

Soaring AUSTRALIA



In June 2002



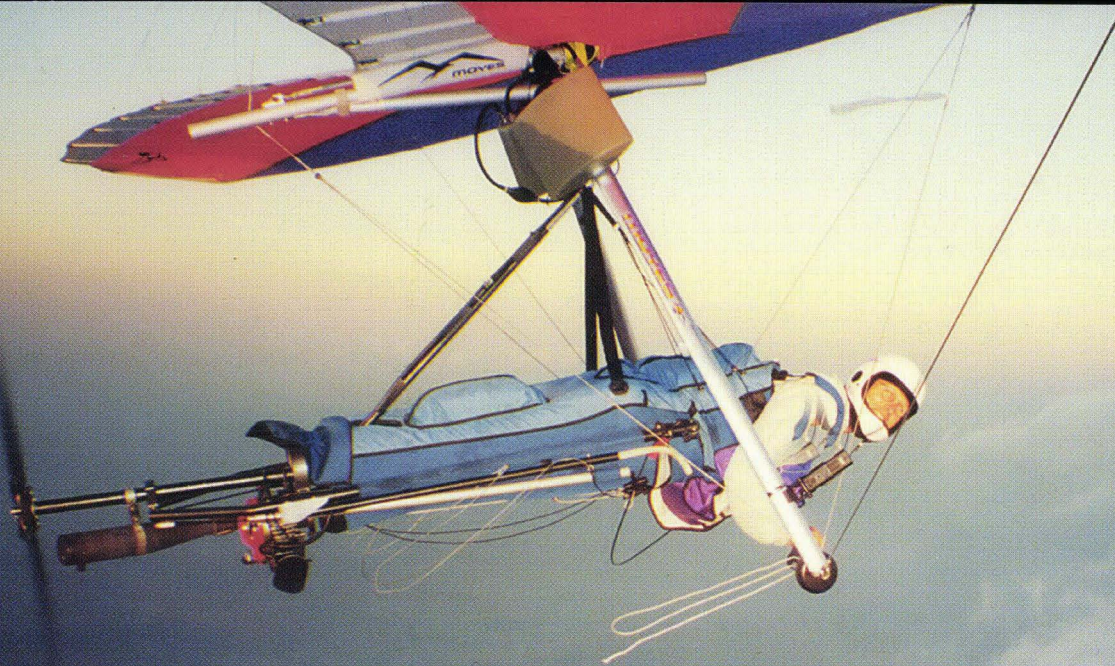
Breezing Through



**The Day – Day 9
at Narromine**



**Trainee gets
Hooked on Trailer**



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Photo: Frank Fontyne soaring Morning Glory cloud at 5,300ft (Burketown, 1 October 2001)

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Articles, advertisements	skysail@ozemail.com.au	Soaring Australia only content and other content

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Breezing Through

David Humphrey

I HAVE BEEN PLANNING A FLYING VISIT TO QUEENSLAND FOR SOME TIME NOW. WITH MY DAD MOVING THERE LATE LAST YEAR I SUDDENLY FOUND MYSELF WITH ANOTHER REASON TO GO. I MADE A FEW CALLS AND GOT IN TOUCH WITH THE LOCALS ON THE SUNSHINE COAST AND FOUND THEM ALL EXTREMELY HELPFUL. I ARRIVED IN BRISBANE TO PERFECT WEATHER – THEY SAY IT IS LIKE THAT ALL THE TIME.

I got myself some wheels and headed off north. After a quick “Hi” to the family, I followed some good directions from Carl and was in the air by lunchtime. Tewar is a very nice coastal site, south of Rainbow. It’s a bit of fun just getting there: a ferry ride then a short drive to the “get the hire car bogged if you go any further” point and you are at the beach; from there you just hitch a ride in one of the hundreds of 4x4’s that are cruising the sand highway. It’s always good to find gliders in the air when you arrive at a new site. I soon joined them to spend a relaxing afternoon cruising along the beach looking down on the never-ending stream of sand taxis.

The next day looked promising for some inland flying, so after some more good directions I found myself at the Towers, a very good park and fly site. Carl was there already and we were soon joined by Gary and Bookie. We all complained about the heat but were hopeful of some good thermals. They were there we think, but we all missed the bus and after a bit of scratching bombed. Thankfully Gary was the smart one and stayed on the ground and drove down to pick us up. The wind was changing with what seemed to be the sea-breeze and some great convergence. Sadly we missed it, erring on the side of caution not knowing how strong it might become. It settled, but was off.

All was not lost, however, as there was another site not far away that we thought might be better for the wind direction. This site is now known as Bookie’s, as he has bought the place. A carpark, a gazebo, a lookout and a launch that you can top land at. But wait, there’s more. I think it also has some good cross-country

potential. We flew in what was far from the best wind direction for the site and got some good height in some light thermals. We entertained the passing lookout patrons for the next couple of hours and all decided that Bookie may have himself a little goldmine. The next couple of days the wind was a little fresh, so my family got to see me on the ground for a change. More time was needed, as there is a lot to do in the area, not just flying. I really didn’t say that. My thanks to all that made my short visit very enjoyable. I’ll be back.

Dave at the Towers

Photos: Courtesy David Humphrey

Bookie testing his new site



BRIT ON TOUR

Michael Byfield

IT WAS FRIDAY 7 DECEMBER. THE HEANEY HOUSEHOLD WAS A BLUR AS PEOPLE SHUFFLED BACK AND FORTH: REPAIRING RADIO HEADSETS, FIXING GLIDERS, TIDYING, PREPARING REFRESHMENTS, WELCOMING GUESTS, CONVERTING TARAGO PEOPLE CARRIERS INTO GLIDER CARRYING MONSTERS. IT WAS DEPARTURE DAY AND OUR DESTINATION WAS DENILQUIN, FOR THE ANNUAL HEANEY HANG GLIDING TOUR.



Mike Byfield flying on day one

This tour has been running for over five years, and in that time it has developed into a well oiled machine with a dedicated following of helpers and pilots. Many of the regulars on the tour have an active role in the running of the event, from driving on alternate days to prepping the vehicles on arrival at the flight park, the first task. It was an amazing thing to watch; brand new MPVs would arrive at the back door, go through the Heaney converter and emerge as heavy-duty glider carriers, having been pulled, hammered, drilled and gaffer taped together. Each vehicle was equipped with three sets of roof bars and a front support, and would later have the rear bumpers removed to facilitate the connection of tow gauges.

THE DEPARTURE

By 2:00pm the gathering had swelled to about 20 bodies, all chatting about events, good and bad, from previous tours. It was good to see several people I'd already met in Canungra; people like Kath and Lee, Debbie and John. All had nothing but good things to say about the tour and assured me I would enjoy myself.

The countless stories of high cloud bases, long flights and nights out in a real town (as opposed to the delights of Tarago – the one horse town where Tove has her flight park) just made me want to get going all the more. By 4:00pm we were ready for our seven hour drive to Denni (local speak).

THE FLYING

Day one saw light winds, clear skies and was surprisingly cool for the time of year. We set off for Conargo and the official comp paddocks. All the time we were rigging I kept my fleece on, despite the bright sun and open paddock. Strange!

My first tow was to 750ft and I pinned off at the end of the strip. Bad idea! Lesson one: never fly through lift if you're high(ish). It's better to pin off in something if you're over, say, 600ft – something I was to discover later. All I found was sink, so much so that I didn't make it back to take off. A 200m walk back to a take off lane and that lesson was learnt. Next tow and I'm up and away. The usual practise on the tour was to boat off downwind for as far as you can go, but today Grant, Miles, myself and several others, decided to go crosswind to a town called Carrathool, 100km north. A heavy inversion kept things below 5,500ft agl and what drift there was didn't help much. Grant and myself had an uncomfortable climb out in a 'gentle' dust devil, a gnarly old ride skyward, and hooked up with Miles 20 or so kilometres out. Then off they went! Cheers guys! Having let them get a glide ahead, it was difficult to catch them. I tried to get in touch after a long glide, but arrived below them very low indeed. They beamed out in an 8 up and scraped me off. My first day flying and already I was playing chase from the wrong end of the thermal.

At this stage I decided to take my time and just enjoy my first flight here in the

Deniliquin outback. I managed to get back to a respectable height, about 5,000ft, and set off north along the road; it would not be long before everyone would say I only fly AFR (always follows roads).

The tour rules for retrieve were simple: if a road existed to your glider they would drive in and get it, if not, NO WAY! In the past they have had problems with cars and the potential for fire and did not want to take the risk.

It was a strange feeling to be in the middle of a cross-country flight, somewhere over the Australian outback, and have very little idea of where I was going other than to follow a road. For some reason the local maps had not yet arrived and we'd only had a limited opportunity to study the one map Tove had before our departure. It was then,

Photos: Courtesy Mike Byfield

at 5,000ft, that I realised how barren the terrain here was compared to the British landscape. Something to do with the difference in rainfall, I imagine.

All the time whilst flying, I could hear chatter on the radio; info about this person's landing position, or that person being picked up, a steady stream of tittle tattle out of the speaker. In the midst of the crackling I heard someone call my name. "Mike copy Tish,

Mike copy Tish?" I was getting low, and the thought that the retrieve team were checking on my position was reassuring. I gave my position as best I could, plus height and bearing. "We're below you now, picking someone up. Press on as best you can and we'll follow in a few minutes. You're only 20km from Carrathool." Words of encouragement! And just in time too. I bumped into another climb, a three up, and headed off over an expanse of forest, about four kilometres worth, just before the Murrumbidgee River. It was here I hooked up with Stewart, and, after the usual let's get high dogfight, together we flew the last 20km to the town. I now had 100km clocked up on the GPS and the retrieve team were down by the cricket ground, the designated landing field, giving me wind info and other data. "Come in from the north, Mike. It's a very light southerly."

"Okay!" I replied, and made my approach from the south, much to everyone's surprise. Straight over the crease, heading for the van, popped the nose up, perfect! In the grandstand, a group of about 40 people having a BBQ party showed their appreciation of this impromptu show with applause and questions: 'Where'd you fly from?' 'How high d'you get?' and 'How long were you hanging on for?' On hearing that there was a crowd, Stewart did the wise thing and bugged off to somewhere less public, afraid that Murphy's Law would see to it that he stacked in badly.

Later on, all beered up, we headed home. Much to the surprise of everyone else in the van I suddenly shouted "kangaroo!" After two months in Australia, there, hopping at great speed alongside us on the highway, was my first kangaroo. At that moment it decided to dart across the road, forcing us to break sharply. This was the first of many close encounters on our journey home. It would appear that if a creature here in Australia doesn't have poison to sting, or teeth to bite, they just Kamikaze you as and when they can!

And so endeth day one; 10 people left the paddock, two made it to goal, four hours in the air, 100km flown and my first kangaroo sighting.

Sunday we all flew good distances, Monday was blown out, Tuesday and Wednesday



Tove briefs the tour gang

I flew 100km and 75km respectively. But Thursday, oh Thursday! For some strange reason my body had decided it didn't want to fly today. It was not fatigue, as I was already settled into the early rise, late back routine. But something else nagged away at me.

After our usual refuelling stop at the general store at Conargo, the posse was off for a fly. (Grant, the man, never misses a photo opportunity.) On arrival in the paddock, it was immediately obvious that I was the only one with reservations. Conditions looked good and no one wasted any time getting gliders off wagons and rigged. "Hey Mikey, looks really good mate. We should do some good distances today, ay?" chirped Grant. And so it did. For the first time we had some cummi's forming. Only four or five small ones in the whole sky, mind you, but cummi's all the same. I rigged, still feeling apprehensive.

First tow and Miles drops me into a four up, but try as I might, I couldn't centre it. I drifted over to another pilot going up and once again could not seem to find the point at which the glider turned comfortably. Second tow, and only one blip early on the tow, this whilst too low to pin off in. Third tow, and into something decent. No excuses this time!

As I'm climbing out in my five up I notice one of the fledglings, Andrew, circling above me. 'I'd best be careful,' I thought. 'I don't want to get too close to him.' At this stage I feel I'm in the core and climbing like a dingbat. A few moments later I take another look. Not only is Andrew still above me, but he's climbed away some 400-500ft. It is amazing how little things like this can crush your self esteem. It was probably at this stage that the swearing ceased being in my head and poured out, in rasping grunts, as I shouted at myself and my glider. Several minutes later my foul mood was appeased slightly, as I climbed out over him and set off on my first glide. In truth he probably let me pass, having heard the abuse I was spouting.

This was the first flight since arriving in Denni where I flew solo: no one to chase or to chase me. It was also the first time I didn't follow the roads. The wise words of Grantie



A fuel stop

rang in my ears: "Hey Mikey, no point following the roads if you're at five grand. It's not as if you're gonna bomb-out, ay!?" And he was right. If you're high, just fly! The second bit of advice he gave me for the day made all the sense in the world: "Don't waste time in the top of a thermal trying for that extra 200ft. If you have 10 thermals on a XC and save five minutes per thermal, that's almost an hour. With that hour you could have flown another 40 odd k!" And that's what I did. Although I took off quite late, 4:00pm, I stayed reasonably high and tried to minimise wasted time. Three-and-a-half hours later I found myself 162km out (personal best), at 4,000ft, looking at a featureless landscape ahead. Four kilometres behind me was a small town that, at 7:30pm, seemed the best option for an easy landing and quick retrieve. Another cricket pitch landing and my flying day was done.

After a leisurely de-rig and a few moments to watch the sunset, the guys picked me up at 9:00pm and whisked me off to Griffith for pizza. It just goes to show, the voices inside are not always right!

Each of the following days had its own special moment, whether it was flying with Wedgies or being presented with bottles of Rossetto Shiraz; the whole thing was great! The tour was, for me, a fantastic experience. Of the eight possible flying days, everyone flew seven (I flew five, having taken two rest days). I covered over 470km, flown a personal best distance and generated more than 15 hours for the logbook. All those involved with the tour had two main priorities: safety and flying, with everyone benefiting from both. The weather too was kind, with average temperatures around 27-30°C, instead of the expected 36-40°C. It is true that we didn't have the usual epic conditions, and this was probably due to the mild weather. Besides that, the towing was great, the food and accommodation was just right and the retrieves were always there when you needed them – there was never any need to worry about anything other than flying! Downsides – the flies! Those damn flies! Everyone, myself included, went home happy, and for that I must thank Tove, Grant and the tour crew.



HGFA National Office Relocation

From 3 June 2002, the HGFA national office will be located at Callemondah Lane, Hallidays Point, NSW.

New national office telephone number: 02 6559 2713.

Postal address is now: PO Box 157,

Hallidays Point NSW 2430.

Email addresses are unchanged.

All administration inquiries to: <office@hgfa.asn.au> or Craig Worth: <general_manager@hgfa.asn.au>.

Breeza Plain Towing

Three hours drive north-west of Newcastle on the Breeza plains, Rhett Rockman and Col Alston have set up a huge tow paddock with tow strips 2.5km long in every wind direction. These guys have a really good winch and we were constantly being towed from 1,200ft to 2,000ft, which made getting away really easy.

This paddock has the potential for world records to be set; just last week some XC students on their first flights did 80km and only landed due to them getting cold as they were reaching altitudes of 8,000ft agl and none had flight suits. When the southerly and south-easter blow you will fly on pure flatlands with the highway to Moree under your flight path for the whole way.

Rhett and Col are really enthusiastic to get you into the air and charge \$10 a tow; generally you get away first tow. If you want to contact them you can call Rhett on 0428 428 962. Rhett is a qualified PG instructor and has done a great job when teaching my students.

I highly recommend these guys and the operation, as we got better value for our flying than jumping of a hill and the friendly social atmosphere was a real treat as well.

Lee Scott, High Adventure Airpark

SAFETY NOTICE: Nova Carbon

Nova have sold some Carbons which may have been constructed from faulty Carrington cloth. All Carbons with serial numbers between 21942 and 23419, construction dates of between November 2000 and July 2001, should be examined to confirm that they do not have the faulty cloth.

Alpine Paragliding have sought to contact all their customers who may have a faulty glider. If any of our Carbon customers have not been reached please contact us (0428 352048, <carbonsafetynotice@alpineparagliding.com> so that we can check your glider.

Find below the Safety Notice from Nova to DHV. For continuing information please refer to the Nova and DHV web sites: [www.nova-wings.com/], [www.dhv.de/english/sicherheit/index.html].

Alpine Paragliding

Paraglider Nova Carbon M DHV GS-01-0807-00, Nova Carbon S DHV GS-01-0809-00, Nova Carbon L DHV GS-01-0849-01, Nova Carbon XS DHV GS-01-0949-02

Some paragliders of the type Carbon have an increased tendency to deep-stall. Only recently Nova got to know from Carrington that the cloth manufacturer was forced to get the basic fabric manufactured by different weaving mills, after the close down of their own weaving mill in Autumn 2000.

Between November 2000 and April 2001 the cloth "Grey Fabrik" was obtained from five different external weaving mills. Therefore quality variations of the delivered cloth material occurred. These quality flaws of the cloth could not be detected by Nova's internal quality control when the cloth was new, because it occurs only after several flying hours. In the time period concerned, mostly flawless cloth has been delivered, only a few rolls turned out to be faulty in retrospect.

Especially with cloth in the colour royal (blue) lumps occurred (cellulitis-like). The cloth cannot be stretched out over a level surface, it has got wrinkles in itself. This unevenness disturbs the airflow. Affected paragliders are hard to take off, they fall back during inflation when the A-risers are released and are not airworthy. The so far affected Carbon are serial number 21942 to 23419. This roughly equals the time period between November 2000 and July 2001.

In agreement with the manufacturer Nova Int., Bernhard Höfel Strasse 14, A-6020 Innsbruck, Austria, the DHV has decided on the following precautionary safety measure:

1. All carbon up from serial number 21942 have to undergo several inflation tests by the pilot.

2. All gliders where the take off inflation is conspicuous have to be checked by the service places Nova Int., Bernhard Höfel Strasse 14, A-6020 Innsbruck, Austria, ph: 0011-43-512-361340 or Nova Germany, Am Osterösch 3, D-87637 Seeg, Germany, ph: 0011-49-8364-1286.
3. Before the test according to No. 2 or after a negative test result the paraglider must not be used.

This airworthiness instruction comes into force when published in the NFGH (paragliding and hang gliding news). The safety measures must be carried out before the next flight with the equipment.

The check will be done according to information from Nova Int. quickly and without charge.

SAFETY NOTICE: CASA Airworthiness Directive AD/PARA/7 Ref MarS ATL-88, ATL-88/92-S and ATL-88/90 – Rescue Parachutes, manufactured by Czech manufacturer MarS spol s.r.o after December 1997.

Any parachutes manufactured after this date are to be retired from service since the Czech CAA has determined that the manufacturer has not held a valid Approval Certificate for production since 30 December 1997.

These parachutes are used by sail-plane pilots and there are some in Australia. Parachutes built before this date are still serviceable. For more information see the CASA web site at [www.casa.gov.au/] and follow the links to ADs. You may also contact CASA Airworthiness division by phone on 13 17 57.

John Chapman, Technical Officer,
Australian Parachute Federation

CLUB NEWS

Cloudbase Paragliding Club, WA

After a pretty windy summer we've had a good autumn in WA, with many pilots doing personal best flights, including Gordon McCabe with 50km, Adam Caly with 18km, and Mark Wild with 13km. It's been good to see some new faces on the hills and in the paddock too.

The Safety Officer Workshop held in April means we will shortly have four or five new safety officers in the state.

The club winch is operating well, and the hill sites are also going well. Mt Bakewell has had the astroturf re-

instated and one dead glider-eating tree removed, and new gates are on the way. The log in book at the Range has been moved to Robin's driveway.

Upcoming events will include a Geraldton Fly-in on the first weekend in June, and a Pilbara trip or two later in the winter. Keep checking the email, <cloudbase-subscribe@topica.com> and message bank (08 9487 5253) for more details.

Mike Duffy

Sydney Paragliding Club, NSW

We have an email system set up so we can let each other know what we are doing flight-wise. The advantage of this is that we can join in with other pilots and take advantage of their site knowledge, etc, resulting in more flying.

We can be contacted at [www.sydneyparagliding.com] or email Mark Mitsos <mark@sydneyparagliding.com>.

Dave Fowler

Canungra Paragliding Cup 12-19 October 2002

Just a short drive from Surfers Paradise and an hour from Brisbane, Canungra has for many years been the epicentre of foot-launched free-flying in Queensland. The proximity of the Gold Coast with its tourist attractions and the superb flying in and around Canungra has seen the region become a popular flying holiday destination for people from all over the world.

The Canungra Hang Gliding Club is very pleased to invite paraglider pilots

to participate in the 2002 Canungra Cup. This event has been awarded AAA sanction by the HGFA, Cat. 2 status by CIVL and will be the first sanctioned PG event of the Australian season.

The entry fee includes maps, competition T-shirt, presentation dinner, site fees for the duration of the event and the chance to win up to 450 national ladder points each day. All this for only \$150 providing your registration AND entry fee are received before 6 September. A \$30 late fee WILL be levied to all entries received after 6 September.

