hence at an aerotow club you get people less involved on a continual basis. This has a real advantage for them, in terms of workload. The winch clubs claim that the activity required gets everyone involved in the operation and therefore engenders a greater club spirit. This is certainly obvious when walking onto a winch airfield – a lot of people actively involved in their sport. Visitors are also encouraged to get involved.

Safety. I'll leave it to the operations' people to tell us the factual data on which launch type is the safest. The greatest danger with the winch launch appears to be the likelihood of a cable break. Having had many cable breaks in my life, I don't necessarily agree with this view.

There are safety issues with all launch types and my observation is that all clubs seem to be operating very safely and professionally, irrespective of launch method.

One impact that cable breaks have for winch sites is that they can make it a fairly ineffective operation. Continual cable breaks result in less flying and a lot of work in the heat and flies. This tends to be determined by some critical decisions of the club's committee. Not replacing a worn cable early enough, or not taking the effort to inspect and repair the cable before launching commences, can result in lots of breaks. If your club is having lots of cable breaks then you should have a close look at some of your decision-making. This problem has great potential to drive members away, and also impacts on your income.

Getting rid of the cable breaks makes winch launching a very efficient and cost effective launch method.

Rope winches? I had the joy of flying at South Gippsland Gliding Club at Leongatha in Eastern Victoria. A beautiful area to fly and they were the first club to introduce the use of rope instead of wire on their winch. It was a very smooth launch, you really notice the lack of jarring caused by knots in the wire in a normal winch launch. It has the added advantage that with the club operating on an airfield being used for crop dusting training, if they do get a cable break the rope simply drops on the ground and is out of the way – no coils of wire, no drogue chute. The strip is a grass strip with a bitumen and gravel runway. Wear does not appear to be a major issue. You should talk to these guys I interested in more information.

No drogue chutes I also flew at the Adelaide Uni club's site at Lochiel. They use a braided cable and again do not use a drogue chute. This time because they have power lines on the edge of the strip and the local townsfolk get a little peeved if they drop a cable over the wires and black out the town.

This club really has the welcome mat out to visitors. They have a large number of relatively inexperienced members but these are quickly

brought into the culture of the club and are just as keen to welcome new people to their site and show them around. I'll provide more details on this club in a later article.

Nominations Sought for GFA Awards

Nominations are requested for the following awards:

- Outstanding service to gliding
- Bob Muller Memorial Award: For the most outstanding contribution to the promotion or publicity of gliding in the past year.
- W.P. Iggulden Award – For outstanding service to gliding – administration.
- The Ryan Award – For outstanding service to gliding – airworthiness.
- The Hoinville Award – For outstanding service to gliding – operations.
- The Wally Wallington Award – For outstanding service to gliding – sporting.

Nominations can be made by any GFA member and forwarded to your State association by no later than 30 June 2002 for initial selection. State Association contact details can be found at [www.gfa.org.au/regions.htm].

Each State association will shortlist the nominations they have received and forward these to the GFA Awards Convenor together with a summary of the nominees' achievements.

Final selection for each award is made by the GFA executive.

The awards will be presented at the GFA Annual Council Meeting in September this year.

It is not uncommon for an award not to be presented, if there are no suitable nominations in any year.

Details and past winners of each award will be published on the GFA web over the coming weeks. – Peter Robinson, GFA Awards Convenor, email <robinsonp@onesteel.com> or phone 08 8645 3794 (home).

Best Flights

The GFA Trophies' Officer is calling for applications for recognition of the best flights in each of three categories. Previously the eligibility period was the calendar year, but that has been changed to the May-April soaring season. In the process of change the current call is for the past 16 months – 1 January 2001 to 30 April 2002.

The trophies are:

- The Martin Warner Trophy – For the greatest height gain achieved.
- The Wally Woods Trophy – For the greatest outright distance achieved.
- The Bob Irvine Trophy – For distance after the application of the appropriate handicap factor.