Following the success of the organised retrieve system in last year's event, a similar system will be operating this year providing there is sufficient interest amongst participating pilots. The cost of this package is \$160 for the eight days of the event. To reserve a place in the organised retrieve system, notification must be made on the registration form and payment received before 6 September.

For pilots new to competition flying we will be hoping to again offer a series of workshops designed to enhance competition flying skills. These workshops, which will run throughout the week, will include post-flight analyses and hopefully contributions from the leading pilots. These workshops will be free of charge to all pilots flying in their first competition. All that is required is an expression of interest on the registration form.

For more information about the competition or Canungra visit the web

site [http://home.iprimus.com.au/plenderleithm/canungracup/], email us at <canungracup@hotmail.com> or phone Karen Sexton on 0410 433 711 or Robert Wilton on 0418 732 325.

So, if you feel like a Spring holiday in one of Australia's most popular tourist destinations and the chance to experience some excellent flying in a supportive and friendly environment, then why not bring your partner, family or friends to Canungra in October.

PRODUCT NEWS

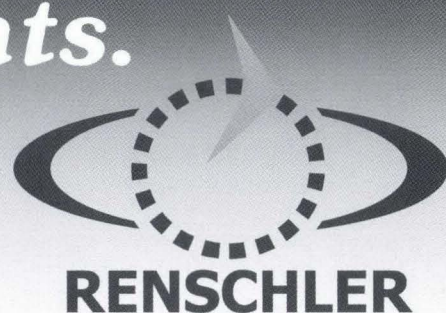
"SKYOUT" cartoons - they're back!

The recently completed "Sky Adventures", published by Jim Palmieri in the US, is a very exciting and interesting read. It features some of the best hang gliding stories in print... and also a fresh batch of my cartoons for comic relief. Jim Palmieri's web site is [www.skynet.ca/~skydog/Book-Release.htm]. I have six copies of the book for sale - at \$25 Australian, postage included, be quick! USA conversion prices are double that.

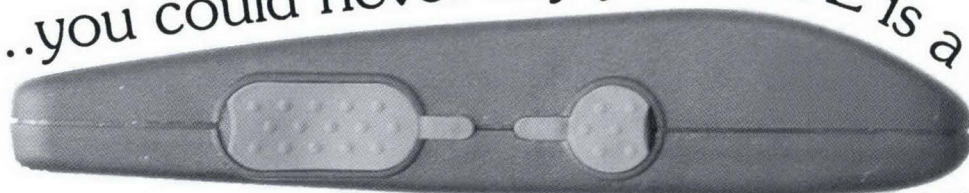
But since the book was published my contact details and web addresses have changed. My compilation of cartoons that I have self published called "SKYOUT" is available via my web site at [http://members.optushome.com.au/sky_out]. It features the last 12 years of hang gliding cartoons crammed full into about 50 pages and includes two A3

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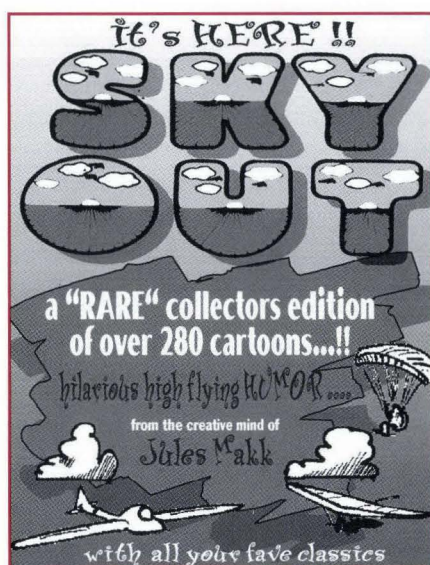
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I will be submitting some new unpublished material to Skysailor magazine soon, to add a bit of jollity and frivolity to the pages. And yes, I do requests.

Jules Makk, loony hang gliding cartoony

FAI NEWS

Sporting Code Section 7 – 2002 Edition published

The 2002 edition of Section 7 of the FAI Sporting Code (HG and PG) has now been published on the FAI web site at [www.fai.org/hang_gliding/documents/sc7.asp]. The document is effective as of 1 May 2002.

FAI Class 0 Records

Sub-class 0-1 (HG with a rigid primary structure/controlled by weight shift)

General Category

Claim number 7081:

Type of record: Straight distance to a declared goal

Course/location: Zapata, TX – Mertzon, TX (USA)

Performance: 503km

Pilot: Carlos Alberto Morganti (Betinho) Schmitz (Brazil)

Hang glider: Litespeed 4

Date: 28/7/01

6 Soaring Australia

Previous record: 488.2km (3/7/90 – Larry TUDOR, USA)

Claim number 7094:

Type of record: Speed over an out-and-return course of 100km

Course/location: Hearne, TX (USA)

Performance: 48.9 km/h

Pilot: Robin Hamilton (UK)

Hang glider: Swift

Date: 10/8/01

Previous record: 33.13 km/h (10/7/99

– Stewart MIDWINTER, Canada)

Claim number 7095:

Type of record: Speed over a triangular course of 150km

Course/location: Hearne, TX (USA)

Performance: 47 km/h

Pilot: Robin Hamilton (UK)

Hang glider: Swift

Date: 15/8/01

Previous record: new

FAI congratulates the pilots on their splendid achievements.

Class 0 Record Cancellation

Sub-class 0-3 (Paragliders) – General

Claim number 7040:

Type of record: Speed over a triangular course of 50km

Course/location: Sierra Nevada (Spain)

Performance: 26.3km/h

Pilot: Alex Hofer (Switzerland)

Paraglider: Boomerang

Date: 21/6/01

Current record: 23.6km/h (5/12/99

– Enda MURPHY, Australia)

Reason for cancellation: Flight is not ratified as National Record.

World Pilot Rankings Update

Paragliding

The southern hemisphere competitions continue to add to the PG rankings with the addition of the Manilla and Australian Open and the NZ Nationals. Year 2000 comps deleted are: Veltins Cup, European Championships, PWC Mieussy, Ball Open, PWC Chamonix and Polish Open.

Jean-Marc Caron (FRA) remains 1st, Alex Hofer (SUI) 2nd and Steve Cox (SUI) 3rd. Tadano Shoichiro (JPN) takes 4th from Hans Bollinger (SUI) down to 5th and Patrick Bérod moves up to 6th. Jin Oh Kim (KOR) maintains his climb to make it into the top 10 in equal 7th from 12th (rising 24 places in the last two months). Enda Murphy (AUS) has also made the most of the southern season, gaining 24 places in one month into equal 7th place (*You go, Enda! Subed*). Joos Achim (GER) drops to 9th but the best gain goes to Craig Collings (NZL) who jumps 42 places into 10th

place with his excellent performances at the Australian and Manilla Open.

In the nations ranking, Switzerland, France and Japan remain in the top three, South Africa jumps into 4th from 7th, 95 points ahead of Germany (5th) with Great Britain remaining in 6th. New Zealand has an even bigger jump into 7th place from 13th, Australia moves up to 9th and Austria falls five places to 9th. Korea regains its 10th place.

The PG ranking scheme now includes 911 pilots from 42 countries.

Accuracy

Accuracy rankings see the addition of the Alpen Adria Open. The top 10 is still comprised solely of Slovenian pilots. Matjaz Feraric finally overtakes Simeon Klokocovnik by one point, with Matjaz Sluga staying in 3rd. Jurij Vertacnik and David Sluga move up to 4th and 5th while Franc Unic drops to equal 5th. Tomaz Gorisek remains in 7th place but Damjan Pregelj gains three places to 7th. Jaka Gorenc regains 9th and Janez Nose has the biggest gain jumping six places to round off the top 10.

Hang Gliding

There are no new results but the year 2000 Podbrezova Cup, Brazil Masters and the French Open are deleted. There are no changes in the top 10 places with Gerhold Heinrichs maintaining 1st place with 253 points.

In the nations ranking France maintains its lead with USA (2nd) displacing Australia (3rd).

There are 531 pilots ranked from 37 countries.

Class 2

There are some changes to this class due to competitions being deleted: the Pre WAG 2000, US C2 Nationals, European C2 Championships, German C2 Open and French Open.

The top three remain Brian Porter (USA) 1st, Johann Posch (AUT) 2nd and Michael Huppert (SUI) 3rd. Steve Elkins (GBR) gains three places to 4th and Davis Straub (USA) maintains 5th place.

There are 62 pilots ranked from 11 countries.

Results not yet received are the Andradas (HG) Nationals and the II Real Minas (PG) Open, Venezuela is suspended from competitions.

Full details of all rankings can be found on the WPRSy web site: [www.fai.org/hang_gliding/rankings/]

Pilots should check their personal record shows the correct nationality, as there are still a number of HG and PG pilots of unknown nationality.

Victorian State Gliding Competitions

Colin C Campbell

THE BENDIGO GLIDING CLUB HOSTED THE VICTORIAN STATE GLIDING COMPETITIONS FROM 9 TO 16 MARCH 2002, AT THE CLUB'S AIRFIELD, TWO KILOMETRES EAST OF RAYWOOD.

The task was undertaken with some trepidation. Factors present were limited competition planning experience, lack of aerotow facilities at the site, small attendance at previous VSA competitions and the timing of the event late in the season.

Due to a great deal of work by a number of people the competition was successful and enjoyed by all. A total of 22 pilots competed, with a maximum of 17 aircraft flying on day two. It was pleasing to see Keith Willis and John Nichols from South Australia. Only one day was lost due to poor weather, however pilots appreciated the break and explored tourist attractions in Bendigo.

Key personnel were Helen Dilks, Craig Dilks and others (catering); Brian Woods from Grampians Soaring Club (tug pilot); David Wilson, VMFG (meteorology);

Peter Gray, Gliding Club of Victoria, David Wilson, Paul Dilks and Colin Campbell (task setters); and Rob Jacob, assisted by Peter Gray and Terry Belair (verification and scoring).

Due to the range of gliders entered, the competition was flown as one class, no water ballast and a handicap applied to determine scores. AAT tasking was adopted to further reduce the performance gap between an 18m Ventus and a PW5.

The weather proved challenging, with limited height and strong winds on some days. The maximum task set was 220km with 20km radius around turnpoints. Day three was particularly difficult, with only Tony Tabart, flying a Ventus, completing the task.

The winner, on the basis of average was Haydn Dunne. Honourable mentions were

also given to Tony Tabart, scoring 1,000 points on most days, and David Wilson, who flew every day and accumulated the highest number of points.

The lessons learned from the competition were:

- *Towplanes should be provided at a ratio of one per 10 gliders, maximum.*
- *Pilots wishing to compete should register at least four weeks prior to the start of the competition, to allow organisation of towplanes and pilots.*
- *Good met is essential (thanks David), for tasksetting.*
- *For short competitions and small numbers of competitors, the costs of ferrying tow planes and temperature trace flights are significant. Perhaps State Associations should meet these costs rather than the host club running the risk of losing money if attendance does not meet budget.*
- *The budget should also provide a reasonable standard of accommodation for tow pilots*
- *It was worth the effort, with Bendigo club members developing new friendships and learning new skills which will be valuable for both club cross-country flying and future competitions.*



TOTAL										
UKE ASW 19	Haydn Dunne	0.975	900	721	DNS	DNS	DNS	1000	967	897 3588
VTT Ventus	Tony Tabart	0.85	1000	1000	1000	1000	929	159	DNS	848 5087
ZAE ASW24	David Wilson	0.915	859	790	88	813	957	818	1000	761 5324
HNZ Discus	Peter Gray	0.92	DNS	770	180	DNS	794	927	918	718 3589
UKA LS4	J. Mosiejewski	0.94	661	802	89	DNS	794	927	918	718 3589
GSM Cirrus	Simon Brown	1.00	623	567	85	439	905	837	808	609 4264
IZB Nimbus 2	J. Hart/Snake	0.88	DNS	850	0	DNS	708	820	613	598 2992
HDE DG400	Terry Belair	0.92	639	557	393	DNS	DNS	684	DNS	568 2274
WQF Pik 20b	Rolf Bueiter	0.94	943	610	402	101	178	807	766	544 3807
GOQ Cirrus	John Nichol	1.00	DNS	DNS	DNS	90	1000	151	460	425 1702
GSQ/GBX										
Colin C/Libelles	Phil Organ	1.02	DNS	917	DNS	649	631	DNS	145	390 2342
XON DG 500	Buskens	0.86	705	537	DNS	135	195	601	78	375 2251
GOX Cirrus	Alex Kreti	1.00	DNS	735	0	DNS	DNS	DNS	DNS	368 735
GBP Libelle	Musgrave/Roberts	1.02	647	470	122	66	492	83	186	295 2065
GDH DG300	W Johnston	0.94	519	574	87	0	266	100	498	292 2044
GVR Diamant 18	G Pope	0.98	DNS	248	DNS	252	408	473	0	276 1382
KYQ Astir CS77	Rob Benton	0.98	DNS	561	DNS	DNS	DNS	DNS	128	229 688
ZAW PW 5	Keith Willis	1.16	DNS	DNS	DNS	75	382	227	143	207 827
DR Jantar 3	David Boyd	0.96	DNS	33	97	415	DNS	DNS	DNS	182 545
GZD Foka 5	P. Champness	1.10	DNS	DNS	DNS	57	DNS	94	DNS	76 151



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MONARO MAGIC

Col Vassarotti

THIRTY-TWO DEGREES CELSIUS,
HORIZON TO HORIZON BLUE
SKY, LIGHT NORTHERLY BREEZE,
MID-AFTERNOON AND ABSO-
LUTELY NO LIFT. OKAY – SO
IT WAS THE THIRD WEEK OF
MARCH AND AUTUMN SOAR-
ING IS MUCH MORE GENTEEL
THAN THE BOISTEROUS
THERMALS OF SUMMER; BUT
NO THERMALS AT ALL...?



Col flying over Monaro in D1

Photo: Rick Agnew

This was almost unthinkable. In the Canberra Gliding Club we regard the Monaro region, with its high country flanked by the Pacific Ocean 80 kilometres to the east and the Snowy Mountains 50 kilometres to the west, as one of the best soaring sites on planet earth. Years ago Barry Wrenford called it the “Weather Factory” and we luxuriate in the good fortune that our home field at Bunyan is located strategically in its centre. Not so today it seemed. Of the seven or eight launches so far not one had even looked like contacting lift.

Then the “Weather Factory” kicked in. At 14:20 the wind suddenly swung westerly and picked up to about 15kt. I launched 10 minutes later in Delta One.

About 10km north there was a solitary scrappy cumulus. The only other visible clouds were three large, well-formed cumulus 25 or more kilometres to the north-east – tempting but seemingly unreachable. Dave Francis towed me north, as arranged. There was encouraging gusty turbulence on tow. After release 3,000ft above ground I headed for the scrappy cloud. It promptly evaporated. There was another wisp of cloud about two kilometres further north. “*All or nothing.*” I decided, and dived the Discus towards it. Yep – you guessed it – nothing!

“Back to Bunyan” I thought and turned 180 degrees starting a reluctantly premature final glide. The sink was very strong because the direct track I was flying was in the lee of the high ground and the westerly airstream was pouring over the ridge and down into the valley. I edged eastwards to escape the downwash. 1,200ft and still six kilometres to go. “*At least I can make the airfield.*” I thought gloomily. The port wing rose suddenly in response to a strong gust. I banked sharply into the surge of lift.

The thermal – the first I had seen all day – was rough, narrow and great fun. I was turning so tightly to hold its six knot centre that it felt like the Discus was pivoting around its left wingtip. The climb topped out at 8,000ft over Rose Valley about eight kilometres east.

Even from that height the view was stupendous. In the clear air of the day the coast was visible, the Kybayan mountain range sharp in relief and the whole of the Monaro Valley sparkling with the new green growth and full streams from the record rains of February.

I wanted more. Those nice fat clouds beckoned. They were well within range now. I reached them at 7,000ft and was rewarded with an easy climb to 10,000ft. Cloudbase was at least 1,500ft higher. I headed north under the western edge of the clouds for 10km or so running at 90kt and maintaining altitude.

This delightful cloud street ended 20km due east of Bredbo. Luxuriating in my 10,000ft I decided to push further north. Leaving the comforting cloud street behind, I started a cautious glide into the clear air. Imagine my pleasure at discovering the lift continued out into the blue: Wave!

Initially the lift was fairly weak and I flew at 50kt maintaining my 10,000ft cushion. I experimented tentatively to find the western, then the eastern boundaries of the lift zone. It seemed about 300m wide and lay north-south from five kilometres west of Jerangle along the alignment of the Tindery Mountains. Only last week Bruce Campbell had flown Delta One in thermals to Tindery Peak, close to the southern edge of Canberra controlled airspace. This was my opportunity to do the same, using wave instead of thermals.

By tracking along the western boundary of the lift line, I was able to increase the climb rate. Not having oxygen yet in the Discus, I didn't want to pick up more altitude so I flew faster and faster. At one stage I was motoring along at 100kt and still climbing. Tindery Peak came up very fast. The view was magnificent. Most other times I have soared to this area involved high altitude with its terrain flattening effect or reduced visibility through cloud or haze. The combination of my modest altitude and the day's excellent visibility displayed the magnificent Tinderys, the Clear Mountain Range, the Monaro valley, Canberra, Queanbeyan, Captain's Flat and even Lake George in sharp, clear relief. I drank in the superb

panorama; then, feeling at peace with the world and rather cocky, decided to make a six kilometre detour west to Michelago, before returning to Bunyan.

Now, that's one of the things about flying wave. One moment it's dead easy, the next you find yourself in deep trouble. Within seconds I flew out of my magic carpet ride into off the clock sink. In less than a minute I had lost 2,000ft. It was an almost irresistible temptation to point the nose towards Bunyan, about 50km south and make a run for it. I knew this would simply result in an outlanding because of the sustained wave related sink. It was time to gamble again. I turned east and flew down wind away from Bunyan looking for my magic carpet.

To my great relief, the lift zone was still there nicely established along the top of the Tinderys. Only when I was climbing again did I dare look at the final glide display on the GPS Nav. It cheerfully informed me that I had 46km to run to Bunyan and that I was well short of final glide. This was a little bit surprising because by then I was at 8,000ft. On reflection, I guess the instrument was still taking account of the horrendous sink rate I had just experienced and the Bunyan preset finishing altitude of 3,500ft QNH. Oh well, no matter, I was climbing steadily and very soon had Bunyan in glide range with a comfortable margin.

Over Bredbo the wave lift surged to 10kt. Once again, I resumed my 100kt cruise of the Monaro. Marvellous!

This was my second scenic aerial tour of the region in two weeks. Last time I had covered 230km flying further west and east using thermals, shear wave, the pseudo sea-breeze convergence zone (Wally Wallington Meteorology for Glider Pilots, third edition, 1977, page 201) and finishing with a high speed slope soaring run home to Bunyan along the Clear Range; another gift of the "Weather Factory".

We are lucky indeed in the Canberra Gliding Club to enjoy such a cornucopia of soaring opportunities.



Australian Gliding Museum

– Major Refurbishment Program Underway

MEMBERS OF THE AUSTRALIAN GLIDING
MUSEUM ARE CURRENTLY WORKING ON
THE REFURBISHMENT OF FIVE VINTAGE
GLIDERS IN THE MUSEUM'S COLLECTION.
THESE ARE AS FOLLOWS :

Aircraft	Workshop location	Project co-ordinator
Olympia VH-GHR	Bonbeach	Dave Darbyshire
Schneider Club Two-Seater VH-GHP	Ferntree Gully	John Ilett
Slingsby T31b VH-GDB	Gordon (fuselage) Ferntree Gully (wings)	Mal Alexander Jim Barton
Flying Plank	Swanpool	John King
Aer-Pegaso M-100 S VH-GUD	Lavington	Eugene Blunt
Dunstable Kestrel	Bacchus Marsh	John Ashford

GFA members and other enthusiasts wishing to assist with or view these aircraft refurbishment projects should contact the project co-ordinators or the secretary of the Museum, Graeme Barton, phone 03 9802 1098.

The Museum also needs sponsorship to purchase materials so that these projects can progress. Cash donations of \$2 or more are tax deductible from the taxable income of donors.

Refurbishment work on a number of other aircraft in the museum's collection can be commenced once finance and additional volunteers become available. Can you help?

A suggestion is to give consideration to forming a group to sponsor refurbishment of a particular aircraft – you may have flown aircraft in the museum's collection earlier in your flying career for which you may have pleasant memories. Or you may have memorabilia, such as photos, which could be added to the museum's collection. Your assistance would be greatly appreciated. If you need further information, then contact the Museum secretary, Graeme Barton.





SCOUTS IN GLIDING

Les Mitchell

ON SATURDAY AND SUNDAY, 16 AND 17 FEBRUARY, THE CAMDEN GLIDING WING OF THE NSW SCOUTING ASSOCIATION, IN CONJUNCTION WITH THE CUDGEGONG SOARING CLUB AT GULGONG, NSW, CONDUCTED A VENTURER SCOUT CAMP ON GULGONG AERODROME.