If you made an outstanding flight which you believe satisfies any of these descriptions you are invited to send details to the trophies' officer. The normal verification requirements apply, Official Observer etc. If you have already submitted an entry to the Decentralised Competition Event and have satisfied the DCC convenor's

GFA Advert: Position Vacant

GFA AIRFIELDS & AIRSPACE OFFICER

Role: to provide a co-ordinating and consolidating function for all airfields and airspace matters of relevance to GFA

Scope: Australia

Reporting to: GFA Executive

Responsibilities:

- To liaise with and co-ordinate the functions of the GFA Regional Airspace Officers
- To endeavour to ensure consistency of approach in the GFA Regions
- To maintain a close working relationship with the GFA representative to ASAC on relevant matters.
- To report and make necessary recommendations to the GFA Executive
- To represent GFA as required

Qualifications:

- Experience and understanding of the operation of airfields and airspace
- Knowledge of the processes utilised by various bodies to manage and regulate airfields and airspace
- Knowledge of GFA needs in this area
- Ability to interface with relevant specialists, experts, and others, both within GFA and external
- Ability to prepare reports and recommendations as necessary.

Position: This is a GFA Council appointed voluntary position. Costs incurred will be paid within GFA guidelines.

For further information on the above position, please contact Daryl Connell on: 02 4284 3338, mobile: 0418 207 107 or email address: <connells@cyberelectric.net.au>

requirements, that verification will suffice since the trophies' officer and the DCC convenor will confer, but application to the trophies' officer is still necessary.

Please note that an entry for the DCE will NOT automatically be considered for the annual awards which must be claimed separately. The trophies' officer cannot read your mind; he has no way of knowing that you did a better flight than someone else unless you claim it! Neither should you assume that someone else whom you know made a better flight than yours is submitting a claim – so 'Go For It!'

Entries should be sent to the GFA Trophies' Officer, Fred J Foord, 18 Fremantle Road, Port Noarlunga South 5167 or by email to <fjfoord@senet.com.au> before the closing date, 31 May 2002.



GFA Badges & Certificates



FAI Report March 2002

A Certificate

PLESSER Gil	10645	Byron Bay
NOBBS Christopher	10646	NSW AIR TC
BLACKBURN Claudia	10647	Narrogin
McLARON David	10648	Lake Keepit
TANKARD Lewis Arthur	10652	GCV
BURKE Patrick Thomas	10654	Lake Keepit
EDKINS Peter John	10656	Bathurst
GLENNON Neil	10659	Lake Keepit

B Certificate

PEARSON Jonathon J K	10600	Beverley
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A and B Certificate

KELLY Michael Patrick	10655	Adelaide
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C Certificate

VITAGLIANO Anthony	10577	Gympie
PLANT Matthew James	10616	Beverley

A, B and C Certificate

ALDRIDGE Michael	10644	VMFG
JOHNSTON Timothy J	10649	Darling Downs
NOVAK Eric	10650	Concordia
RIX John Eric	10651	Caboolture
BART Paul	10653	DDSC
SZABO Stuart	10657	Mount Beauty
RANFTL Erny Lothar	10658	Concordia
BUTLER Robert Thomas	10660	Kingaroy

Silver C

THOMPSON Denis Alan	4405	Lake Keepit
SPENCER Derek James	4406	Adelaide Uni
WOOLLEY Michael S	4407	Central Coast
PAGE Peter James	4408	Whyalla
YOUNGMANN Milan	4409	Goulburn
JONES Peter	4410	Caboolture
JOHNSTON Timothy J	4411	Darling Downs
NOVAK Eric	4412	Concordia
MOUNTFORD To Roger	4413	NSW AIR TC
JACKSON Paul Martin	4414	Concordia
TURE Deniz	4415	GCV
GERUS Gerry Brian	4416	Lake Keepit
SZABO Stuart	4417	Mount Beauty
RANFTL Erny Lothar	4418	Concordia
GRIFFITHS David John	4419	Beverley
ROLFE Brian William	4420	Darling Downs

Gold C

JONES Peter	1551	Caboolture
JOWLETT Andrew Charles	1552	Lake Keepit

Diamond Goal

ANDERSON Jay	Southern Cross
JONES Peter	Caboolture
JOWLETT Andrew Charles	Lake Keepit
TURE Deniz	GCV