Gulgong township is a wonderful tourist attract providing historical and local places of interest such as local vineyards and wineries, the Ten Dollar Motel (on our currency), a wonderful museum, the second oldest opera house in Australia still operating, terrific country-style meals, and good people.

Such camps are conducted regularly. The aim of the camp is to introduce scouts and venturers to adventurous activities and to maintain their outdoor involvement, all at a moderate cost. Preparation embraces aviation ground subjects and glider flights under instruction. Venturer scout groups attending were North Richmond, Penrith, Wilberforce and Oakville from the Sydney area, and Mudgee and Kandos groups, making a combined camp of 53 male and female venturer scouts, leaders and parents.

Four instructors from Camden Scout Gliding Wing attended. They were Greg Fehon, Ron Kingston, Les Mitchell and Bob Balfour, who towed the glider in its trailer to Gulgong on the Friday evening and rigged the aircraft just as the heavens opened up. It rained all night! Fortunately the rain stopped before sunrise only to be replaced with fog, which lifted mid-morning.

Cudgong club employs winch launching of gliders, and due to the club having limited members available to conduct winching operations it was necessary to introduce the venturers and leaders to a

completely new and complex field of launching gliders by winch, and associated operations.

Ages of the Venturer Scouts ranged from 14 to 18 years and precise and extensive briefings were carried out with all in the group. Briefing consisted of:

- *overall aerodrome and operational safety,*
- *retrieving some 5,000ft of winch wire with parachute,*
- *operating the launch vehicle and radio,*
- *attending to GFA mandatory paperwork,*
- *directing students to gliders,*
- *manoeuvring gliders to the launch point, and*
- *the conduct of vehicle and people while considering the environmental aspects on the fragile surface.*

Cudgong club has put an enormous effort into preserving the natural area by establishing a wetlands adjacent to the aerodrome. Also, walking tracks enable visitors and members to appreciate the valuable landscape.

John Fleming operated the winch, all day, while Ray Ash initially operated the launch radio. Two gliders were used – the scout's Blanik and the club's Ka7. Pilots were swapped each third flight.

Venturer Scouts and leaders operated the wire retrieve vehicle, launch position and all of the other responsibilities necessary for glider launch operations. Particular care was given to the continuous

Photo: Les Mitchell**Participants in the Venturer Scout camp held at Gulgong**

'look out', to preserve safety at all times. Unfortunately, due to unsuitable weather, flights were around seven to 20 minutes duration only.

Flying commenced around 11:20am and, except for one shear pin failure in the winch wire with a glider on launch at 100ft, operations continued until almost sunset. At the completion of the day's operation these untrained venturers and leaders had launched an amazing 51 flights which was well in excess of the club's standing record.

A large campfire was to be held that evening but unfortunately the heavens again rained down upon us. Sunday morning greeted us with beautiful sunshine and the promise of being a better day for gliding.

The group gathered again for briefing in a hangar which housed several very early gliders including one vintage Dickson primary glider believed to be the only one in service.

After viewing, the groups led by leader Mark Barry conducted a 'Venturers' Own' service, recited the Lord's Prayer and Scout Promise then sang Kumbayah. Mark then spoke of the privilege of being a Scout: the joy and satisfaction of helping others, the opportunity to learn new and exciting activities, and being part of a wonderful and the largest world-wide youth training organisation.

All pilots congratulated the groups on the excellent and safe gliding operations conducted the previous Saturday. A hearty 'bravo' was given to one and all assembled.

Gliding operations commenced around 11:00am with weather conditions improving. Some flights were extended sufficient to introduce venturers to serious thermalling and aerobatics.

One flight captivated all on the field. While the glider was thermalling at about 1,100ft a large hawk came and flew with it for 10 minutes, flying off each wingtip, over and beneath the aircraft. It was very spectacular.

With the longer flights, another wonderful flight was accomplished. Newly-promoted Venturer Bindi, while airborne, re-affirmed her Scout Promise for her investiture into the Venturer Scouts. The investiture was conducted by VHF radio between Bindi in the glider and her leader on the ground. Indeed a special event.

Flying operations ceased at 4:30pm on Sunday to allow campsites to be packed up and the area made thoroughly clean and tidy. All rubbish was removed from the aerodrome and the scout Blanik was de-rigged. Bob and Les towed the trailer back to Camden in terrible weather conditions, arriving at Camden airport at around 10:30pm.

I feel the camp was a complete success, not only for scouting but for gliding also. We have never organised such a large camp before. It introduced scouting to gliding, to the club and team responsibility that must exist to launch on pilot in one glider.

The camp also demonstrated the need for complete safety-consciousness at all times and the need for clear communication. It displayed the selflessness of pilots, instructors and winch operators who give their time freely for the promotion of gliding.

But, most importantly, every member of the group participated and readily, with enthusiasm, accepted the responsibility delegated, whether it be retrieving the winch wire, operating the launch vehicle and radio, 'hooking up' gliders, or pushing gliders to the launch area. Even just 'looking out' or domestic duties. And because of this involvement I believe each person has bettered his or her skills in some way that will enhance their opportunities for future personal development.

A number of venturers also took the opportunity to complete part of their Venturer Award work, undertaking a project to study certain aspects of weather which relate to aviation activities.

Scout gliding instructors/branch activity leaders wish to thank the good people listed here. Because of their efforts the camp was a huge success:

Ian Harris – Organiser, member, caretaker and responsible for operations at Gulgong airfield.

Ray Ash – Cudgong Soaring Club, instructions on launch radio and helpful suggestions on operations.

Dennis Meyer – Cudgong Chief Flying Instructor, flying students in the club glider, and general supervision.

John Fleming – Cudgong Soaring Club member, launch operator extraordinaire. Without his services the flying could not have been achieved.

Al Simpson – Venturer Scout leader, North Richmond group, who planned and organised the Sydney group.

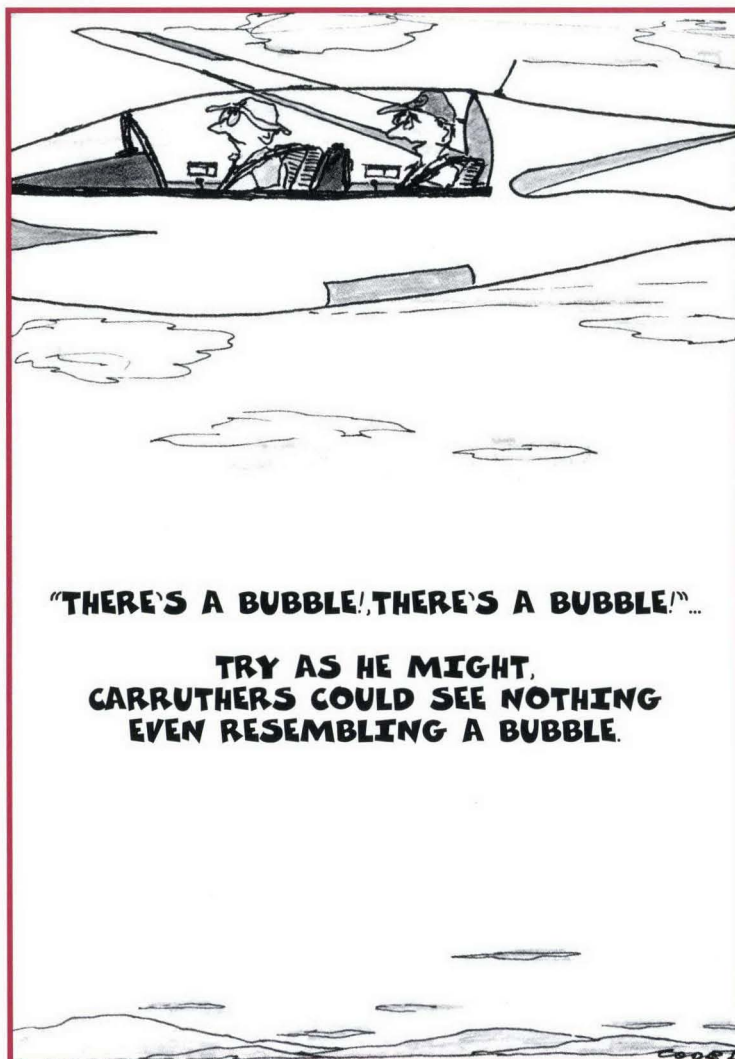
Christine Kingston – Ron's wife, and member of the Cudgong Soaring Club who efficiently looked after our books and GFA paperwork; and Ron, for organising fantastic steak dinners.

Phil and Regina Larkin – Our Venturer leaders from Mudgee who co-ordinated the country Venturers.

An extra big 'bravo' to you all.

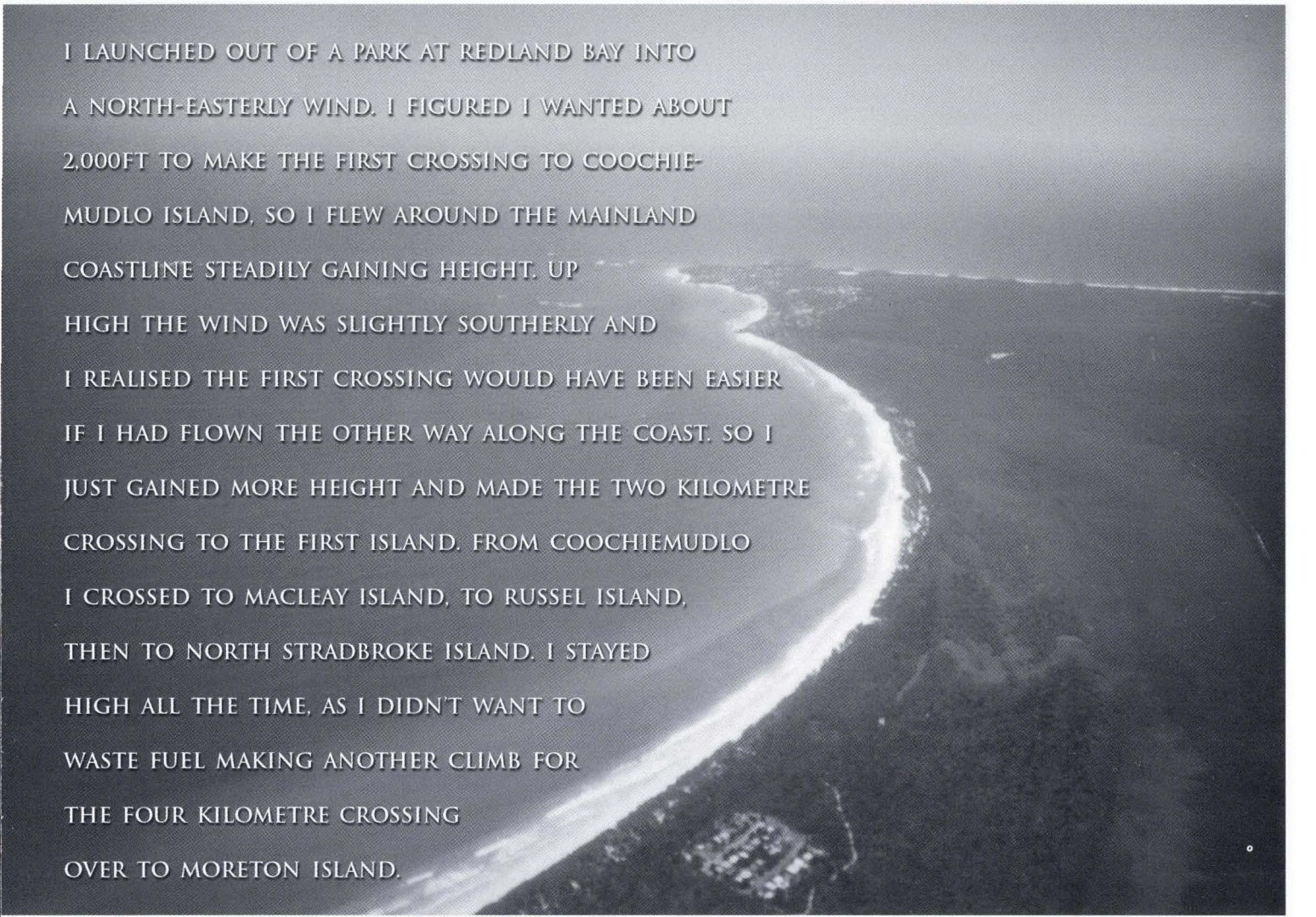


Cartoon by Codez



Island Hopping over Moreton Bay

Graham Sutherland



I LAUNCHED OUT OF A PARK AT REDLAND BAY INTO A NORTH-EASTERLY WIND. I FIGURED I WANTED ABOUT 2,000FT TO MAKE THE FIRST CROSSING TO COOCHIE-MUDLO ISLAND, SO I FLEW AROUND THE MAINLAND COASTLINE STEADILY GAINING HEIGHT. UP HIGH THE WIND WAS SLIGHTLY SOUTHERLY AND I REALISED THE FIRST CROSSING WOULD HAVE BEEN EASIER IF I HAD FLOWN THE OTHER WAY ALONG THE COAST. SO I JUST GAINED MORE HEIGHT AND MADE THE TWO KILOMETRE CROSSING TO THE FIRST ISLAND. FROM COOCHIE-MUDLO I CROSSED TO MACLEAY ISLAND, TO RUSSEL ISLAND, THEN TO NORTH STRADBROKE ISLAND. I STAYED HIGH ALL THE TIME, AS I DIDN'T WANT TO WASTE FUEL MAKING ANOTHER CLIMB FOR THE FOUR KILOMETRE CROSSING OVER TO MORETON ISLAND.

Following the back side of North Stradbroke Island north was spectacular. Moreton Bay is so much more impressive from the air. The water was emerald blue, and there were massive sea grass beds and submerged sandbanks that looked like whole underwater countryside. There were sandy channels that branch out through the sea grass beds and looked like rivers and tributaries created by the tidal flows.

I climbed to just under the legal limit of 3,500ft to make the last crossing over to Moreton Island. The sandbanks, surf and waves on the bar between the islands were full of interesting and beautiful detail. The sandbank had stripes (caused by the swells acting as lenses) that marched steadily over it. There was a submerged wreck and even the sandbank itself seemed to be shaped into waves.

Frank Fontyne was in the air as well with his motor harness hang glider. He had taken off earlier than me from Wellington Pt, and flown over Peel Island directly to North Stradbroke Island. It was a shorter and much faster trip for him, but he had to cross larger expanses of water on the crossings. With our aircraft you don't cross anything where you can't glide to a safe landing. So it makes it interesting working out how high you need to be to safely do the crossings. Frank can make larger crossings because his Xtralite hang glider has a better glide angle.

I landed later on a sandbank on the southern tip of Moreton Island. When I was 20ft off the ground the wind went to zero and I had to run it out over an undulating sand dune. Just after landing I looked up the beach and there were sand devils picking up the sand about 100m away. Frank had intended to land with me for lunch and fuel, but I radioed to him that it could go tail wind on him on landing. You wouldn't want to have that happen in a motorised Xtralite. The sand devils were caused by a convergence of sea-breezes. Moreton Island is a long thin island 30km off the coast. As a consequence it creates its own local weather. Frank and I had both noticed that the wind was onshore on both sides of the island. Where I had landed was right next to the convergence zone of the two sea-breezes. Frank flew over the sand devils and got a "thermal" that took him up to 3,000ft at six metres per second (1,200ft/min). It's amazing getting that sort of lift from down low over a flat sandy beach, and it would be there often when there is a sea-breeze. I have also struck four metres per second lift from down low at the northern tip of the island where the convergence crosses the beach there as well.

Considering that Frank has two fuel tanks and had saved a lot of fuel from his free ride up, he decided that he had enough fuel to make it back to the mainland. So he made the crossing to North Stradbroke and headed back. Frank ended up doing a round trip total of 175km,

by Paramotor

Photos: Graham Sutherland

Pt Lookout on North Stradbroke Island

including making it to Cape Moreton at the top end of the Island. I disconnected my fuel tank and made the one or two kilometre walk to the fuel station at Koorngal (it has a hand pumped fuel bowser).

When I returned the main sea-breeze from the mainland had set in and it was already quite strong. I was forced to launch from fifty metres back in the lee of trees, and was thrown about on launch, even coming down from ten feet and having to run again. It was just as well Frank hadn't landed. On my climb up out of the sea-breeze my groundspeed into wind was only five kilometres per hour. It took about 20 minutes to reach my legal limit under the controlled airspace above, to make my crossing back to North Stradbroke. I just sat over the sand spit on the south-east tip of the island doing climbing 360's. The temptation to head across lower was very strong, but I forced myself to take the safest option. I was making about a six kilometre crossing to follow a track that would give the best glide to landing options in the strong north-north-east down low and the strongish north-west wind up high.

Up high the wind had picked up from the north-west into a strong crosswind for my return trip. I had trimmers up and speed bar on and was making reasonable progress, but was having to keep a very high throttle setting to maintain level flight (because of the speed bar and trimmers). Just as I was starting out on my last crossing from Macleay Island to the mainland, there was a cough then silence. I had run out of fuel. Hmmm, do I have enough height to glide to the mainland? Probably, but there's no point risking it. So I turned back and made a vertical descent through the strong sea-breeze onto the Macleay Island golf course. In hindsight, I reckon I could have made it back if I had descended into the sea-breeze for the trip south along the back side of North Stradbroke.

One of the golfers came over and we went into the golf club for a beer and the usual telling of stories. He then gave me a lift to the ferry terminal in his ute. I have run out of fuel so many times to have long ago lost count. I've even had it happen just 100m from home



The submerged underwater scenery of Moreton Bay

on two occasions. Running out of fuel with a paramotor is no big deal. It's actually easier to get back than if you outland a hang glider when free-flying. There is much more interest from the public in

paramotoring than there is for paragliding or hang gliding. The motor with its propeller is like a magnet for the curious. There's always someone with a ute or truck that is more than happy to get involved by driving me somewhere. There is no better way to get a conversation started with the captain of a ferry boat than to walk on with a big great fan on your back. No doubt Macleay Island will have been buzzing with stories of the crazy guy that ran out of petrol crossing Moreton Bay and had to land on the golf course.

Once back on the mainland I fired up my GPS and found that my car was only 10 minutes walk away. So I put my motor on my back, slung my wing on my front and walked back. Yee Haar, Life is Beautiful.



The southern Moreton Bay islands



Airborne Edge-X Trike Fuel Transfer

Ned McIntosh

MANY CROSS-COUNTRY TRIKE PILOTS HAVE DEVISED FUEL TRANSFER SYSTEMS FOR THE AIRBORNE EDGE-X. THIS ARTICLE DESCRIBES A SYSTEM WHICH IS SIMPLE, HAS REDUCED COST OF COMPONENTS AND REQUIRES NO ADDITIONAL PLUMBING OR MODIFICATION TO THE EXISTING FUEL SYSTEM. ADAPTED SLIGHTLY IT COULD ALSO BE INSTALLED ON OLDER EDGE-SERIES TRIKES. THE PRINCIPLE CAN BE APPLIED TO OTHER TRIKES AS WELL.

A FUEL TRANSFER SYSTEM REQUIRES:

1. *A means of moving fuel from the auxiliary tank to the main tank.*
2. *A means of entry to the main tank.*
3. *At least one auxiliary tank.*

The Edge-X already has the first two requirements fulfilled. All you add are the auxiliary tank(s) and a little lateral thinking.

EDGE-X STOCK FUEL SYSTEM

First, consider the Edge-X fuel system as it comes from the factory. There is a tank, the engine-driven fuel pump, and the necessary tubing, filters, caps, taps, etc to get fuel to the engine and to allow filling, sampling and/or draining of the tank.

The bottom of the tank has two sumps into which sediment or separated water can accumulate. A U-shaped tube connects these sumps and has the sample/drain valve positioned in it. (Incidentally, if you have to "de-fuel" your aircraft, a Rheem 20L drum fits under the drain/check valve with about 50mm clearance... very handy!)

The fuel pickup point is above the level of the sumps to avoid ingesting accumulated water etc, resulting in a small amount (a few litres) of fuel being unusable. This is good standard practice.

At the top of the fuel tank there is the familiar filler-cap, and at the rear is a transparent breather-tube attached to a brass spigot inserted into the tank. The breather-tube runs forward across the top of the tank, then down behind the passenger's seat and backwards, usually alongside the U-shaped drain/check-tube, with the open end projecting to the rear. The breather-tube is vital for normal operation because it allows the interior pressure of the tank to stay at atmospheric as fuel is removed. Without it, decreasing pressure inside would result in the tank gradually collapsing under external atmospheric pressure. It is held in place with cable-ties.