Diamond Height

JOWLETT Andrew Charles	Lake Keepit
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Diamond C

MADDOCKS Michael R	201	Boonah
HEIN Klaus Peter	202	Bathurst
JOWLETT Andrew Charles	203	Lake Keepit

600km Distance

KINSLEY Leslie Paul John	82	Canberra
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750km Distance

CLAFFEY Kerrie Ann	102	Orana
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1000km Distance

REPTON Andrew	27	GCWA
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Claims for all badges and certificates to:

FAI Certificates Officer
Beryl Hartley

PO Box 275, Narromine NSW 2821
Ph: 02 6889 2733 (w), 02 6889 1250 (h)
Fax: 02 6889 2933

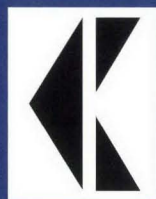
Email <hartley@avionics.com.au>

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903
Ph: 02 6231 4121

email <poboxw48@dynamite.com.au>



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GFA Soaring Calendar

Submission for 1st Round

of the AGM/ACM Papers

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QLD Teams Challenge

22-27 September 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>



GFA Advert: Call for GFA Flying Awards

The GFA Trophies Officer is calling for applications for recognition of the best flights in each of three categories. Previously the eligibility period was the calendar year, but that is being changed to the May-April soaring season. In the process of change the current call is for the past 16 months
– 1 January 2001 to 30 April 2002.

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Please note that an entry for the DCE will NOT automatically be considered for the Annual Awards which must be claimed separately. The T.O. cannot read your mind; he has no way of knowing that you did a better flight than someone else unless you claim it! Neither should you assume that someone else whom you know made a better flight than yours is submitting a claim – so 'Go For It!'

Entries to: The GFA Trophies Officer, Mr Fred J. Foord, 18 Fremantle Road, Port Noarlunga South SA 5167 or by email to <fjpfoord@senet.com.au> before the closing date, 31 May 2002.

Fred Foord, GFA Trophies Officer

Final Glide – 'Dickie' Bird



Members of the Southern Cross Gliding Club at Camden are mourning the loss of their good friend and fellow pilot, 'Dickie' Bird, who passed away in March.

'Dickie' commenced flying at an Air Training Corp gliding school in Britain on 1 September 1946. He ceased flying after 11 years, but took up the sport again in Australia in 1979.

During his 23 years of flying in this country 'Dickie' obtained a huge string of credits, including cross-country and height gain badges, instructor's ratings and competition flying, which took his total flying hours to 1,032 hours and 27 minutes in 2,259 landings.

Paying tribute to 'Dickie', fellow Southern Cross instructor and long-time friend, Ken McCracken, said that apart from flying, he gave much of his time to the club as a lecturer, an examiner and committee member.

"'Dickie' was a good man, a person of high self-esteem, unruffled, and intent on service to his fellow man."

"He was unique, and has left behind an impressive legacy," Ken said.

'Dickie's' wife Nora, family and friends gathered at Camden airfield on Saturday, 23 March to farewell 'Dickie' on his last flight, number 2,260, at which his ashes were scattered over the airfield by his son Graham from a glider piloted by Ken McCracken.

To quote Ken – *"this was Dickie's last solo, out of the life he has known and as we know it. It is not an out and return, it is one way, into the next world. We hope and pray that we will be blessed with his company when it becomes our turn."*



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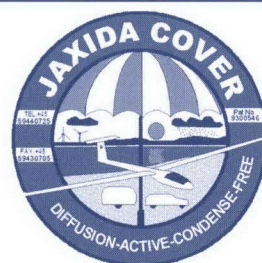
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HGFA General Manager's Report

By the time you get this magazine, we will have had both the HGFA Management Board and Competitions Committee meetings in Sydney. Among many other items, a competition calendar for next season will be determined. The minutes of these meetings (and the comps calendar) are available on the HGFA web site at [www.hgfa.asn.au].