CONCEPT AND DEVELOPMENT OF A SIMPLE TRANSFER SYSTEM

Consider now the trike fuel system in operation. The engine-driven fuel-pump draws fuel from the tank and feeds it to the carburettor float-bowls. As fuel is drawn from the tank near the bottom, air is drawn into the tank at the top through the breather-tube. What would happen if there was a small amount of fuel (say 10 millilitres) in the breather-tube? Simple; it too would be sucked into the main tank, taking the place of 10ml of fuel pumped to the carburettors by the fuel-pump, thus keeping the pressure inside and outside the tank equal. This is important; anything that can replace the fuel drawn out at the bottom, and which can enter by the breather tube, will equalise pressures inside and out. Air will do just fine – and so will more fuel.



If a few mills of fuel can get sucked in via the breather-tube, any amount of fuel can do likewise. It is simply the principle of the siphon. Given a good seal at the fuel-tank cap, and a fuel-pump that's working properly, the breather-tube will siphon fuel from the auxiliary tank(s).

The minimum (and preferred) system needs a set of panniers to hold the auxiliary tanks, the auxiliary tanks themselves (Rheem 20L plastic fuel drums seem to be the preferred standard) and the normal fuel breather-tube (slightly repositioned). That's all!

First, pull the breather-tube out of the cable ties which hold it under the main tank. Pull it back so it is runs across the top of the fuel-tank and the free end can reach to the panniers. If the open-end has dirt or dust adhering to it, clean it now.

Fill your main tank full, and I mean really full! You want as much fuel in this tank as possible to minimise the amount of air in the system. Set up the panniers and load the fuel drums into them. Now

System

poke the open-end of the breather-tube into one auxiliary tank. You may have to remove a cap, or you may have a cap with a hole in it that will accept the tube. Make sure the open end reaches the bottom of the drum and that the drum can admit air to replace the fuel which will be withdrawn (loosen the cap if you are using one with a hole for the tube). That's all you have to do!

Once the trike engine is running, initially it draws fuel from the main tank, reducing the internal pressure. Due to the elasticity of the air in the tube (and evaporation of the highly-volatile "light ends" of fuel in the main tank under this reduced pressure), fuel will not immediately begin to siphon. However, after just a few litres of main tank fuel have been consumed the reduced pressure will be sufficient to initiate siphon action and the transfer system will then operate until you either stop the engine or the level of fuel in the auxiliary tank falls below the open end of the breather tube. You'll see the fuel in the breather-tube, verifying the siphon action. When it goes clear, the auxiliary-tank is empty and the system reverts back to normal operation, air entering the main tank via the breather-tube rather than fuel.

During siphoning, the main tank may show a slight bowing of the top surface, but the plastic is amply strong enough to accommodate this and when transfer is complete the tank rebounds to its original shape without damage. (This can be much reduced if siphon action is encouraged by pre-filling the breather-tube with fuel before dunking it into the fuel-drum and by having your main tank as full as possible at rig-time. This gets rid of the elastic column of air in the tube and replaces it with non-elastic fluid.) With a really full main tank, the siphon will start during taxiing from the parking area to the active runway... very reassuring before you launch on a cross-country flight.

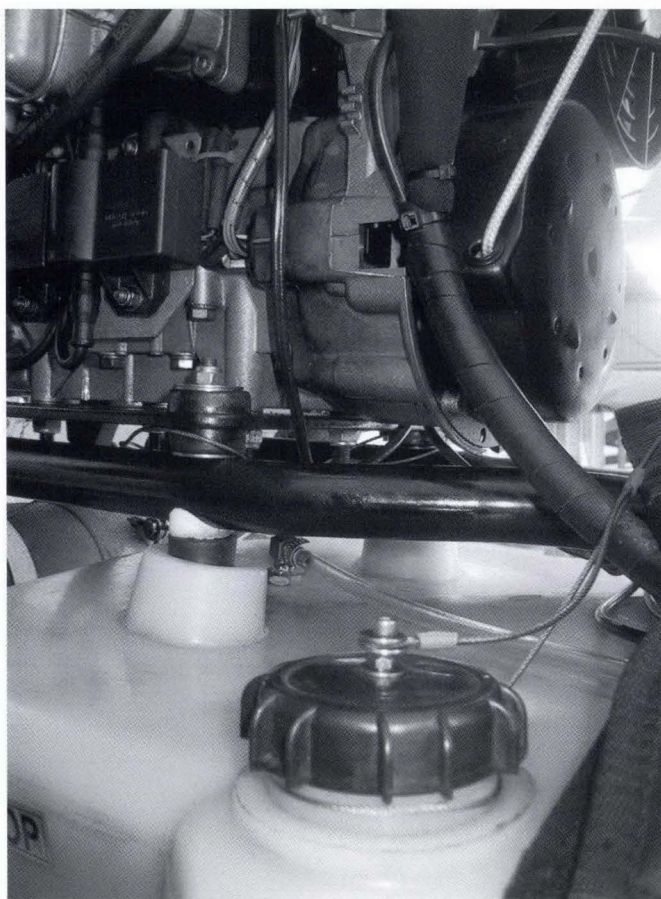
REFINEMENTS

The system described above is minimal, but it has been tested (by two HGFA microlight instructors on a 55-minute test-flight). It works! Since the endurance of a trike on 57 litres (37 useable plus 20 extra) exceeds four hours (on a Wizard wing), I don't propose to add any further refinements because no one willingly flies a trike for four hours without a break. When you land for refreshment, you can swap the tube from one auxiliary tank to the other, eliminating the need for selector-taps etc.

Users who wish to add refinements may do so, but the simplicity of this system is its main appeal, and all you have to do to return the trike to stock-standard configuration is re-route the breather-tube back through the cable-ties. The shorter the tubing through which the fuel siphons, the less resistance there will be due to friction. Just use the existing breather-tube as outlined and enjoy the extended range.

PROBLEMS

The simplicity of the system described above assures that in most cases it will work perfectly if properly rigged. If it doesn't, there is an air-leak somewhere and the most likely places are the main tank fuel-cap gasket (is it a bit old and tired?) or any of the tubing joints. The most likely culprit will be the tank cap gasket, so a replacement might be a good idea (alternatively, seal the bolt through the centre of the cap by running a generous bead of Silastic around the nut on the inside, smoothed into place with a finger-tip moistened with saliva – this usually fixes the problem and is cheaper than replacing the cap and



gasket!). The more complex your system becomes, the more chances it will have problems. Keep It Simple!

Another cause of failure to siphon is an ailing fuel pump, and here the most likely culprit is the diaphragm. In either event, a non-functional system points to a need for some fuel-system maintenance.

CAVEATS

Users should be aware that this system is not capable of removing separated water (or particulate matter) from the fuel aspirated from auxiliary tanks, and normal tests for separated water etc should be made prior to mounting the fuel drums in panniers and rigging the system. If some water is siphoned up, it should settle to the sumps of the main tank rapidly with minimal chance of being pumped to the carburettors. Use of a Mr Funnel at the point of fuel purchase is advised if you are concerned.

SUMMARY:

1. A siphon fuel-transfer system for Edge-X trikes is easy to rig at minimal cost.
2. No modifications to the existing fuel system are required so type-approval of the aircraft is unaffected.
3. Refinements can be added as required by the user, but I suggest keeping the system as simple as possible.
4. Correct operation of the siphon system can be taken as an indicator of the overall integrity of the trike fuel system and fuel-pump.
5. Normal checks of fuel condition prior to refuelling or after standing overnight are required.
6. Components necessary to implement this system are minimal and readily available.
7. Rigging the system is well within the capabilities of any trike pilot who can perform basic maintenance tasks.
8. It can be speedily de-rigged to leave a factory-spec trike.



ON THE BRINK

Phil Behnke

OVER THE PAST SEVEN YEARS, SEVERAL THREADS OF A LONG-TERM INTEREST IN AVIATION HAVE CONVERGED TO BRING ME TO A VERY EXCITING STAGE. I WOULD LIKE TO SHARE SOME OF THESE THREADS WITH YOU AS I EAGERLY AWAIT DELIVERY OF ONE OF THE FIRST SUPER DIMONA TC100 MOTORGLIDERS TO ROLL OUT OF THE DIAMOND AIRCRAFT FACTORY IN AUSTRIA. MY AIRCRAFT (PROVISIONALLY VH-JLL) SHOULD BE FLYING HERE BY THE END OF THIS MONTH. IF ALL GOES ACCORDING TO PLAN IT WILL PROVE BOTH THE ECONOMIC AND OPERATIONAL VALUE OF MOTORGLIDER TOWING IN THE AUSTRALIAN GLIDING ENVIRONMENT AND – AS A BONUS – GIVE MEMBERS OF THE CABOOLTURE GLIDING CLUB FURTHER OPTIONS TO ENJOY OUR GREAT SPORT.

ONCE UPON A TIME

Although as a young air cadet I was enthralled by all things aeronautic, for all sorts of reasons it was 35 years before I found myself at the controls of an aircraft with nobody else on board! That first solo in a Blanik L13 at Caboolture was certainly right up there in my list of “fantastic experiences” and the ongoing enjoyment since that milestone has been worth the wait.

However, despite the buzz of local flying and the potential challenge of cross-country soaring there persisted a feeling of “something missing”. What an amazing experience it must be to cruise for long distances above our huge, beautiful country. Should I also learn to fly power?

A share in a Vans RV6 sports aircraft seemed like a terrific solution for a brief period until the aircraft was unfortunately “totalled” following a simulated engine failure after take-off – luckily without loss of life. This experience took the gloss off power flying and reminded me of the fundamental limitations of most power aircraft – especially their generally poor glide ratio – which make them marginal machines near the ground. For my wife the event was a dramatic reminder of a premonition some weeks before the accident. I retreated to sailplanes and relative safety.

MONEY – MONEY – MONEY

Meanwhile I assumed the treasurer’s role for my gliding club, requiring me to be concerned with the club’s economic well-being.

It soon became obvious that while we were lucky to be one of the gliding clubs experiencing growth, both in membership and financial terms, the financial “black holes” in our club’s operation were our two Piper Pawnee 235 tugs. There is not a month which passes without our work-horses requiring maintenance expenses of some magnitude in addition to a monthly fuel bill which would run my car from Brisbane to Perth – and back!

Our club, like many others, had been looking with keen interest at Kingaroy’s auto-tug project and we were disappointed to see the project bog down.

CONVERGING TRAFFIC – ENTER THE MOTORGLIDER

One of my gliding club mates had purchased a Super Dimona motorglider some time prior to the RV6 prang and the positive safety

attributes of this “crossover” aircraft started to look extremely attractive even before considering the low operating costs. I started reading up on the competing types and noted their versatility. It surprised me to discover that in Europe they were also used extensively for towing. (See Australian Gliding – November 1997)

A rapid convergence of solutions started to occur. It appeared that it may be possible to satisfy my intensifying desire to own a motorglider capable of serious cruising for personal pleasure with an aircraft which was also suitable for use as a multi-role club aircraft – including glider tug! Could this work? If so, how could I possibly get my backside into one?

I bit the bullet and spent some time with my mate in his Super Dimona. Wow! I was hooked! His aircraft is equipped with an 80hp engine and is mainly used for air experience flights in the Sunshine Coast area. Readers may have seen it on lifestyle programs such as “The Great Outdoors” or “Getaway”. A number of celebrities including Ernie Dingo and Catriona Rowntree have ridden in the aircraft later sharing their experience with millions of television viewers.

In only three years my club mate has logged 1,000 engine hours while introducing the wider public to our sport. He does so in spectacular fashion from Maroochydore aerodrome where his aircraft is often parked close to jet airliners. After giving his passengers a glimpse of the impressive views south towards the Glasshouse Mountains he heads north and climbs to 5,000ft over Mount Cooroy. There he cuts the engine and feathers the prop for a long quiet glide towards Noosa before resuming powered flight along one of Queensland’s most beautiful coastlines. What a great advertisement this is for our sport and a very successful way of introducing new people to gliding. A terrible job – but someone...

To provide additional motorglider experience I visited the Byron Power Gliding Club at Tyagarah near Byron Bay and had some fun flying the Jabiru-engined Falke with Macca. The owner of the Super Ximango at Tyagarah was also kind enough to spend an hour with me in his aircraft. The Super Ximango is a great machine and a very worthy competitor to the Super Dimona.

My enquiries also led me to the Super Ximango owner in Sydney whose enthusiasm for his aircraft – and for the Morning Glory expeditions – was so infectious that I would have purchased his older Super Ximango (yes – he has two) had I been able to raise the money

at the time. I still replay his video of the 1998 expedition from time to time and have put this pilgrimage on my "do before you die list".

DIAMOND AIRCRAFT AND THE SUPER DIMONA

Primarily due to its safety-oriented design features and its eye-catching looks, my preference for the Super Dimona strengthened and I decided that somehow I would "make it happen". This was reinforced by the obvious pleasure my club mate was having in his aircraft and his convincing tone when discussing its positive attributes. So I contacted Bernard Eckey, the Australian distributor for Diamond Aircraft, who facilitated lots of discussion with the factory in Wiener Neustadt, Austria.

A VISIT TO "THE SOURCE"

A family holiday in the United Kingdom, in September 2001 provided me with a cost-effective opportunity to take a side trip to Austria. Despite the tension associated with air travel in the days immediately following the World Trade Center attacks, I left my family with friends in the UK and flew from London to Vienna. While Vienna is a beautiful place and worth a stopover at any time, my priority was the visit to Diamond Aircraft to gain insights into their design and production processes. In particular, I was keen to have a close look at their latest development – the new Super Dimona TC100 powered by the 100hp Rotax 912S engine. I was very keen to ascertain its likely performance and suitability for towing.

Diamond Aircraft are first class hosts with a focus on very open customer relations. Collecting me from Vienna International Airport and arranging accommodation for me set the tone for the most enjoyable "business trip" of my life. My evaluation flights with Diamond's sales director, so tantalisingly close to the snowcapped Austrian Alps, were an unforgettable experience and gave me a chance to better acquaint myself with the aircraft. I was familiar with the great performance of the 80hp model I had flown back in Australia but the climb performance of the turbo-charged 115hp model was astounding and we hit 10,000ft amsl in no time. My expectation was that the 100hp model would have similar performance for the first few thousand feet as the continuous output from each varies by only a few horsepower. Of course the turbocharger is a significant advantage at higher altitudes but comes with the usual reliability and maintenance cost penalties of anything with greater complexity. While the climb was astounding – so was the near vertical descent down to 4,000ft under full airbrakes. We also did some soaring, diving airstarts, normal airstarts and a number of circuits. The time spent doing circuits back in "Oz" was invaluable although the added pressure of coping with local noise abatement procedures and a couple of no-fly zones resulted in the first couple being pretty "ordinary". However, I soon relaxed and started to enjoy the experience.

During the visit I was given a guided tour through their impressive production plant from "go to whoa". The pride in their products and attention to detail is evident everywhere which made the "look over the shoulder" a real pleasure. Diamond's new four place GA aircraft, the DA40, which I can now say from personal experience flies like a dream, dominated the production run in progress. However, in the R&D section, work was in progress on the prototype of the Super Dimona with the 100hp Rotax 912S engine. The prototype had the engine already bolted in. It appears that Diamond will no longer manufacture a tail-dragger and, despite the slight performance penalty, have stuck with the fixed tricycle undercarriage due to its inherent reliability. The rubber cone suspension system on the nose wheel has apparently been beefed up to reduce the chance of a prop strike to a very low probability.

I had the good fortune to spend a social evening with both the owner and the CEO of the company while they were entertaining key members of their Austrian and Canadian teams at a bistro near the factory. The Canadians were in town as part of the process of taking over production of the DA40. One had to be impressed by both the enthusiasm and the openness of team members. In particular, their obvious expertise in the area of composite materials was most reassuring. These aircraft are built like brick dunnies!

Since my visit, Austrian certification of the Super Dimona TC100 has been achieved and specifications are now available which confirm its capabilities. The aircraft has a specified cruise speed of 100kt at only 65% power and a maximum towing weight of 500kg.

IT'S ALL HAPPENING

Finally late in December 2001, after receiving a quote, doing my sums and organising funds, a final decision to go ahead was made. After almost two years of dreaming and planning I was able to place an order for a new Super Dimona TC100 with delivery expected in late June 2002. Among the list of options being fitted is a tow hook and an electric winch that allows the rope to be retracted upon release of the glider. This setup has proved successful in Europe as it prevents premature wear and tear of the rope due to contact with the ground. It also avoids any risk of a trailing rope getting caught up anywhere. This is a very neat system indeed requiring only the push of a button in the cockpit for the rope to be released again. Presumably if all gliders are in the air the tugger has the choice of doing some soaring – without even having to return to drop the rope!

CONSIDERATIONS FOR TOWING

Motorgliders have long proved successful as tugs in Europe and appear to dominate aerotow launching. This concept should work in Australia and it is encouraging that it appears to have the full support of the Australian Gliding Federation. Bernard Eckey was advised by the CTO-Ops several years ago that work had commenced to produce GFA Powered Sailplane towing endorsements, pilot qualifications and training. It is hoped that the first motorglider specifically imported for this purpose will soon assist in bringing the process to a successful conclusion. In the meanwhile, it appears that pilots towing in the aircraft will require the current tug pilot qualifications of GFA membership, PPL and towing endorsement. As for the aircraft – advice is that *"if the Super Dimona is approved for towing in its country of origin it can also be approved in this country for that purpose even if it is placed on the Australian register as a powered sailplane."*

KNOWN ISSUES

Although motorgliders climb almost as fast as an average tug while towing, their initial acceleration on ground roll remains an area of concern. Certainly wing runners will need to actually run as it takes more time for the glider to achieve sufficient aileron control. Self-launching sailplane owners would be familiar with this requirement. The problem cannot be swept under the carpet and usually leads to a lower clearance over the fence compared to more powerful but very thirsty and very costly tugs. Careful use of available take-off space is sure to be required.

The TC100 is limited to a maximum towing weight of 500kg, 100kg less than the 115hp model and is therefore unable to tow the heavier two-seaters fully laden therefore requiring an alternate tug to be available for these aircraft.

While it will be seen that the likely benefits are significant, the question remains whether pilots will accept a longer ground run in return. Without putting the concept to the test this question will never be answered.

LIKELY BENEFITS

Once airborne the picture changes as the rate of climb is comparable to conventional tugs and the operating speeds of motorglider and glider are very closely matched. Both aircraft are in relative harmony also due to their similar reaction to lift and sink. From all accounts it seems that we can expect a more pleasant tow with significantly lower demands on both pilots involved.

Where aircraft like the Super Dimona really shine is on descent. Their liquid-cooled engines allow the tuggie to close the throttle, open the airbrakes and push the stick forward. Motorgliders are back on the ground in no time at all. More often than not the result is a turnaround time comparable to conventional tugs.

As previously mentioned, being responsible for managing the financial affairs of one of Queensland's fastest growing gliding clubs and constantly confronted with soul-destroying bills for tug maintenance and fuel made me personally receptive to a new approach. The possibility of eventually replacing one of our tugs with a motorglider entered my mind and began to make good commercial sense. With fuel consumption and maintenance costs estimated to be dramatically lower than for our current tugs the change would undoubtedly have a very positive impact on our bottom line. If motorglider towing can offer a normal level of "launches per day" then relief could be in sight for the gliding movement as a whole. Not only would it allow us to get a handle on the costs but it could reduce problems with an increasingly noise sensitive public. The noise levels of motorgliders with their modern liquid-cooled engines are much lower than even the quietest conventional tug and that will certainly improve community relations at many gliding sites around Australia.

The idea of using a privately-owned motorglider for towing has been informally discussed by our club committee and appears to have its support in principle pending a successful trial. Initial calculations indicate that towing can be made available at measurably lower costs to the club – and with a release capital if one of our Pawnees can be sold. These financial benefits would flow through to our members and could enable lower flying costs, an accelerated fleet upgrade and maybe even a hangar at Watts Bridge – our great alternate gliding field nestled in the Brisbane Valley.

After hearing the aircraft's specifications a number of our members have already expressed an interest in converting both for the fun of flying another class of aircraft and with a view to hiring the plane for touring and sightseeing purposes during the week. Yes – appropriately certified glider pilots can go cruising! The Super Dimona TC100 is certain to be faster than many small GA aircraft and offers the added appeal of some "free flying" with the engine off. The idea appeals to me as well, as it has every potential to increase utilization and make the aircraft a commercially viable acquisition. Maximum utilization is the key to reduced hourly costs – simply because fixed costs such as insurance, hangar rental and periodic inspections can be spread over a larger number of hours.

Further benefits include the availability of an additional aircraft type for general training and conversion plus traditional club motorglider roles such as field selection and outlanding practice.

The package starts to look pretty good – for all concerned.

I hope my excitement is showing. We do appear to be "On The Brink" of a new chapter in the Australian gliding scene – so stay tuned.



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The new DG-1000. First example into Australia in September for the Southern Cross Gliding Club

Sports Committee Chairperson

Tim Shirley

By the time the GFA AGM/ACM comes around in September, I will have been the Chair of Sports Committee for going on two years. It is my intention to retire from the position at that time, and so I am looking for someone to take over the position.