Insurance

The good news on insurance is that TBI have agreed to renew our policy on the same terms as last year (read: no price increase!). Thankfully this enables us to afford insurance for another year, and continue to offer very reasonably priced insurance to our instructors. Clubs can gain an updated copy of the certificate of currency from the Tumut office to enable club incorporation renewal. I encourage all of you to continue to fly safely; without your assistance in doing so we will not be able to sustain ongoing cover. As is always the way with insurance, we must have it – then hope not to need to use it. Hopefully between now and this time next year there will be some reform on the insurance

scene, as is currently being touted by the politicians – though I confess that I struggle to have too much faith in polities.

Airport Operations

I have recently received a complaint regarding a hang glider operating in the vicinity of an airport. I remind pilots that when operating near an airport, we are obliged to either comply with, or avoid, the circuit area. If towing operations are being carried out at an airport it is mandatory to monitor the CTAF VHF frequency on an airband radio to enable other airport users to be alerted to the presence of gliders. Additionally, where an airport is used by an RPT (regular passenger transport aircraft), carriage and use of VHF airband radio is mandatory for all aircraft within eight kilometres of the aerodrome (as per our Ops Manual Section 6.5.10). This applies to all RPT serviced aerodromes, whether flying from the airport or flying cross-country.

Air Operators Certificates

In last year's annual report to members (November Skysailor) I mentioned a CASA proposal to require each of our instructors to gain an Air Operator Certificate (AOC) adapted to apply to sport aviation. News on this matter

is that CASA have recently agreed with the original Australian Sport Aviation Confederation (ASAC) proposal to change the Civil Aviation Regulations to exempt our operators from this requirement. Given that we already have appropriate procedures in place for pilot training, the AOC system for our instructors would have merely been a duplication. Unfortunately prior to CASA's agreement to amend the regulations, considerable time and effort was spent on the AOC proposal, by both CASA and ASAC representatives – myself included.

Accident Reports

Only one accident report has been received in the past month, from the Newcastle club:

Pilot: Intermediate hang glider pilot
Experience: 200+ hours over 27 years
Glider: Moyes Mission
Harness: Front entry Moyes about 10 years old (not sure of model)
Pilot Injury: Skin off knuckles
Glider Damage: Damaged left outer leading edge and sail abrasion
Location: Newcastle coastal site – Strezelecki
Conditions: Moderate east-south-east

Pilot's description:

After ridge soaring for some time with three other gliders pilot attempted top landing at 'the Monument'. After three intended fly throughs pilot attempted landing but was a bit too high and decided to fly through close to the ground. Left wing was affected by rotor from the sheer cliff and stalled; turning glider left into cliff face about 6 metres below top.

Cliff was near vertical with a small ledge where glider stabilised partly held up by the wind.