The job is mainly to chair the committee and to be a member of the GFA Executive. The Sports Committee is a little different to other "Departments" of the GFA in that it has quite a number of different aspects, which are handled by individual appointments or subcommittees. These are:

- *National Competitions Committee (NCC), responsible for setting rules and guidelines for our National Competitions (Club Class and Multi Class, and the Decentralised Competition).*
- *International Teams Committee (ITC), responsible for selecting pilots to represent Australia in International Competition, determining detailed funding policy, etc.*
- *IGC Representative, who represents the GFA at the International Gliding Commission of the FAI.*
- *Trophies' Officer, responsible for the tracking and upkeep of all national trophies, and their holders.*
- *National Coaching Director, who looks after the GFA's coaching programs.*
- *FAI Certificates Officer, who administers the award of achievement badges, competition licences, Official Observers, foreign badge claims, etc.*
- *Records Officer, who validates claims for National records and keeps track of the holders of records.*

As you can see it is a very diverse range of responsibilities.

Fortunately, the Chair of the Committee only has to make sure the positions are filled, the work is being done and needs to administer the budget as well – not get into the actual work. Though of course, he/she needs to have a working knowledge of what is happening across the board. Usually there are two full meetings of the Sports Committee each year, in February and September.

In addition, this position is a full member of the GFA Executive, and as a result gets involved in all aspects of the decision-making processes at this level. There are four or five executive meetings a year, which involve weekends in Sydney or sometimes Melbourne, and of course the AGM/ACM as well.

If you think it is a lot of work, you are right – but it can be very rewarding as well, as there is a genuine chance to make a difference to the sport. The sporting side of gliding is a great challenge – not everyone in gliding is heavily involved in the sporting aspects, but almost all solo pilots will have some contact even if it is only for the award of A B and C certificates.

If anyone is interested in the job I would like to hear from you – I can be contacted on 0417 268073 or at <tshirley@bigpond.net.au>.

National Coaching Director/National Coach

Tim Shirley

Until fairly recently, Maurie Bradney has been fulfilling the role of National Coaching Director. He was also, for a number of years, our National Coach.

Unfortunately Maurie has found it necessary to step down from these positions and so new people need to be found. The two jobs are quite different, and may attract two different people – alternatively one person may be able to fulfil both roles.

The National Coaching Director manages the coaching program. It is to some extent an administrative job – knowing who the coaches are, knowing what programs and camps are being undertaken, promoting coaching programs, and also liaising with the Australian Sports Commission and being a full member of the GFA Sports Committee to represent coaching. This person needs fairly good administrative skills, and also the ability to lead and represent the coaching programs in committees. While coaching qualifications and experience are probably necessary, I don't think that this person necessarily has to be an elite level coach.

The National Coach is a person who can conduct coaching at the highest level – this person would be involved in the accreditation of coaches, training of coaches and the setting up of coaching standards and specific programs. This person may conduct coaching camps or seminars, will liaise with the Operations Panel on matters of mutual interest, and may also conduct individual coaching at any level. I expect that such a person would already be a well-known and experienced competition pilot, one who (as Maurie did) is able to command respect as a coach at every level of the sport.

The National Coach is the harder job to fill – I can think of half a dozen pilots in this country who have the necessary profile, but I am not sure who is interested or willing to step in.

In both cases, I am seeking expressions of interest from anyone who thinks they can make a contribution to the ongoing development of the sport in one or both of these jobs. Please contact me on 0417 268073 or at <tshirley@bigpond.net.au> to discuss the matter further.

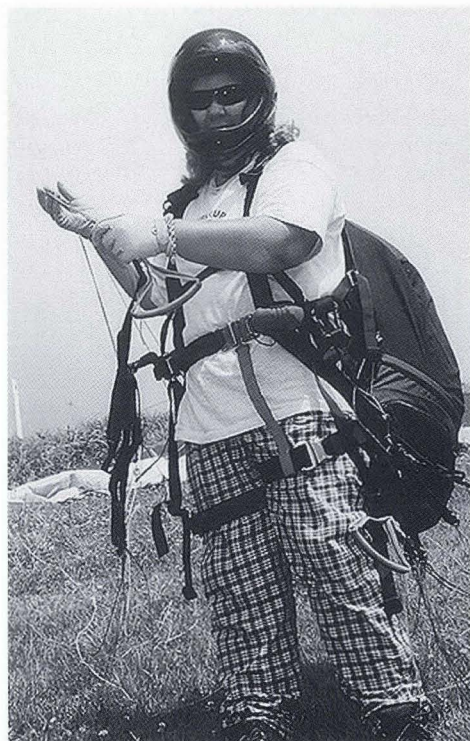
Cartoon by Codez



In Appreciation Of...

(a female pilot's personal experience)

Karen Sexton

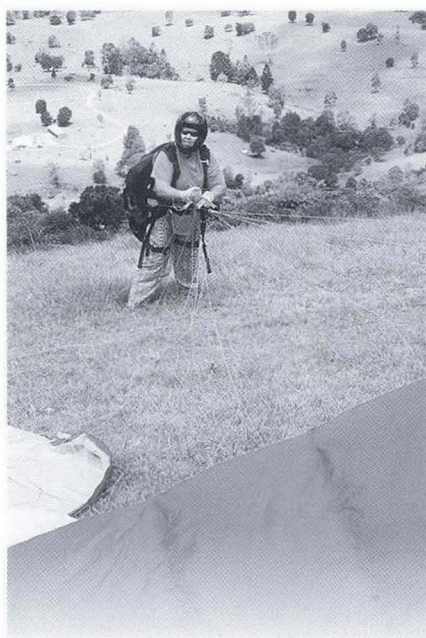


IT HAS BEEN THE MOST CHALLENGING TIME OF MY LIFE, EVEN COMPARED TO OWNING MY BUSINESSES AND SAILING AROUND THE WORLD. I DON'T KNOW IF I EVER COULD HAVE DONE IT WITHOUT THE SUPPORT OF THE LOCAL GUYS. I MUST ADMIT, I THOUGHT IT WOULD BE A VERY BLOKEY-TYPE ATMOSPHERE AND THAT IT WOULD BE AN AWKWARD ASSOCIATION. I ASSUMED THAT MY PARTNER GEOFF, WOULD BE MY SOLE SUPPORT, THAT THERE WOULD BE LITTLE EMPATHY/FRIENDSHIP/TOLERANCE FOR A SHORT, NOT VERY FIT, WOMAN. I HAD ASSUMED THAT PARAGLIDING WAS AN EXTREME SPORT, FULL OF FIT, GUNG-HO SPORTSMEN. AND THAT I WOULD SORT OF BE ON THE OUTSIDE. HOW WRONG I WAS...

From those first months on the hill when Geoff was learning and I was hanging around, I soon found out there was a different kind of guy on the hill than what I had expected. There was very little testosterone and no arrogance. And over time I realised that if I said hello, these guys made conversation. They were fun; they laughed at my jokes and included me. They patiently answered my questions and tolerated me saying for six months that, *'I was going to learn.'* I felt very quickly a part of the community. It was so refreshing to be accepted easily by an amazing group of guys, and they could fly! I was in awe and I quickly became fond of many of them!

Phil Hystek, our local instructor, took a group of students (three girls and a guy) and patiently tried to teach us the art of flying a paraglider. He took me – talkative, boisterous, short and unfit – and got me to 3,000ft over the tow paddock on the third day. I loved him for that and for his belief in me. During the course, I know it can't be easy and I am amazed at the determination he inspired in me. He had a big heart and plenty of enthusiasm, with an abundance of love for the sport which was shown in an

endless energy that wore out even the fittest. Plus a surprising ability to assess what each student needed emotionally to get them through the course and up flying. I think the attachment you have for your instructor is like a parent/child relationship. You will spend the rest of your flying days hoping for their approval.



Now, Barbi (Phil's partner) was the one who told me, I could do it! She would say, *'Don't worry how long it takes you, it took me ages to get my licence.'* That gave me hope, because there are times where you think, *'Nah, it's all too much, I can't do this.'* And her statement, *'You will learn a lot about yourself doing this,'* proved to be SO right. Barbi just kept on believing in me. It felt as if with Phil and Barbi, I had an instructing team that catered to both my head and my heart. As a woman, I really appreciated this.

Kevin Chisholm was the next biggest impact on my early days. An advanced pilot, he was working towards his tandem licence and gave me wings for the first time. He said I could be a pilot, didn't seem to doubt that I would be capable, even when I was just a passenger. I must admit I was touched when I could see he actually believed it! Those first tandems I did before my course really allowed me to grasp the passion of flight and understand some of the basics. The time and patience he had for explaining details was generous, and I was never afraid to express myself to him. The great thing is, having a mentor or two around in your early hours of flying does amazing things for your confi-



Karen at Beechmont with her Gin Bolero

Photos: Courtesy Karen Sexton

dence. And I'm sure for your longevity and safety with flying.

Many other local pilots gave me confidence to keep at it when my fear said, "Stop! Stop now! What the hell are you doing?" So, I think I was lucky or blessed, because I soon found I had a tribe of supportive, helpful mentors in the local pilots: Ian, Rob, Brandon, Andrew, Mark, Matty and Tonksy. These guys NEVER let me feel left out. They always talked to me like a pilot, yet still treated me like a woman. They patiently tolerated my boisterous, talkative behaviour, and then praised me when I launched or landed well. Trust me, with my landings, that was a great achievement! I never felt alone on the hill, I always felt like a Canungra pilot. The most wonderful thing they gave me was to never laugh at my fears or nervousness. They are a patient, understanding, amazing bunch of guys and I cannot imagine how I could have got my licence and continued on without their support.

So, all these wonderful, different people have made my life blissfully happy and diverse. I love flying. I look forward to being on the hill with them every week. I love being at the pub with them after and I will always appreciate the friendship and support they gave me. It certainly was an unexpected journey; I never really thought that I would be doing something like this. I never really thought that I would end up hanging out with a bunch of paraglider pilots. It certainly shows that life can be a very dynamic journey and that sometimes you just never know where it will take you.

So, girls, if you're out there, wondering if you should have a go? Seeing mostly guys on the hill, I know it looks daunting, a testosterone tribe or very insular. But just get in there and have a go; I'm sure you'll find the best bunch of people in the world, just waiting to support and help you. There really aren't enough female pilots in Australia, and with all these great guys around on the hills, what are you waiting for?

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- The wing really felt as a natural extension of myself
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- The wing flies like a little Italian sports car
- I'd be surprised if anything currently available in the DHV1-2 class outperforms the Sport at trim speed
- For sheer flying enjoyment for the confident regular pilot, it is superb

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Been There, Seen That

– Maintaining a Safe Attitude to Hang Gliding

Dave Freund

SITTING IN GREIFENBURG AUSTRIA DURING THE GERMAN OPEN I HAD THE PLEASURE OF MEETING DAVE FREUND FOR THE FIRST TIME. WE SAT AND DISCUSSED WHY WE HAVE LOST SO MANY GOOD FRIENDS OF LATE. DAVE TOLD ME ABOUT THIS WRITE UP AND I ASKED HIM IF I COULD PRINT IT. WE SHOULD ALL READ IT, THEN CONSIDER OUR NEXT MOVE AND WHY WE ARE MAKING IT. – CAROL BINDER (AUSTRALIA)

We've been losing a lot of friends lately, mostly to non-hang gliding events, but still I have to watch too many potentially disastrous accidents that have resulted in broken parts, impact sickness or sometimes only a mouthful of dirt.

Very few take an artistic, original or creative approach to landing. Usually it is the same old things. Overconfidence, complacency or inexperience, expressed in the same old patterns. Stalls on launch, stalls on landing, bad approaches and occasionally a general lack of respect for the weather.

Sometimes I can see them coming. It's easy when some visiting pilot sets up the wrong approach and you wonder *"where is that one planning to land?"* Other times the set up looks good so I look away as the lucky pilot whumps in by surprise. I'm not new to this dangle diver thing. I have seen and made a lot of stupid, avoidable mistakes too.

If two wizened guys walk up and ask you whom you were trying to impress by diving through launch and wanging while the evil north wind rotor teased your wingtips. Listen... Heed the signs, mind your helm, keep your nose clean and watch your ass. Call me a wimp but I'm dam tired of having to watch the same stuff over and over. I would like to suggest a list of some more unusual ways to crunch in, but some spouses might not be amused and some pilots might get the wrong images implanted into their psyche.

It isn't obvious to a pilot with just a few years flying just how unforgiving the ground is. Combine this with a native trust that the smooth air you are in will not sneeze or decide to spank you. Murphy's Law will have this occur as you dive into a tight position in the gaggle or when you are thermaling against the hill – doing push-ups with the lizards. Rotors don't go away as you speed up, nor does the planet. Both hang around until you are distracted.

They wait for you to ham it up for cameras.

They wait for you to try to impress your friends.

They wait... until you are not concentrating, then bite, sometimes hard.

It is probably a futile exercise trying to be heard by the pilots that really need to hear this; on the hill it often takes techniques similar to hypnosis to get the message across. Usually it doesn't work. We all seem to need to make our own mistakes to really see them. I would hope readers of this piece would simply try to avoid the really obvious mistakes that do not bear repeating. Flying into solid objects comes to mind...

I don't want to be watching when you come to rest really wrong.

My personal devil is complacency. Just when I think I've got this flying thing under control, I relax my watch on all the loose threads of flying. Every three to five years I know now to watch for launches that are fine, but weak. Landings that work out but are not strong in flair or positioning are not good enough. I've caught myself talking to people I'm landing near, with catastrophic results. Watch your arse. Never stop paying attention until you are well out of the impact zone. Even the best pilots die from this one.

If you have trouble landing well, practice landing. Always fly aircraft (square) approaches. A bad landing probably went wrong way back in the early approach phase. This is where you limit your options. A good approach minimises some dangers that may develop as you come in to land. Sled rides are a wonderful thing for this. Smooth air to really feel the glider offers a rare chance to get to know your glider's characteristics without the bumpy air upsetting things. It's hard enough to land well all the time in mellow air, worse in rough conditions and nearly impossible while diving at the planet headfirst. You may be surprised to find that your scratching technique improves too.

The same goes for launching. Nil wind is good practice for high altitude flying. A good launch is okay, but a really strong launch technique will save you money, parts and bodily harm in the long term. You can never be too good at this. Don't forget to pre-flight your rig too.

The weather is the toughest challenge to deal with. The weirder the weather, the greater the variety of possible slap-ins I can imagine. Launching in high winds is often a calculation that has lots of variables. Just because someone else did it is not a good enough excuse for you wrecking it in high winds. The older I get, the more conservative I seem to be. Maybe "been there, done that" and "seen that, no thanks" apply here.

So what I'm trying to say is: we've probably seen that dumb move you're about to do, so please don't do it. Those old wizened guys have probably lost friends to this kind of avoidable accident. Some of those lines on their faces may be from just these kinds of experiences. Give the old guys the benefit of the doubt when they take the time to care about your survival. This is not to say, "fly boringly". Rather, think about where that loop comes out, where the screaming dive is pointing, and what might be waiting for you there. Better to err on the conservative side of things. It hurts less.

The best advice I have for pilots is to visualise a positive outcome to your flight. Picture your feet gently reattaching to the planet. I do this every landing – it really helps.

Fly safely. For everyone's sake.

Flying the Airwave Sport M

Andy Unger (HGFA Instructor, Level 1)

AS A 'DELIVERY FLIGHT TEST PILOT' IT WAS MY PLEASURE TO FLY THE FIRST AIRWAVE SPORT M IN AUSTRALIA.

The site for this first flight was Bald Hill in the south of Sydney. Conditions on the day were not exactly 'great' to start off with: barely 10kt with the occasional 2m/s thermal passing by. My harness was a Woody Valley – Xact classic, fitted with the standard front mounted reserve container and an Easyfly Blueway XL parachute.

As you know, most manufacturers quote unrealistic figures for the performance of their wings, and after talking to Airwave the night before the flight I was certain that this glider sounded too good to be true. As a consequence, my approach to this test flight was almost surgical, wanting to find everything that was wrong with the glider!

When I first took delivery of the glider, I noticed that the carry bag was not of a very high standard. 'Ah, ha! Got them! I'm off to a good start!' (Airwave has, since my test flight, updated their bag design. It is now a good quality, lightweight backpack big enough to fit the current generation harnesses).

The absolute first thing that you will notice when unrolling the glider is the upper surface material. Airwave uses the Silicon treated Gelvenor on the upper surface and I kid you not, 'shit don't stick to it!' The lower surface is made of Porcher 9017 E38A (jargon for light and excellent weight to strength ratio) to save weight.

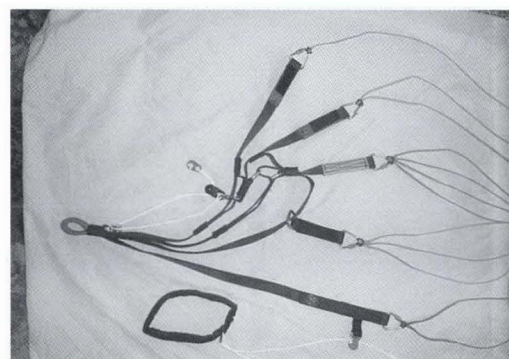
When you pick up the risers, you will find that all the lines are nicely colour coordinated. The risers are sewn off just above the clip in point, C riser is of the floating style and the A's are split with Velcro to keep them together for launch. It is of vital importance that you separate the A risers in-flight, as the speed system works on a 'flex wing' principle, where the angle of attack in the centre of the wing is lowered more than that of the tips, to give the glider more stability at high speed.

The trailing edge features the 'butt hole' to remove debris from the wing tips with ease. All the edges are finished with edge tape. I have to admit, with its four closed cells on each side, great colour scheme and shape, it hardly looks like a 'lame' DHV 1-2.

FIRST FLIGHT

Right from pulling up, you notice that it is not a wing to be given to a 'learner' pilot. It launches with absolute ease and is not affected in the inflation time by the closed cells. While ground handling, it responds very quickly to brake inputs. The Sport is however a little 'nervous' on the pitch and yaw axis, requiring an active input. Flying confirmed this, however the feedback you get from the wing is fantastic! When you get into a little rough air, just tighten your chest strap to stabilise the wing a little if it makes you nervous. I found it a real pleasure and had great fun flying wingovers (about 10,000,000,000 of them).

In the air, you can't help but notice the speed you are travelling! Admitted, I am at the top end of the weight range, but my current glider is the same and it is nowhere near as fast. I had a few races with a Nova Carbon and left him for dead (both flying trim and on speed). As for top end, well, let's just say that the quoted 50km/h is not unrealistic. A friend was flying an Astral Tandem (one, if not the fastest, tandem on the market with his take off weight!) and I had the pleasure of leaving him in my wake flying flat stick! Okay, I did cheat and Velcroed the A risers together, but even in 'normal' speed run, I was able to keep up. Boy, was he surprised!

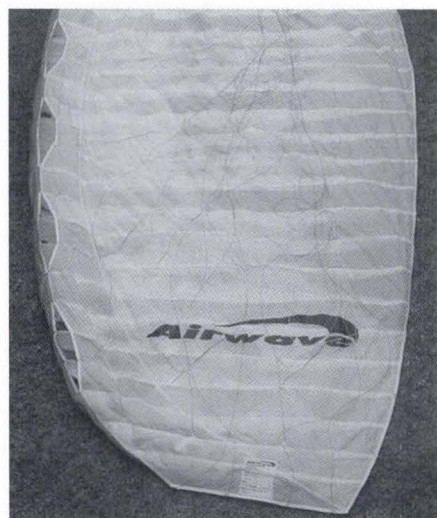


The real surprise was the glide of the Sport. I had no trouble keeping up with its high performance cousin, the Magic. While the Magic is slightly faster, there was no noticeable difference in glide. A chat with Airwave confirmed that the Sport has a glide of 8.1, which is only 0.3 glide points less than the Magic. Why bother flying a DHV 2-3?

Taking the Sport through the usual manoeuvres of asymmetric and frontal collapse confirmed its DHV 1-2 status, without any nasty surprises. It does turn quite quickly up to 90 degrees if not controlled. The re-inflation in all cases is spontaneous. B line stalls are about as eventless as they come, with quite a large amount of force required to initiate. Big ears are very easy to initiate and the glider is very stable whilst using the speed system at the same time.

Your first landing may be a problem, as you will more than likely misjudge your glide and over fly your landing point. Not really a bad thing, is it?

Overall I would suggest that the Sport is a glider for active intermediate pilots onward, with great cross-country potential and serious fun to fly. I know what my next wing will be.



Trainee Gets Hooked on Trailer

Mirek Generowicz

LAST DECEMBER I STARTED AN INTRODUCTORY COURSE IN HANG GLIDING. FOR YEARS IT WAS ONE OF THOSE THINGS I THOUGHT I MIGHT TRY ONE DAY, AND NOW I'VE TRIED IT I'M ABSOLUTELY HOOKED. WE HAVE A LOCAL HANG GLIDING SCHOOL THAT TEACHES GLIDING OUT IN THE WHEATBELT, TWO HOURS DRIVE EAST OF PERTH. VAST OPEN SPACES, PLENTY OF ROOM TO PRACTICE AND NO DANGER OF FLYING INTO SOLID OBJECTS!