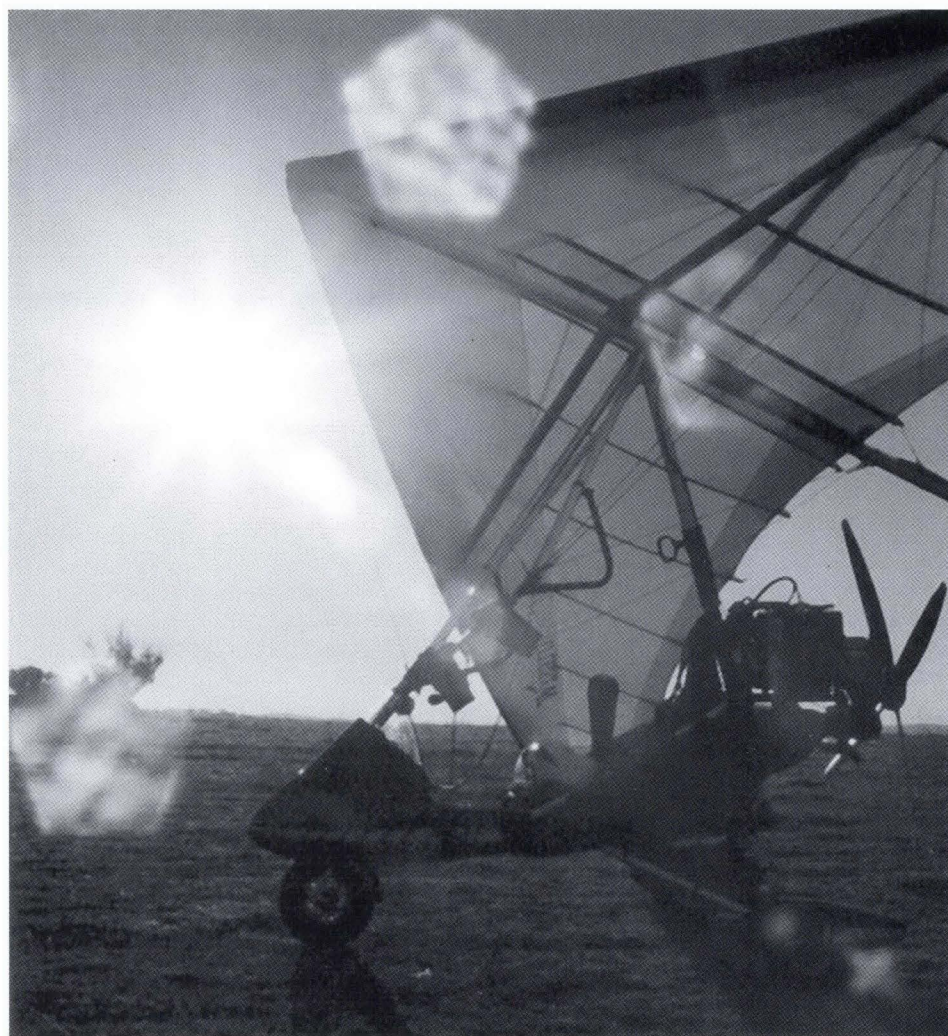
Pilot was rescued by emergency services and glider was then pulled up cliff suffering further damage.

Pilot wishes to thank all emergency services and Newcastle Hang Gliding club members who assisted in rescue and recovery of glider.

SSO observation:

This take-off is considered advanced as the take-off point is about 10 metres south of the sheer cliff. A normal landing or take off is in relatively smooth air, but a fly through after aborted landing can put you in rotor, so it would have been better to pull bar in earlier and use feet to slow glider while landing if a bit high. Quick thinking is essential here. Conditions change rapidly when wind goes from south-east to east. Talk to experienced pilot before attempting take off or landing at this site.

**Fly safely,
 Craig Worth**



HGFA Events Calendar

Australia

WA Hill Flyers Winter & Spring Fly-ins – June 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> and <skysailing@yahoo.com>, or contact Dave, Rick or Mark at the Hill Flyers Club, <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> and <skysailing@yahoo.com>, or contact Dave, Rick or Mark at the Hill Flyers Club, <hillflyers@hotmail.com>.

Queensland State Comps 2002 28 September – 6 October 2002

Held at DDSC Jondaryan. Practice day: Saturday 28 September, comp days: 29 September – 5 October. Final dinner: Saturday 5 October. Ph: Libby Matuszczak 07 4634 4879 (h), or email <libbymat@optusnet.com.au>.

St Bernards Canungra Classic 28 September – 5 October 2002

Canungra, QLD. Registration: Friday 27th, entry fee: \$120 (\$150 if paid after 31 August) + \$40 site fees. GPS mandatory. Intermediate with inland experience. Cheques/money order to Rod Stead, 9 Griffith St, North Tamborine 4272. This year you can pay by Visa/EFTPOS; ring Vicki at St Bernards, they are kindly letting us use their payment facilities. Entry inquiries to Rod on 0428 132215, 07 55450969 or <canungrahg@mac.com>. To register visit [www.triptera.com.au/canungra] and follow the links. Last year's great accommodation and meal deals available; call Vicki on 07 55451177 to book and obtain prices or visit their web site at [www.stbernardshotel.com.au].

Overseas

Altai Region Paragliding 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>.

Hadong Paragliding Open 2002 18 May 2002

Hadong, Korea. This is a new PG XC competition in Korea. A 1,900m high mountain and beautiful river/sea welcome you. You can enjoy plenty of 2-5m/sec mild thermals. Total prize money US\$13,000 will be distributed to top 10 in general and also to top three female pilots. Email: <egyosu@dreamwiz.com> for information.

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>.

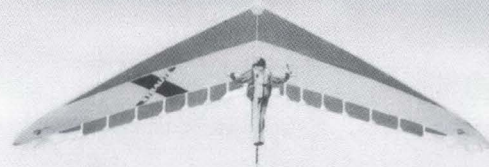
PG Youth Cup "The Cup Of Siberia" July-August 2002

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 Paragliding 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.



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Ted Remeika 'over the top' at Spion, VIC
Photo: Jenni Cuthbertson



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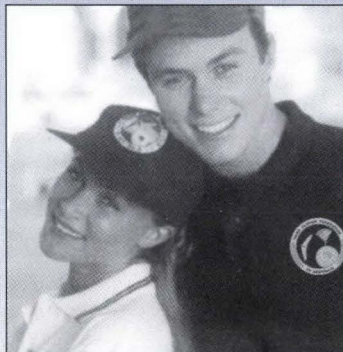
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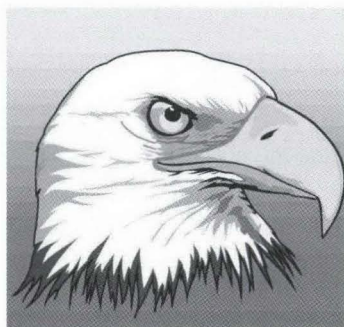
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HGFA Addresses



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



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

Hang Gliding Federation of Australia

HGFA Office Manager: **Margaret Crane**
Administration: **Colleen Lacrosse**
& **Karina Thatcher**
PO Box 558, Tumut NSW 2720,
ph: 02 69472888, fax: 02 69474328,
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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

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

States & Regions

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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, <rickandalea@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

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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@smarthat.com.au>; SSO: Rob Van Der Klooster 03 52223019 (h). Site weatherboxes: Three Sisters 0409 864 700, Buckland Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

Clubs

NEW SOUTH WALES

Blue Mountains Hang Gliding Club Inc

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

Byron Bay Hang Gliding Club Inc

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Chairperson: Andrew Polidano 0428 666843, 02 66843510, <info@poliglide.com>; V-Pres: Brett Cook 02 66876907; Sec: Brian Rushton 0427 615950, <byronair@optusnet.com>; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Brian Rushton 0427 615950, (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, <rymicalago@netspeed.com.au>; V-Pres: Nigel Hack 02 64576452, <freexoz@snowy.net.au>; Sec: Charles Palmer 02 62925664, <palmerc@charlespalmer.net>; SSO: Heinz Gloor 02 64567171.

Manilla SkySailors Club Inc

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

Mid North Coast Hang Gliding Association

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

Newcastle Hang Gliding Club

PO Box 64 Broadmeadow NSW 2292;

Pres: Mick Hurley <fly176@hotmail.com>, 02 49432903; Sec: Adam Donaldson <adnsic@rivernet.com.au>, 02 49472466; Trs: Brad Cootes <hugest@bigpond.com>, 02 49521428; SSO: Inland - Al Giles 02 49430674 & John O'Donohue 02 49549084, Coastal - Scott Alder 02 49514581 & Jason Turner 0491 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 686232, Steve Pick (PG) 02 42943072.

Sydney Paragliding Club

PO Box 225, Helensburgh NSW 2508, [www.sydneyparaglidingclub.com/], <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, <creyes@ledanet.com.au>; Sec: Lance Keough 07 40912117, 31 Holm St, Atherton QLD 4883; Trs: Nev Akers 07 40532586, <nevjoy@ozemail.com.au>

Canungra Hang Gliding Club Inc

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

Central Queensland Skyriders Inc

915 Yepoon Rd, Iron Pt 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, <prbarry@tpg.com.au>

Conondale Cross-Country Flyers Inc

Pres: Peter Buch 07 54949579, <buchy9@bigpond.com>; Vice-Pres/SSO (PG) & Local Flying Contact: Graham Sutherland 07 54935882, <grahamsu@mail.cth.com.au>; Sec: Sue Buch, 343 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 07 39017401, 0417 766356, <texdoc@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 [vhpa.org.au/dyna].