That's me coming in for what proved to be an extremely ungraceful landing. I veered towards the photographer at the last moment. He had to dive out of the way into the dust, dung and doublegees

When you first start as a trainee there is a lot of hanging around and watching, waiting for the wind to be at its calmest. You spend almost all of the first day just watching other people fly, learning about the equipment and the procedures. Plenty of fresh air and as good as a million miles away from the office. At the end of a very long day, the wind has dropped to a faint whisper and your turn has come. The school has invented a new contraption to help students learn how to control a glider quickly. They tether a glider on a long, low and wide flat top trailer. When they tow the trailer across the paddock the glider flies a metre or so above the trailer. The instructor stands beside you and teaches you how to control it.

As soon as you've got the basic idea they take you off the trailer and tow you straight up into the air on a 50ft rope behind the car. The sun is setting, turning everything a golden red. You are floating in the air, only about 40ft above the ground but it's a magical moment – you're hooked. You've run out of daylight but at least you've had enough to whet your appetite; you're determined to come back for more next week!

The following week, it's 6am, the sun is up and there's not a breath of wind. Perfect weather for trainees. You're back on the 50ft rope to practise landing and taking off, but most importantly just

how to fly in a straight line without veering from side to side. The glider is so responsive, all it takes is a momentary shift of your weight. At first you oversteer and overcorrect, wildly oscillating like a pendulum. You quickly get the feel and you learn how to steer with very subtle movements. Once you can fly in a straight line they increase the length of the tow rope to 500ft and teach you how to turn smoothly. After two or three runs they then put you on the standard 1,000ft rope.

You carry a radio so that the instructor can give you directions. The car starts off and after four or five paces you rise swiftly into the air. You're concentrating with all your might on flying straight and level. You have to pick a point on the horizon and aim towards it. The glider becomes an extension of your body. You think to the left, it moves to the left. Your brain is fully occupied, fixated on that single point on the horizon, willing the glider to fly straight towards it. By now the car has reached the end of the paddock and stopped, one-and-a-half kilometres from where you started. The tension eases in the rope and the glider is just floating in free air.

Now that you can stop staring straight ahead you look around. You are suspended, floating way above the ground. The view is breathtaking. You feel totally out of place, out of your "comfort zone", yet you feel strangely secure, held firmly in a full body harness. You can



Photos: Courtesy Mirek Generowicz

That's me on the trailer, ready to fly. The instructor is the one with the fly net. The flies seem to prefer Poms

hardly see the wing, it's all behind you and above you. You are weightless, flying like an eagle. The instructor tells you it's time to release the rope. You have to think about each movement consciously, it all feels so strange. You unlatch the rope and watch it fall away, snaking slowly down 1000ft to the ground. The moment etches itself deep into your memory, feelings and sensations beyond words. There's no time to feel afraid, you are in complete sensory overload, absorbing every second of the experience.

The instructor tells you to turn 90 degrees to the left. As if by magic the glider gently wheels around moving exactly how you want

it to. Turn back to the right, turn a full 360 degrees and then drift slowly back to the other end of the paddock. Slowly and gently you glide down towards the ground. You are so absorbed in the experience you forget all the finer points of landing. Never mind, this glider has got trainer wheels. It lands without your help! It just flies gently down to the ground and delivers you back safely if somewhat bumpily onto terra firma. It's hard to believe that the whole flight has taken just six minutes. It feels like an eternity.

Yes, after just two days I am obsessed.





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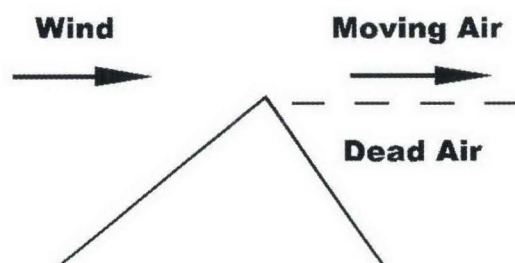
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DYNAMIC SOARING

Nigel Page (Reprinted courtesy of 'Skywings')

IS IT POSSIBLE TO SOAR WITHOUT LIFT? (BY LIFT I MEAN 'RISING AIR', NOT 'FORCE PRODUCED BY AIR MOVING OVER A WING'). IMPOSSIBLE, YOU SAY? THOUSANDS OF SEA BIRDS CAN'T BE WRONG, OR APPEAR TO DEFY THE LAWS OF PHYSICS BY PLAYING URI GELLER TYPE TRICKS ON US!

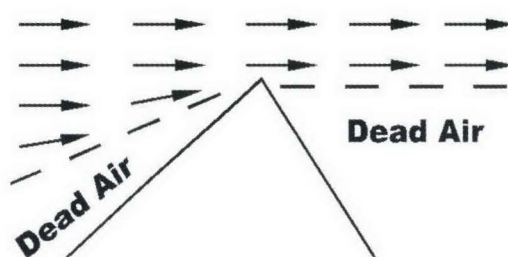
Dynamic soaring is not, as some pilots think, the same as soaring in hill lift (rising air forced upwards over the windward side of a ridge). In dynamic soaring energy is obtained by flying to and fro between two air masses which are moving at different speeds. Sounds tricky? Nobody said it was going to be easy! Until recently I had heard of no one managing to soar a glider continuously in this manner, although some sailplane pilots are thought to have stretched their glides a bit using this technique. Believe it or not, the people who have cracked the problem are model glider pilots, some of whom recently gave a very impressive demonstration on Rushup Edge, a Derbyshire paragliding and hang gliding site. Let's have a look at what's going on.



First we need two airmasses moving at significantly different speeds adjacent to each other. The model pilots find this condition on the downwind side of a sharp ridge. Apparently Rushup edge is a known good site for this.

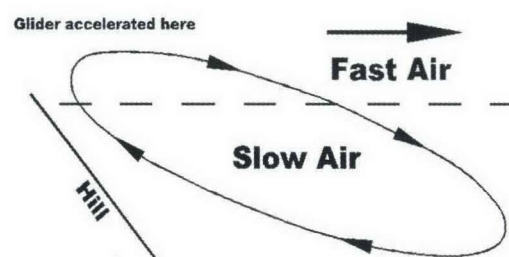
At this point most pilots break into a cold sweat (any who don't should be given a wide berth!). What about rotor and sink? There certainly may be some rotor, but the modellers have to choose conditions which minimise turbulence and give a laminar flow. In general these will be cold, stable conditions. I'm not going to go into lapse rates

and all that stuff here (it gives me a headache), but put as simply as possible, air which is stable does not want to go up and down. It tends to flow around hills rather than over them and can 'fetch up' in front of a ridge. It will also leave more 'dead' or slow moving air behind ridges and in the bottom of valleys. Laminar flow means that the air tends to flow as if it is in layers, sliding over one another with very little mixing, or turbulence, between them.



On the day of the demonstration I measured a wind speed of 10-12mph at the top of the ridge, which would normally enable paragliders to soar easily on the windward side. On this occasion, because the air was stable, very little air was rising in 'front' of the hill and any paraglider who launched went down.

To obtain energy ('lift' is not the correct term to use for dynamic soaring!) the model is flown on the downwind side of the hill into wind from the slower moving air into the faster air. The model then turns downwind, which gives it an acceleration, and flies back into the slow air considerably faster than it left it. Another turn back into wind and the extra airspeed is used to fly it back into wind and up into the faster air again for another go.



The actual pattern preferred by the modellers is a sort of sloping oval, with the time spent in the fast air kept to a minimum. It needs a lot of pilot-ing skill.

So, apart from needing the other halves of our brains removed, why can't we do it in sailplanes, paragliders or hang gliders? The actual acquisition of kinetic energy occurs only during the turn in the fast moving air. This energy has to be enough to carry the glider around the rest of the 'circuit' and our gliders are just not efficient enough. Some sailplanes might be if they could find a big enough area of profound 'shear' to fly in.

A few types of sea birds are thought to use a combination of dynamic lift from wind gradient, and 'hill' lift from big waves, to soar continuously over the sea by flying a complicated zig-zag pattern. I have watched birds soaring the east facing Bempton cliffs in a westerly and assumed they were simply flying in a big rotor. Now I'm not so sure that's the whole story. The model pilots have certainly broken some new ground in sorting out dynamic soaring. There is much we can learn from them.

If you want to find out more about how the model pilots do it then have a look at www.dyanmic-soaring.co.uk.

First America's Cup of World Class Soaring

Uvalde, TX. 13-23 August 2002

François Pin

Because many countries do not hold regular World Class contests, the America's Cup should provide World Class pilots from all over the world with a World Class contest opportunity. Open to all qualifying pilots (not just pilots from national teams), and possibly "travelling" from country to country, the America's Cup intent is to foster international interaction and friendship among pilots from all over the World.

THE AMERICA'S CUP

The America's Cup is a perpetual trophy that will be won, and held until the next event, by the country achieving the highest cumulative score in an America's Cup competition.

CONCEPT

The America's Cup competitions will be monotype soaring competitions using the World Class glider (PW-5).

SCHEDULE

It will be held approximately every two years, in years when a world championship of the World Class is not scheduled to take place.

LOCATION

The first America's Cup competition will be held in the United States of America. Subsequently, the America's Cup competitions will be held in the country that last won the cup, concurrently with the World Class National Championship (WCNC) of that country, or back in the USA if the country that last won the cup does not hold a regular WCNC.

PERIOD OF COMPETITION

The period of each America's Cup competition is the duration of the hosting country's WCNC, with the option of one additional day. The optional additional day should be scheduled immediately following the end of the hosting country's WCNC and is reserved for the final "shoot-out task," weather, site conditions, and organisation permitting.

ENTRY AND FEES

Participation in the America's Cup is open to all countries. Entry into an America's Cup

competition is open to all pilots entering the WCNC of the hosting country, either as regular entrants or guest entrants, with no additional fees over the regular fees for entry in the WCNC.

SCORING

Tasks and scoring rules will be those of the WCNC of the hosting country. On each America's Cup competition day, the day score of a country will be the highest score achieved on that day by any pilot from that country. GNSS-based scoring systems and procedures are preferred.

For the "shoot-out task," held as the last day of the America's Cup if weather, site conditions, and organisation permits, only the highest placing pilot from each country in

the final overall ranking of the WCNC will participate as the representative of that country in the "shoot-out task."

Scores for the shoot-out task will be allocated as $1000/N \times (N - R + 1)$, where N is the number of participating countries and R is the place ranking (from 1st to Nth) of the representative pilot in the "shoot-out task."

The country with the highest cumulative score at the end of the America's Cup competition will win and hold

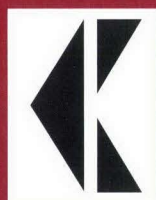
the America's Cup until the next America's Cup competition.

SHOOT-OUT TASK

The shoot-out task is a short (typically one hour), simultaneous-start (however from possibly different points), lap race (M laps from start point and back to start point), above a minimum altitude (typically 2,000ft), around turnpoints located close to the site (typically two to five kilometres). The intent is to allow visual following of the competitors by spectators, and possible filming by TV media crews.

CONTACT

François Pin, 4917 West Summit Circle, Knoxville, TN 37919, USA. Ph: +1 (865) 584-2810, Email: <pinf@aol.com>.



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Terry Cubley

Terry and Tegan in the Geelong club's Janus

Photo Vicki Cubley

TEGAN AND I WERE FLYING THE GEELONG CLUB'S JANUS C IN THE 18M CLASS AT THE NARROMINE NATIONALS IN JANUARY THIS YEAR. IT WAS A GREAT OPPORTUNITY. I HAD MANAGED TO ARRANGE THE TIME OFF FROM WORK, THE CLUB'S JANUS WAS NOT BEING USED, HAVING BEEN FLOWN HARD AT THE CLUB CAMP WHICH FINISHED A FEW DAYS EARLIER, AND IN ORDER TO ENCOURAGE SOME OF THE OLDER GLIDERS, THE NCC HAD ALLOWED GLIDERS LIKE THE NIMBUS 2 AND JANUS TO FLY IN 18M CLASS, EVEN THOUGH THEY HAD A WINGSPAN IN EXCESS OF 20M.

The 20m Janus carries water ballast and is quite pleasant to fly, although I had finally suffered from 'Janus Knee' on the previous flight, a symptom of the seating position and rudder movement in the back seat of the Janus over a prolonged period. Tegan and I had been swapping on a daily basis but, as I was doing a greater amount of the flying, we agreed that for the last few days I would fly from the front.

The Janus performs quite well, although loses out against the Ventus 2, due to wing section and wing loading, and seeing that there was us in the Janus and five Ventus 2 competing in this class, our final placing was never in doubt. However, the weather during the comp was the best that I have flown in for some years. Every day cloud base was between 8,000 and 12,000ft, and average speeds were high – we were achieving 130km/h most days and the winners in the Ventus were getting 145km/h and more. Good fun!

Day nine appeared to be similar to many others, good cloudbase, reasonably early launch and start window, forecasts of possible thunderstorm activity (these had been forecast for a few days now but

they either didn't occur in the task area or were long after we landed). Today was likely to be the same, still – something to consider in the planning.

The tasksetters had decided on an Assigned Area Task just to make sure that if the storms did occur pilots could avoid the worst areas. The nominal task was from Narromine to Nyngan and then to Burcher, with a 40km radius sector around each of the turnpoints. This means a scratch distance of 510km. You can turn anywhere within each of the sectors. If you turn at the closest point in each sector then the total distance reduces to 410km. Conversely, by going to the furthest point in each sector the task can be increased to 630km. The minimum time is set as three-and-a-half hours, so if I can do 130kph again then I should be able to cover a distance of 460km. This is less than the nominal distance so I can expect to be turning short in at least one, if not both, of the turnpoint sectors.

My experience of AAT tasks is that you should go into the first turnpoint as far as possible provided that the weather is good – you never know what the second turn will be like when you finally get there.

We started as planned shortly after 13:30. Cloudbase was still only about 5,000ft agl and there was a little too much moisture around, meaning that the cloud was overdeveloped and visibility a little poor. I met up with a couple of Standards Class gliders, Martin Wells in the LS8 and Shinzo Takizawa in the Discus 2, who were attempting the same task as us. I was able to keep up with these two guys for most of the leg, falling a little behind after a couple of long glides, but we were able to get away from most of the gaggle that had almost caught us shortly after the start.

As we approached Nyngan I could see a few gliders heading south. They had obviously turned early in the sector. As the weather was getting better I was quite comfortable in heading further into the turnpoint. Just after Nyngan the clouds were really working well, eight knots of lift and plenty of streeting. Now up to 6,000ft I was about 15km past Nyngan, a little further than planned but the weather was just getting better and better. Shinzo and Martin kept going along the street and it looked like they were going to go the maximum distance in this sector. However I was starting to feel that I had gone far enough with still over 200km to the nearest point of the last sector, and then another 150 plus kilometres home – 130km in the first hour was a good start.

I turned and headed south. It is always a little strange having been heading in one direction to suddenly change on another heading. The clouds look different and the orientation of lift under the clouds is a little hard to pick. Again, there seemed to be a little more moisture on this leg and so many of the clouds remained well after the lift had stopped.

We ended up a little lower on this leg due to the lack of streeting, down to 4,000ft a few times, but the cloudbase was getting higher, over 7,000ft. Lift was still okay, but not as many really good climbs.

I met up with Matt Anglim in the Discus and Vaughan Ruddock, a New Zealand pilot flying in the DG300, about two-thirds of the way down this leg. We flew under a great cloudstreet and I elected not to turn but rather to fly straight, climbing to nearly 8,000ft. Off to the left there were signs of rain under some of the clouds – we would obviously need to watch out on the way home, maybe a need for a couple of detours.

With so much cloud around it was difficult to keep track of where people were and where they were going. Right now the major problem seemed to be a lot of overdevelopment (that is spelled rain) around the turnpoint. I was glad that I had gone a long way into the first turn, I was keen to do the minimum into Burcher. I was trying to pick the best route, one that took us away from the storm front that had built up. All roads lead to Rome, and all lift indications lead us to the front. We are constantly losing height, the storm seems to have closed off all other lift so we join a number of others just inside the sector. A good climb to over 7,000ft, cloudbase is a little lower down here. Time to head home – 150km to go and one hour till my time is up. This sounds quite possible as we are now achieving over 130km/h with a final glide to go.

Matt Anglim is there, and the DG300. Graham Parker slides past in the LS6. A fair few other shapes cruising ahead of us.

The few showers that I spotted on the way south had now joined together to create a single storm front heading north as far as I could see. It was cutting us off from the direct route home, but I was quite comfortable heading north with a hope of getting past the storm and then a final glide home.

It was at this point that the radio chatter started from those people who were much further north, trying to get back to Narromine. It seems that there are two or three storms, all lined up to cut us off from the airfield. A few gliders had pushed through one of the gaps between the storms and were now behind the front but still under heavy overcast, some rain and some wind – didn't sound like much fun to me.

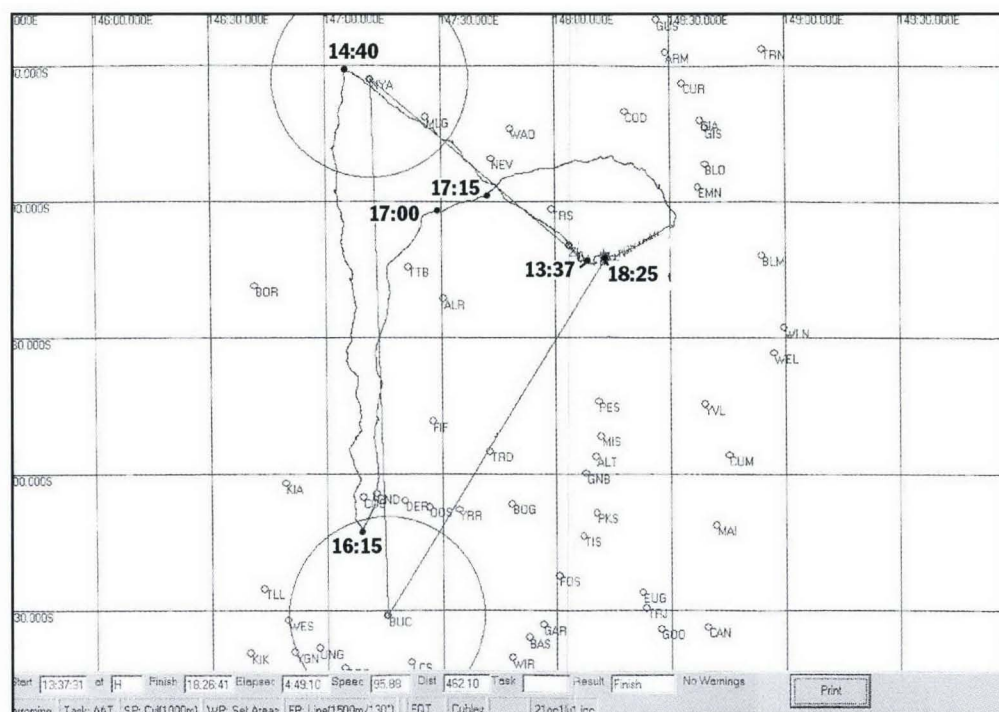
There was a definite front, a wall of rain further to the east with a shelf of cloud over the top. The DG300 headed in closer to the rain but I decided that I was more comfortable a little further out. I have a reasonable amount of experience with thunderstorms and they can turn nasty quite quickly, and the cloud shelf was not all that high.

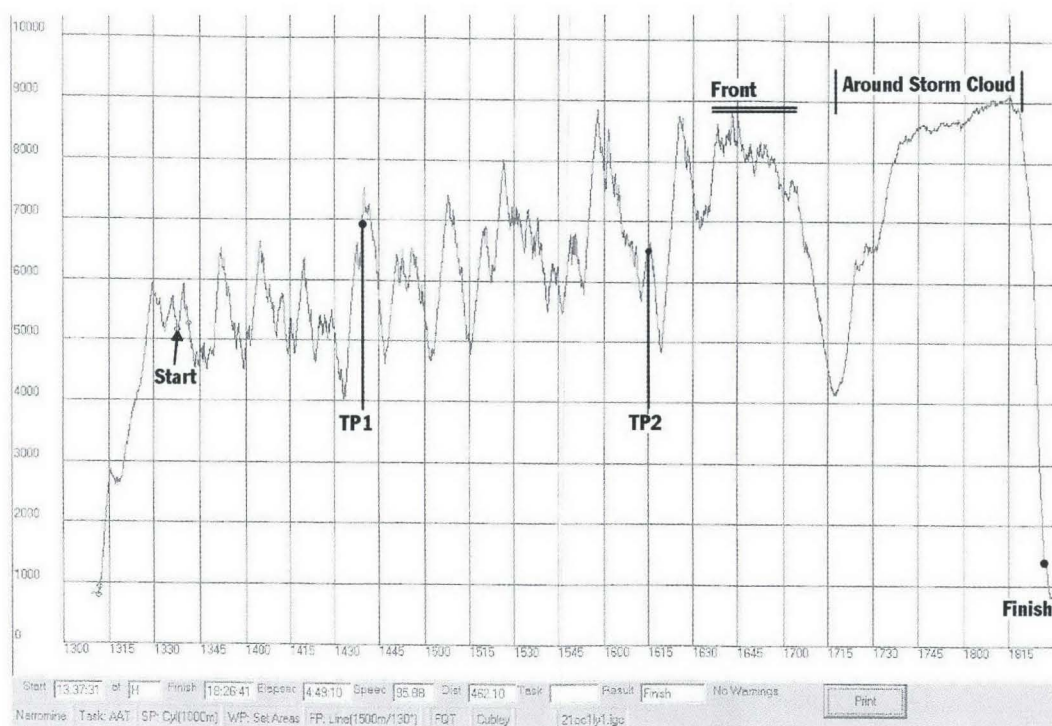
There was lift everywhere and I was able to cruise at 70 to 80kt with a minimal loss of height. A few times the cloud shelf became a little close and I had to speed up a little or move away from the front. The DG300 appeared out of the gloom, he had finally moved away from the rain a little. He wandered back in towards the rain. Didn't see him again.

The lightning was very impressive, and very close. Each time a bolt appeared, the noise level from Tegan in the back seat increased ten fold and I edged a little further away from the front. I had never seen so much lightning in a storm before – certainly not when I have been up close and personal.

I kept trying to move towards Narromine but the lightning was keeping me at bay. Tottenham appeared below to the right. Only 70km to home and I am over 7,000ft. All I need is a way through.

There are some gliders really low below, they appear to be trying to get to Tottenham airfield. The blow-out from the storm is kicking up a dust storm below.





The option now appears to give up on getting back to Narromine and to keep heading north to Nyngan – our first turnpoint and 120km from Narromine – but hopefully away from the rain and wind.

There is a bit of a gap in the front to the right, towards Narromine, worth a look. There is a Discus going in the opposite direction, having obviously decided against pushing through – or is he just trying to get a bit of height before gliding it out?

There is some light rain but the sky looks brighter behind. I should be able to glide through without losing too much height and then hopefully glide out to the main highway – should make the retrieve a little easier. And it should get me to within 30km or so of Narromine. A much better option.

The rain is not too bad, and on the other side the sky is clear – relatively speaking. High cloud, low scuddy clouds, no lift but no rain. I start the glide towards the road – thank goodness for the GPS. There is a glider lower than me, I am at 3,000ft, we are both heading for the road.

I look back at the storm on my right, it appears to be a true monster, just a large wall of cloud with a base lower than me and a top well out of view. The edge of the cloud looks quite interesting, almost lenticular cloud shaped. I wonder? I head towards the cloud wall and arrive above the base on the edge of the cloud. Smooth lift, only two knots, but I am going up – maybe I can get around the storm and back into Narromine?

This is truly wonderful flying. The huge monster of a storm takes up the whole sky, but on its side the lift is calm, smooth and consistent. Not strong but easy to stay in and a really amazing view. The GPS says that I am still 40km from Narromine and flying at a tangent to the path home. The radio chatter starts from Arnie Hartley at Narromine base, warning all pilots to stay away from Narromine airfield. Thirty to 40kt winds have hit the field, driving rain, low cloud, visibility 50m, lightning and thunder. The lift on the edge of the cloud continues and Tegan and I are approaching 6,000ft. Very peaceful, great view – yet just to the right, 40km into the cloud all hell is breaking loose. I am glad that I am where I am. Suddenly Graham Parker's voice comes onto channel, he is on the edge of the cloud behind us. Then Tom Claffey arrives also. Little Petunia suddenly appears a little below us. Further around the cloud, we reach

8,000ft. It is really cold up here now, both Tegan and I are shivering away – other calls of nature are making their presence felt. We spot various landmarks, various crop duster strips. Discussion starts as to where we may be able to land. The warnings continue from Narromine – still raining, low cloud, lightning – we don't want to go there yet. The option of going to Dubbo airport and waiting for an aerotow retrieve becomes quite an option (anything to avoid de-rigging the Janus). It is still very cold. Bob Ward appears, going in the opposite direction – how did he get onto the opposite side of the cloud?

Now we have almost covered 180 degrees of the cloud circumference, still 40km from Narromine. I guess this means that the cloud is about 80km across. How long before it gets dark? Can we hang around up here for long enough so that the

cloud drifts past Narromine? We are certainly on the correct side of the storm, it is moving slowly westward and we are now to the east. I am dying to go to the loo, and it is really cold. We have been around the storm for a good 80 minutes now. News from Narromine has improved. It's still raining but the cloudbase has improved and the wind has dropped a little – the storm appears to be moving through.

I am only 37km from Narromine – progress has been made. The cloud appears to have broken up a little, looks more like mountains and valleys of cloud with sheer cliffs down to the ground. Can I see a way through? We start to glide through some of the valleys between the cloud peaks and the sky opens up more. Twenty-seven kilometres from home and still with 6,000ft – surely this is enough? Having seen thousands of feet washed off by thunderstorms in only a few minutes I am still a little conservative but then the picture opens up a little more and it is in the bag. Another glider is suddenly spotted a couple of kilometres ahead, diving for home – I was too conservative, the competitive nature takes over once again.

I have never seen so much water in paddocks. The normal arid country around Narromine is under water, rivers flow through paddocks and over roads. We learn later that they received five inches of rain in 30 minutes whilst we were cruising peacefully at 8,000ft. We dive for the finish line. Even if we have spent 90 minutes cruising around, saving a minute or two suddenly seems important. What a great feeling, flying over the finish and into the circuit. The lightning is a little to the west, there is still some rain and the only place to land is the bitumen runway – everywhere else is just one big lake.

It is a great feeling as the glider comes to rest, we certainly never expected to make it through the storm, but patience and perseverance and some good fortune has paid off. Seven or eight aircraft make it home. Strangely enough, most of the team pilots from South Africa get through, seems they have had some recent experience with storms. Matt Anglim also makes it to the finish, he had been one of the low gliders at Tottenham but a little guidance from Tom Claffey saw him find his way back to the lift and he never made another mistake – a great result.

I must describe this flight as one of the most memorable amongst many memorable flights. Sharing it with my daughter gave it just that extra enjoyment.



Frustrations and Reactions

Allan Ash

GLIDING CLUB OPERATIONS DEPEND GREATLY ON THE WILLING CO-OPERATION OF ALL MEMBERS. MOST MEMBERS ACCEPT THIS AND SHARE BOTH THE JOYS AND THE OCCASIONAL SETBACKS THAT OCCUR. BUT WHILE THE JOYS ARE USUALLY RECEIVED WITH UNIVERSAL GLADNESS, THE SETBACKS HAVE A VARIED REACTION ACCORDING TO THE INDIVIDUAL PERSONALITY. THIS IS A FICTION STORY BASED ON AN EVENT THAT REALLY HAPPENED.

The Friday evening weather forecast indicated that the following day would provide reasonable soaring conditions so it was not surprising that almost the entire club membership turned up at the airfield on Saturday morning.

But there were a couple of disappointments. The Astir was in the workshop being equipped and prepared for participation in the forthcoming State competition.

As well, the K13 was out of service, having outlanded in a rough field by a mid-week trainee. Though the landing was otherwise satisfactory, the aircraft had encountered several spikey bushes which inflicted tears in the fabric of the fuselage and one wing. It would be in the workshop all day, being patched up and painted.

This left only the trusty Ka6 for the crowd of eager pilots to share. But under the leadership of Andy, who was duty pilot for the day, preparations were quickly carried out. Andy arranged for the Ka6 to be inspected and Ted and Russell were detailed to take the winch to the upwind end of the runway.

But as they prepared, it became obvious that the day was not going to live up to the forecast. Brian, the instructor for the day, took the first flight but managed only a slightly extended circuit. *'Too early yet,'* he reported, *'but it should improve.'*

Well, conditions did improve slightly over the next hour or so, but pilots were still struggling to remain airborne for half an hour. By one o'clock there was still no sign of clouds and what thermals there were did little to lift the spirits of the pilots.

Then it was the turn of James to try his luck. All the members acknowledged that James was a competent pilot but he was not very popular. His rather arrogant attitude and his too frequent references to his 'superior skills' left other pilots unimpressed and inclined to avoid his company.

James had a good launch and was soon circling in something that slowly took him to about 2,000ft. Then, instead of following the usual routine of searching for more lift close to the airfield, he was seen to set off in a straight line into the distance.

Of course, everyone expected him to turn back as his altitude was reduced, but he did not. *'Where's he off to?'* asked Peter. *'He'll be scratching to get back from that height.'*

A minute later, all the pilots realised that James was not only not going to get back, but obviously had no intention of trying. *'The b...d's off on a cross-country!'* exclaimed Sam, indignantly. *'But he can't go like that,'* Diana replied fiercely. *'He's made no arrangements about a retrieve and conditions aren't good enough for a cross-country anyway.'*

So they waited. Gradually they had to accept that James had taken the Ka6 on a cross-country, leaving 10 pilots who had not yet flown with no aircraft to fly.

The situation brought varied emotions among the pilots – anger,

disappointment, frustration, resentment – all understandable but none of them helpful.

Before long, all had realised that their hopes of flying that day had been dashed. Slowly, the bits of equipment were gathered together, the winch was packed up and everyone headed back to the hangar. There was a quiet bitterness among them at having their day spoilt by the selfishness of one of their number.

As they gathered at the hangar, Diana put on the electric kettle to make tea or coffee, several offered to help with the repair of the two-seater, while others wandered about silently, kicking dust and small stones dejectedly.

'I suppose we'll have to wait for a phone call from James to let us know where he landed,' said Brian, facing an obvious fact. *'Do we have to retrieve him?'* asked Peter. *'Let him walk back.'* *'I don't much care about James,'* Brian responded, *'but we need the Ka6 to fly tomorrow.'*

Diana began handing out mugs of tea and coffee. *'Who's going to volunteer to do the retrieve?'* she asked, being practical. *'Not me,'* said Tony. *'I was due to fly next.'* *'Count me out,'* said Gary. One by one the other pilots said much the same. Nobody wanted anything to do with the retrieve. *'Well, we can't just abandon him and the aircraft,'* said Brian. *'I suppose it's up to me to go, though I feel the same as the rest of you. James had no right to just push off across country without permission or arranging a retrieve, especially as it left the rest of us without an aircraft.'*

Another hour passed without a resolution of the problem. All the pilots were firm in their determination that James could bring himself back as far as they were concerned. It was a stalemate.

Just before four o'clock the phone in the hangar rang. It was James, he reported nonchalantly that he had landed in a remote paddock some 20km away. Unfortunately, he was several kilometres from the nearest house and when he had reached it he found nobody at home.

He had then set off to walk to another house he could see in the distance and had eventually reached it, tired and footsore. He now asked to be retrieved without delay. *'Ha!'* exclaimed Tony. *'He'll be lucky to be retrieved at all.'*

Brian was still trying to get one or two volunteers to join him on the retrieve when two visitors arrived at the hangar. *'We heard there was a gliding club here,'* a husky teenage lad said, *'so we thought we'd have a look.'* He introduced himself as Terry and his companion as Kylie. Brian explained why there was no flying being done and that he was arranging to retrieve an aircraft that had landed in a paddock 20km away.

'Gee,' said Terry, *'we wouldn't mind going with you.'* He looked at his girlfriend and she eagerly agreed.

So the retrieve was arranged. The trailer was hitched to James' car and Brian, Terry and Kylie set off. The sun was sitting on the horizon when they got back with James and the sailplane. By then all the frustrated club pilots had left the airfield.



HGFA General Manager's Report • M I C P

Major changes are occurring in the administration of the federation following the recent Board meeting, the biggest being the relocation of the HGFA National Office. This has resulted from Margaret Crane resigning as office manager to enable her to spend more time with her family. I sincerely thank Margaret for her many years of dedication to the federation; we will struggle to find an employee as conscientious. Thanks also to Karina Thatcher and Colleen Lacrosse for their help in recent years.

Another significant change is the appointment of Kevin Magennis as HGFA Operations Officer. Kevin will be assisting me the Active Australia Club/ Instructor Liaison project and various safety based projects, including: accident investigations; investigation of breaches to rules and regulations; club/SSO and SO seminars; review and update pilot and instructor training workbooks and manuals; instructor conferences and clinics; facility audits and inspections; and CASA liaison as required. Welcome aboard, Kevin!

We are still working out Kevin's program and contract, but anticipate that his appointment will be for three to four months.

New HGFA Office Bearers

Congratulations to new board positions, as follows:

HGFA President: Keith Lush
Vice-President: Rohan Grant
Secretary: Rohan Holtkamp
Treasurer: Rob Woodward

AirManShip

The HGFA Board has again identified the benefits of the AirManShip project which has been around for some time. This year has been deemed to be the HGFA Year of AirManShip. During the coming 12 months we will be focussing on the human factors in our flying. Specifically decision making in the three areas of the Air (the weather), the Man (the pilot – sorry girls) and the Ship (the aircraft). Think safety – fly safely!

National Instructor Conference

Dates have been confirmed for the National Instructor Conference: 3, 4 and 5 September 2002. It will be held in the Canberra area – all instructors and interested members are invited to attend.

Airworthiness Directives

Two Airworthiness Directives can be found in the News section of this maga-

zine. One relating to fabric problems in some NOVA Carbon paragliders, and another regarding MarS ATL-88 reserve parachutes.

Not so Happy Easter

Several accident reports have been received following incidents over Easter. The most serious resulted in a very experienced hang glider pilot suffering serious head injury on impact with the ground. He was aerotow launching from a dolly and apparently left the dolly with insufficient airspeed, a wing dropped and the glider nosed in heavily. This accident occurred in light wind conditions; indeed the prevailing conditions were much better than the previous days, when winds were gusty and at times crossed. Perhaps the resultant need to roll a lot further than on previous days gave the pilot a false impression of adequate airspeed. I remind pilots to pull themselves well forward through the control frame when dolly launching; it is better to roll a bit further than leave the dolly without enough airspeed.

Several other reports are to hand:

No 1

Pilot: Advanced HG pilot
Experience: 450 hours total,
10 hours last 90 days
Glider: High performance HG
Pilot Injury: Broken left humerus
Glider Damage: Bent control frame
Location: Inland out-landing
Conditions: 5kt tailwind,
nil turbulence

Pilot's description:

Accident happened on landing during XC flight in competition. Glider hit fence on final at significant speed, resulting in broken arm and slightly damaged glider. I was flying in a new glider with only three flights and was not fully familiar with final glide and landing characteristics. The chosen landing paddock posed several problems. Firstly I had to clear a powerline to land across a road up a slope. At the top of the slope were trees and granite boulders. At the bottom of the paddock was a barbed wire fence. First mistake, bad choice of landing paddock, considering experience in glider. Whilst setting up the landing and coming in on final I was concentrating heavily on the position of the powerlines and did not take the fence into consideration until too late. I did not want to overshoot and end up in the trees and rocks at the top of the slope, but obviously over-compensated ending up short of the paddock into the fence. In the

heat of competition I should have been more cautious in my choice of landing paddock, considering my limited experience in the glider. Do not choose landing paddocks with more than one (preferably none) obstacle to clear.

GM comment:

Considering our three human factor areas: Air – more allowance for the light wind conditions would have led to the selection of a better landing field. Man – the pressure of competition tends to see the normal level of caution reduced (worth keeping in mind whenever competing). Ship – considering the new glider, again a more forgiving landing field would have been the safer option.

No 2

Pilot: Restricted PG pilot
Experience: 20 hours total, 20 hours last 90 days
Glider: DHV 1-2 paraglider
Pilot Injury: Minor chest bruising
Glider Damage: Damage to several cells
Location: Small coastal soaring site
Conditions: 15kt sea-breeze, nil turbulence

Pilot's description:

After touch-down for a top landing, the paraglider started pulling me backwards due to the venturi effect associated with the proximity to the top of the ridge. I tried to use the speed bar but could not reach it so decided to collapse the glider by turning around and pulling on the brake lines. In the process the paraglider dragged me about two metres into a fence pole, which I struck with my chest and then it hit the ground hard, causing the damage to the sail. Causes of accident: Failure to reach and use speed bar when needed. Failure to use a more effective means of collapsing the glider like C lines. Failure to recognise the danger of landing too close ahead of fence line and top of ridge for the conditions. Failure to heed advice from a more experienced pilot (the witness) who suggested it would be safer to land at bottom of slope.

GM comment:

Air – conditions were ideal for the task at hand (for an experienced pilot!). Man – conservative options are preferable for a low airtime pilot (the advice to land at the bottom should have been heeded). Ship – can't blame the glider in this one!

No 3

Pilot: Intermediate HG pilot
Experience: 80 hours total, 12 hours last 90 days
Glider: Restricted/int HG

Pilot Injury: Night in hospital following near drowning
Glider Damage: Totally destroyed
Location: Coastal beach landing
Conditions: 15kt sea-breeze, minor turbulence

Pilot's description:

After soaring for several hours the pilot watched several other pilots land and set up his approach. After finding it difficult to get below 100ft due to the lift over the narrow beach, he flew out to sea and lost height; and on turning back toward the beach below 30ft realised he would not make it past the surf. Rather than land in the surf, he opted to land outside the breakers. He flared into the water and reached for his hook knife; but due to flying a new harness, the knife was not where it used to be and the pilot could not locate it. He got a breath or two from the air trapped under the glider and just got the carabiner undone as he passed out.

Luckily the landing had been seen by a couple of fishermen on the beach who rescued him. He was resuscitated on the beach and transferred to hospital.

GM comment:

Air – conditions on this site always result in lift over the beach (as is often the case where a narrow beach is immediately in front of the ridge). This necessitates an exacting approach. Man – keeping a cool head on not finding his knife, he did well to undo the carabiner – this could well have proved too difficult for the non-flying fisherman – remember rule one – don't panic! Ship – the new harness and relocation of the hook knife were contributory to the near drowning. When a change to equipment is made, it is best to gain familiarisation with its use prior to flying. Reaching for a hook knife, parachute handle, or other equipment should be rehearsed both on the ground and in-flight.

Fly safely, Craig Worth



To HGFA Employees, Board & Members,

It is with regret that I must notify you of my resignation to the HGFA.

For those of you who may not have heard I now have a daughter (Bree) who is now 17 months old, and juggling full-time work, motherhood and running a household is proving to be a little more difficult than I anticipated, therefore I had to give up one or the other, hence my resignation. (I'm not sure my family would approve if resigned from them) I will be leaving the Federation around mid-June 2002.

I have spent around 8 years with the Federation and have experienced a number of changes (Board, staff, databases, etc), have gained invaluable experience and made some wonderful friendships along the way and you are the people I have to thank.

So Thank You for making my time at the Federation unforgettable, I will miss you (even Craig).

I sincerely wish Craig and the new team my best regards – and hope you will give them a little time to adjust to all of the changes over the next few months.

Best Regards,

Margaret Crane, Office Manager HGFA

HGFA President's Report

To Fellow Pilots

Hang gliding today is facing the same dilemma as so many other sports across our country. No doubt we have all read the papers and seen the stern faced journalists on television providing graphic examples of how insurance premiums are escalating out of all proportion. There is a ground swell of dissent that is manifesting itself in many ways across our country right now, but it won't provide us with wallet relief in the short term. I fear it will take state and federal government action to arrest this, almost epidemic insurance virus, we are all afflicted by. We are just one small group of many who are lobbying to get some rationality back into our cost of insurance, but in the mean time we have to ride the wave, or dare I say thermal, all the way to the top and this means finding ways to dig deeper into our pockets.

The HGFA Board meeting held in April was faced with some very tough decisions. We were able to measure the outcomes of previous actions, adjust where necessary and set budgets for the future. On top of the insurance issues we are faced with our wider agenda of supporting our pilots. Both existing and future. Our aim is to provide support and direction through policies and projects that help us to fly.

June 2002

Some number of years ago we recognised the need to provide a support structure for new pilots, to somehow arrest that high attrition rate in those months beyond the school. The importance of our clubs is I believe almost equal to the importance of sites. There will come a time when all of our sites will need to have a site manager recognised and that site manager will need to be either a club or state association. But all too often our clubs go through periods where they struggle. The recent Active Australia initiative has given us the means, and more importantly the funding, to actively assist our clubs in their activities. I would ask you all to embrace this initiative by participating with enthusiasm in our efforts to build our club structure.

Another area that I am just as passionate about are the attitudes we adopt towards our mortality. Or simply put... safety. You will start to see our AirManShip campaign gather momentum as we gradually integrate it into our training syllabus. It was great to hear a report back from one club in Western Australia that awarded the monthly Eagle Award to a pilot who rolled up to a site and decided NOT to fly because it wasn't quite right. That was despite the considerable effort that went in to actually getting to take off.