Melbourne Hang Gliding Club Inc

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

North East Victoria Hang Gliding Club Inc

[www.home.aone.net.au/gilbert/nevhc.htm] Pres: Horst Wimmer 03 57501075; Sec: Garrit Verway 03 57551074; Trs: John Coulton 0427 300656; SSO: Karl Texler 03 57501733. Meetings: 1st Thu/month, Alpine Hotel, Bright.

Sky High Paragliding Club

<skyhigh@vhpa.org.au>; Pres: Geoff Guest <gguest@fox.net.au>; V-Pres: John Styles <jdstyles@hotmail.com>; Sec: Zoltan Toth <fishhead@netspace.net.au>; Trs: Barbara Scott <bscott@iprimus.com.au>; Committee Members: Hakim 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, Beauport.

WESTERN AUSTRALIA

Albany Hang Gliding Club

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

Cloudbase Paragliding Club Inc

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

Hill Flyers Club WA

Pres/SSO: Rick Williams 08 92943962, 0427 057961, <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

<wshgc@hotmail.com>, PO Box 483, Mt Hawthorn WA 6915, [www.iinet.net.au/~navi]; Pres: Phil Wainwright <pwainwright@iqpc.net.au>; V-Pres: Daryl Speight 08 93568195, <Daryl.Speight@kbjv.com>; Sec: Geoff Smith 08 9223 2323, <geoff.smith@jhg.com.au>; Trs: Graeme Sharp 08 9445 7044, <GSharp@stothoore.com.au>; SSO: Mark Stokoe 08 9581 3572; Events & Promotion: Krista Gaunt 08 9348 4246, <Krista.Gaunt@woods.com.au>.

Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



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Gympie Soaring Club
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PO Box 91, Kingaroy QLD 4610, 07 41622191
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- ★ *Good glider availability*
- ★ *Bulk flying discounts*
- ★ *Private owners welcome*
- ★ *Extended gliding season*
– 300km in July!

Contact Jim Stanley – Manager

P.O. Box S152

TAMWORTH SOUTH 2340

Ph: (02) 6769 7514

Fax: (02) 6769 7640

Email: keepitsoaring@bigpond.com
www.users.bigpond.com/keepitsoaring



GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

FORM 2 NOTICE

- ☐ A Form 2 inspection is due
Cheque for \$137* is enclosed
- ☐ A 20, 30 yearly, etc is due
Cheque for \$302* is enclosed
with copy of aircraft log book
- ☐ An initial C of A inspection
and initial registration is due
Cheque for \$511* is enclosed
(tick appropriate box)
on the following aircraft:

TYPE.....

VH

Please forward relevant airworthiness documents to:

.....

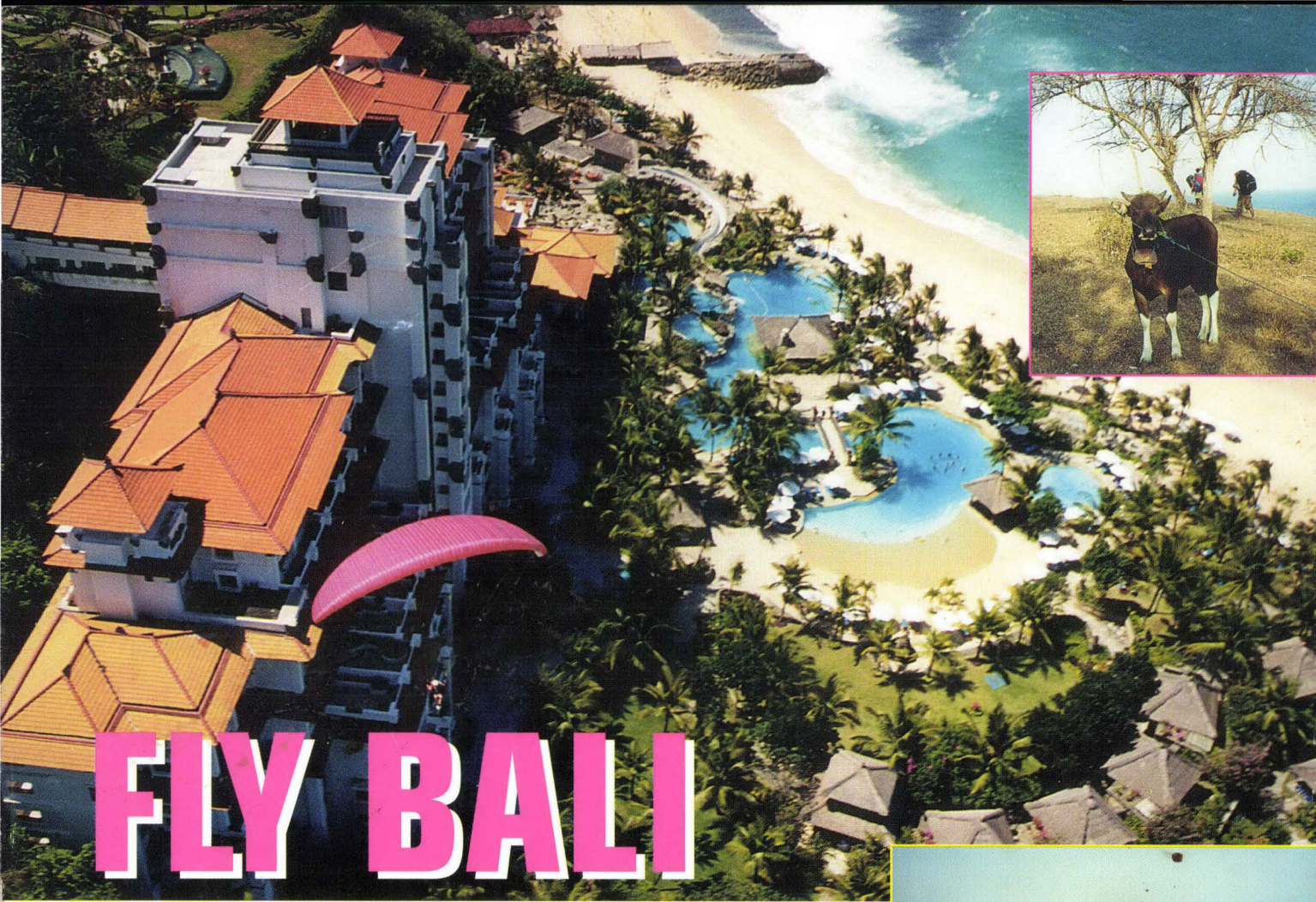
.....

..... Postcode

* prices include GST

Forward to:

GFA Secretariat, 130 Wirraway Road,
Essendon Airport VIC 3041



FLY BALI

28 JULY TO 4 AUGUST 2002

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

CLIFFS AND TRADE WINDS AWAIT!

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

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

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

MORE THAN FLYING!

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

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

INCLUSIONS:

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

FAMILY AND FRIENDS WELCOME!

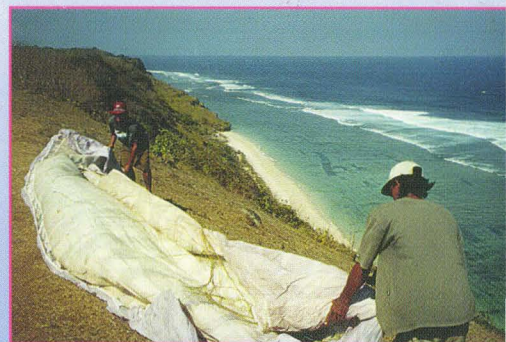
Anyone wishing to bring their wife, partner or friends is more than welcome!

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

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

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

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



**Also:
Switzerland
Tour 2002**
Tentative Dates:
2 to 16 July 2002
Visit
www.highadventure.com.au
for further
details

If you require further details and prices please contact

leescott@highadventure.com.au OR toll free on 1800 063 648

www.highadventure.com.au www.paraglidingaustralia.com