One other item out of those that we covered at the recent Board meeting was site retention. We at the Board are across most of the site retention activity that is going on and are planning to use the HGFA home page as a doorway to site retention assistance. Sort of a help desk for saving sites, if you like. So, if you are aware of a site that is under threat and have the task to save it you are never alone. Until the web link is up don't hesitate to call any of the board members for guidance, assistance or simply to pick our brains on what works and what doesn't.

In closing I would like to acknowledge the great guidance and depth of knowledge that Rohan Grant has given the HGFA Board over the many years he has been tirelessly fighting for our sport. Pressures of work and an expanding family has compelled Rohan to ease back from the responsibilities of President. While he declined to make himself available for that role he is still a very valuable member of what I see as a well balanced, dedicated and energetic group of pilots.

I hope the quiet season is not too quiet and we all get some quality air-time through to next season.

Regards from Keith Lush



GFA Development Officer's Report

Terry Cubley

Views from the Clubs

I have received some comments from different clubs and individual members on some of the items that I have discussed over the past few months. There has also been some active conversations on the aus-soaring site and I include some of these comments below so that they receive a wider audience.

Each of the points mentioned below opens up a whole range of issues for consideration by individual members and club committees. As some of the writers state, they are actively seeking your views and experiences. Please send any comments, even if just one or two lines, to <cubley@netconnect.com.au>.

From New South Wales

As membership secretary of my club (Southern Cross Gliding Club, Camden, NSW), I'd have to say we are doing our level best to hold our own against the downward trend seen elsewhere. This last year has seen many new members who are still with the club and flying (and making REAL progress) regularly.

We use a three-month probationary membership system to give people a chance to decide if gliding is really for them (and the club is happy to have them too), then follow this with an invitation to full flying (12 months GFA plus club membership to the end of the club year). The statistics for the last 12 months or so bode well for us as follows:

From 1 April 2001 till present 43 new members signed up.

Of those:

- Seventeen are currently full flying club members;
- Five are associates belonging to other clubs as well as ours (and who I know are flying with us);
- Six are still in their three-month probation period;
- One re-joined the club after a period with other clubs.

A total of 29 "active" new members. Of the other 14:

- Four were overseas visitors (short term members only) and have since returned home;
- Two have moved interstate (after having gone solo with us);
- One is flying motorgliders with another club (Byron Bay);

- Two were high school students (one tied up with HSC but keen to return, the other moved interstate).

A total of nine "lost for a good reason".

I am still waiting on paperwork or a 'no thanks' from two of them currently invited to full flying. That leaves only three who left because of other reasons.

Mind you, there has been a lot of hard work done by the committee, instructors, duty pilots, etc. to make new members welcome, to encourage AEF passenger to "take the next step" and so on. I think it's paid off and we are a better club for it. – *Jason Armistead, Membership Secretary and Webmaster, Southern Cross Gliding Club Inc, [www.southerncrossgliding.org].*

Reply:

Jason is doing a great job for his club. Every club needs people with the enthusiasm and commitment that Jason shows. I have received numerous emails from him and am pleased to show this comment from aus-soaring in full.

As Jason points out, their great success (75% return from their 'package deal') is due to some hard work from the committee – they have obviously identified some real value for prospective members and worked hard to make sure that this value is delivered.

From an Ex-member

Being relatively new to this sport (less than 12 months) I read, with varying levels of interests, the subjects that are discussed and think to myself, that as a new member to this sport it's best to sit back and look and listen before making comments.

However this is an exception. I started flying July last year and absolutely loved it. I had excellent instructors who put a lot of time and effort into my training. As we all know with any business, it needs to make a profit and the club I joined is very much focused on making money to survive and therefore concentrates heavily on one-off flights. This, to the extent that if there aren't paid passengers first thing Saturday or Sunday morning then there is no urgency to get the gliders out and get flying. This is just one issue that can quickly dampen the spirits of any new pilot.

The point to my email is that there is this discussion on how to retain new members from people who have been in the sport for years, so obviously you

guys are happy with the way your club runs. Has anyone stopped and asked new members what they think or what they would like to see happen? Does anyone call new members who are seen around the club for the first six months and then slowly disappear, or do you 'so-called' experts come up with excuses without doing a thorough investigation on what really happens.

I for one am a so-called 'new member' who has gone to another form of flying and I can assure you it's not because of the GFA.

Everyone who is concerned about declining numbers has the ability to look at their own conduct, and the conduct of their club, and say, "What am I, personally, doing to improve the public image and take-up of gliding?" Until everyone does that, nothing will EVER prevent numbers from decaying further. Everyone needs to take responsibility for their own actions, and each club needs to market itself to its own catchment community using methods which have been evaluated and are known to actually work, if anything is ever going to arrest the slide.

And, yes, that necessarily means that if your club is declining now, you need to do something *different* from now on. There is no option here, you either innovate or you die. How many clubs with declining membership are already dead but stumbling along regardless under the power of their last remaining long-term members, neglecting to make the changes necessary to recruit members to ensure their survival? And does anyone honestly believe that the GFA has anything whatsoever to do with that decline?

As an example of clubs doing their best to attract new members

- Caboolture has several teenagers and is looking for ways to attract more – as well as attract their parents.
- SAGA has a few youth scholarships, where the state association pays for the club membership and GFA fees for under-18 applicants who wish to go through training.
- AUGC sent two 15-year-olds solo last year, and has another one going through training this year (and his dad, who flew years ago, is coming back with him).

As you're probably finding, if you want to attract a younger crowd, the

entire club needs to be pitched in that direction: OFITTHs making rules for the sake of regimentation, cake sales instead of parties, and high prices will tend to drive away younger people. On the other hand, if you're aiming yourself at an OFITTH market, those things might be fine.

But how many clubs have sat down and worked out what the best target market is likely to be?

There are other sports which can teach us some lessons: Every year Adelaide University fills up half a dozen tour buses at \$500 per seat for a ski trip. Skiing is expensive and hazardous too, but it carries with it an atmosphere and social scene which convinces cash-strapped uni students to part with ridiculous amounts of money for some short-term gratification. And they feel good enough about the experience to do it again next year too.

I see so many people whinging about how changes in modern society mean that people have less time available, but I see precious few people pointing out that most of our audience will give enormous amounts of time to any pursuit which is *fun* (hundreds of thousands of people have enough spare time in their lives to spend an entire day playing cricket or football or netball or something like that, plus evenings during the week to do the training; I don't buy the argument that everyone is too busy in this modern era to spend an afternoon flying gliders – perhaps we're just marketing to the wrong audience).

If spending the day around the pie cart waiting for the two-seater to become available isn't fun, then other parts of the club which are more controllable need to be re-engineered to take up the slack: If your club doesn't have the social scene necessary to make a 20-year-old believe that it's more fun to associate with your club members than it is to, say, go surfing, then 20-year-olds will go surfing instead of gliding. *"Like, duh!"*

The same, of course, goes for 60-year-olds: if you're identified them as your target audience, then you need to pitch your club in their direction. But for goodness sake, don't pitch your club at 60-year-olds if you don't stand a chance of attracting enough of them for your club to survive!

If some clubs have older members who are set in their ways and can't

cope with that kind of change to the club: tough. Either cope with it and make the changes or let the club die. If your present practices are making your club unattractive to new members, and you refuse to change those practices, then new members won't come (again: "Duh!"), your club will die, and some other club who is outgrowing its current fleet will benefit from your cheap gliders in the resulting fire-sale of your assets.

There really aren't any other alternatives.

Reply:

The writer has some strong views, but they are views that clubs need to consider. His point, that the club needs to make a decision on the type of member that it is hoping to attract. With the decline in members over the past five to years we have ended up with many club committees having the same 'old' people running the club. Sometimes we all need a wake-up call to make us think a little differently. Sometimes we have to let go to give some new people a chance – you may be surprised by how well they do. If the committee is prepared to openly consider the future membership needs, and to consider ways of encouraging involvement of new members, the club can only progress from strength to strength.

Mark Newton from AUGC writes below to give some examples of one club's approach.

How about some constructive use of this mailing list? Tell us something your club has done in the last 12 months to attract new people. Tell us which problem it was attempting to solve, whether its success has been evaluated, and what improvements are slated to improve its effectiveness further down the track. If we get enough ideas in the melting pot it'll

work to the collective benefit of all of us.

I'll start:

Background:

AUGC does a recruiting drive during O-Week at Adelaide Uni every year. This usually nets us 70 to 100 new members. The student intro package is \$10 for club membership and your first flight (up to 20 minutes) for free. (Development officer: Adelaide University supports this fee, but the concept of buying a membership for an amount and then getting a free flight is interesting)

Problem:

The next six weeks following O-Week sees us inundated with AEFs. Most of those people come up once, give it a go, and then we never see them again. Despite getting 70-100 new members every February, half of those members never visit the airfield, and we only send about four to six people solo per annum. The regular members spend six weeks busting their guts keeping things running for the benefit of O-Week sign-ups who aren't really interested in long-term membership.

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Solution:

We've done the numbers on how much it costs for the average punter to go solo (based on about 15 hours of flying time, 50 winch launches, and other miscellaneous outlayings). We've bumped about 40% off that cost and offered it as an "all-inclusive" package if it's paid up front. This package is marketed to students as "Pay \$240 now to cover all your flying costs from first-flight to solo." (GFA membership isn't included, 15 hours maximum, must be used within 12 months).

Our normal two-seater hire rate is \$18 per hour, launches are \$4 each. You can do the maths at your own club to work out an equivalent price; you might be surprised at how attractive it is to your prospective members.

Evaluation (ad hoc and opinionated):

We now have 10 students on that package. We'll win financially no matter how it turns out: if they go solo, they'll spend the next couple of years flying our single-seaters; if a handful of them give up and disappear, we have \$2,400 from them in advance so we've come out of it further in front than we would have if we didn't do the package deal.

The analysis which leads us to that conclusion is too complex to post here, but we're pretty sure that the risk of coming out financially worse by offering the 40% discount is pretty low.

The trainees win too, because they get a solid concrete answer to one of the most common questions at O-Week, which is, "How much will it cost if I want to go solo?" You can't beat "\$240 plus student GFA membership" as an answer. And if they take more than 15 hours and have to start paying normal rates, the 40% discount for the start of their training will probably ensure that they still come out further ahead than they would have if they didn't pre-pay. And at O-Week we can say, "Not only are we cheaper than the ski-trip they're selling in the booth next door, but you can enjoy this all year 'round instead of burning your money away in one week."

It also helps to identify the people who are interested in long-term membership: Putting money up-front is great for working out who is serious. There are lots of reasons for any club to want to know that.

We don't have a long-term evaluation yet, because this is the first year we've been doing it. Perhaps I'll post something here next year to tell you all how many people went solo in 2002. Interestingly, one of the guys who had his first flight three weeks ago and signed-up for the package nominated himself for the AUGC committee at our AGM last week (and successfully won the position). I don't think I've ever seen that kind of enthusiasm from a new entrant in any club in any discipline. I'm not proposing that the package deal had anything to do with that, other than as a demonstration of the kind of people it seems to have attracted.

Does anyone else want to put forward something similarly constructive? – Mark Newton (AUGC)

Reply:

I visited AUGC a couple of weeks back, and I must admit to being very impressed with its operation. It was a short time after the Orientation week and they certainly did have a significant number of young people at the club. This is most unusual for a gliding club, to have 20-year-olds in significant numbers (I saw the same at Cunderdin (GCWA) and at Narrogin a couple of weeks later). What was most impressive was that these young people, even some fairly inexperienced ones, were taking responsibility on the field, explaining very clearly the safe operation to newer members and

visitors alike. Everyone was encouraged to become involved in the operation and quickly learnt the safety rules – and complied with them.

AUGC also has a number of not-so-young members and is encouraging these to join and participate and enjoy the sport. Costs are a little higher for these non-students but still quite cheap. The club has a good selection of gliders including a Pik20 and an Arrow (which a few of the folk were keenly flying 'au naturale' – with canopy off).

It is also good to see that it encourages the younger pilots to join in the club administration and management. The more senior members (some even older than me) take on the role of advisor or mentor for this younger group. The concept of a club "elder" has something to offer. How would it work in your club?

Peter During, Sportavia Soaring Centre, Tocumwal writes:

After reading your article in the Australian Gliding/Skysailor magazine I would like to ask you one question: How about commercial operators?

Lots of glider pilots have made the choice to fly at a commercial operation. Currently we are doing 400 to 500 flights per month. Many of these pilots are members of a club somewhere in Australia or overseas and enjoy getting a "gliding fix" in Tocumwal. Other pilots gave up on clubs and only fly at commercial places. All these pilots have a lot off FUN (read the "latest news" on our web site).

What is the difference between HUS BOS and the current commercial operators in Australia?

In my opinion you forget to mention the choice: "Do I fly at a club or at commercial operation."

Reply:

Thanks for the comment. Of course, you make an excellent point. For many members the commercial operation answers all of their needs – good equipment, a professional service, you get what you are prepared to pay for, no long-term commitment (in terms of fitting in with what other people want you to do).

I believe that as we promote the sport the commercial operators will need to be an integral part of the whole plan. I am sure that there is a growing market for the service that you guys offer. It also lets 'normal club members' have a fix when the demands of the club scene get a little demanding.

**GLIDING FEDERATION OF AUSTRALIA****Airworthiness Inspection****FORM 2 NOTICE**

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Cheque for \$137* is enclosed
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Cheque for \$302* is enclosed
with copy of aircraft log book
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and initial registration is due
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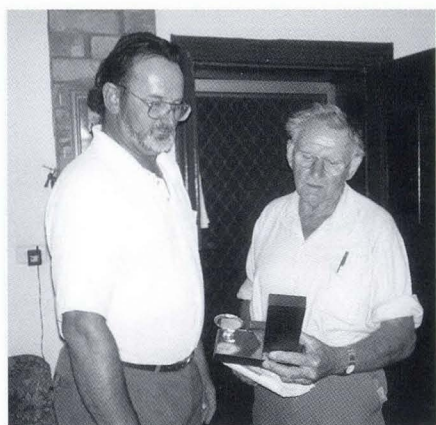
* prices include GST

Forward to:

GFA Secretariat, 130 Wirraway Road,
Essendon Airport VIC 3041

Vintage Glider Rally

Photos: Alan Patching

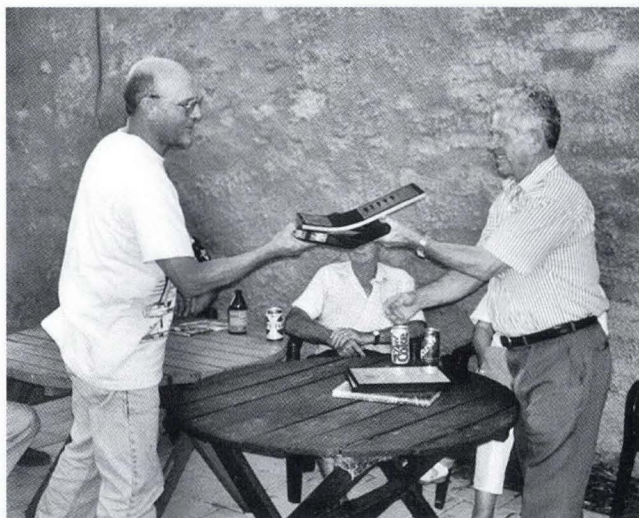


Above: Keith Nolan, VGA competition director presenting the single-seat trophy to the winner, Emilis Prelgauskis, who flew his ES-60 Boomerang

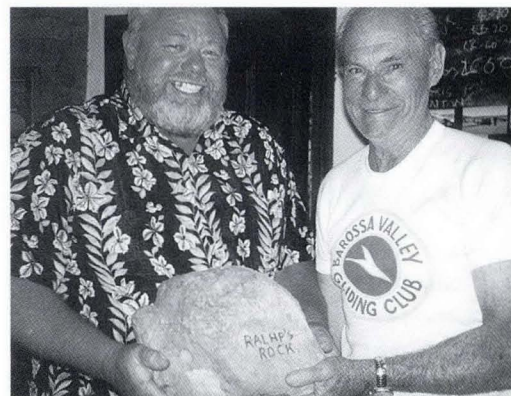


Right: Alan Patching and Ian Dunkley, past secretary of the International Vintage Glider Club at Stonefield. The glider ES52, VH-GRX, was the first glider for the Barossa Valley Gliding Club

Right: Harry Schneider presenting the Schneider trophy to Chris McDonnell for the best-maintained Schneider glider at the rally. Chris owns the pro-type ES-60 Boomerang which was flown by Malcolm Jinks in the World Gliding Championships at South Gerney, England in 1965



Below: Attendees and some of the gliders at the VGA rally held at Stonefield, home of the Barossa Valley Gliding Club. In the foreground are glider models flown by George Buzelach who is also known for his paintings of gliders



Above: Alan Patching, honorary secretary of Vintage Gliders Australia presenting a special trophy to "Feathers" Crompton. The trophy is titled "Ralph's Rock", since "Feathers" found himself between it and a hard place on one occasion during the rally





Feedback Forum



Viv Drew

“Soaring Australia”

– the new name for Australian Gliding/ Skysailor. GFA and HGFA have agreed recently to change the name of the magazine to Soaring Australia. A separate entity will be set up with representatives from both GFA and HGFA, whose initial responsibility will be to manage the production, distribution, advertising and financial control of the magazine. This allows all forms of soaring to be encompassed and streamlines the name of our magazine to represent a sport that has impact and definition.

LLAMP

Airspace is always on the GFA collective minds, so to put you in the picture, Air Services have officially put the Low Level Airspace Management Project (LLAMP) project on hold and GFA awaits the decision from the Minister's office. We have supported the National Airspace System (NAS) proposal as being a sensible, proven system. We can readily operate within this system and we can sell to it the gliding movement and sport aviation in general, so that we can push cooperation, and participation, with the official system instead of always having to defend our rights and freedoms. GFA has rejected the LLAMP proposal as being much too complex and unacceptably restrictive. We will endeavour to keep you up-to-date with information on this very important area, as it comes to hand, via the GFA web site.

Recently, there have been discussions via Aus-Soaring, which had been forwarded to Feedback Forum by a concerned member, regarding the GFA Basic Gliding Knowledge publication and a number of errors/omissions therein. This publication is a valuable resource and a lot of hard work has gone into its compilation, so please keep in mind that the forum for advising changes that need to be made is through the GFA Secretariat, who has responsibility for this publication. If the anomalies had been made known to the office directly, they could have been actioned instantly and rectified. With all due respect to those who frequent Aus-Soaring, which

is a valuable tool in its own right, a comment on Aus-Soaring is not a comment to the GFA. Please keep in mind for future reference, that if anyone wants action then they must let the GFA know – either directly to the office or through Feedback Forum where the query can be delegated to the person responsible for action. Your assistance with this would greatly enhance communication with GFA and ensure that all matters are dealt with quickly and efficiently for the benefit of the gliding movement as a whole.

Air Operators Certificates... the Burning Question!

Progress in negotiations with CASA regarding AOCs and the proposed Part 149 and 103 is slow, but insofar as we can tell at this time, they appear to be proceeding towards an acceptable outcome – this satisfactory situation seems to be a direct result of the careful strategy put in place by Australian Sport Aviation Confederation (ASAC) (Henk Meertens) and supported by the ASAC sporting bodies, including the GFA and Bob Hall. However, it is very much early days yet and we are a long way from a satisfactory agreement. Accordingly, this situation remains under very close scrutiny by all involved and GFA will not be able to relax until it is all agreed and in place.

Civil Air Safety Authority (CASA) Recreational Licence and Gliding Endorsements of CASA Licences

The matter of a CASA recreational licence is also under careful scrutiny and while an optional International Civil Aviation Organisation (ICAO) license may have some use (eg, flying overseas) – we will not accept the imposition of a compulsory CASA license for GFA gliding operations. It is the strong view of the GFA that, because of the importance of currency and control of operations by the club panel, log book endorsement by the club panel is the only acceptable ‘authority’ to operate a glider. It is therefore unacceptable that any external ‘authority’ should in any way undermine this concept. GFA along with ASAC

will be making strong representation to CASA to this end. We see no need to the additional bureaucracy of any centralised record and would also resist any such suggestion. (See the GFA web site for a full report).

Membership Fees

Membership fees have been increased this year for two reasons:

1. Insurances

The Broad Based Liability insurance (BBL) has gone up by 50% this year. While this is a very large increase it is much less than the increases for, say the HGFA and other aviation sports. The reason is liability insurance – which is increasing by much larger figures everywhere – and, in current times, we have done well to keep it to this relatively modest increase.

Overall, the increase is somewhat more than \$50,000 or more than \$20 per member. At this time we expect a further increase of about the same magnitude next year. GFA have been, and will continue to, work with the insurer to limit this increase. The rather more modest increases in our insurance has been the result of good safety outcomes by the GFA and well targeted insurance. (Other aviation sports have single blanket cover, which is now becoming very expensive.) Because we have already targeted our cover, the job of limiting these increases is now even more difficult. The BBL is becoming a first port of call for many cases and this is causing this large increase. However, if we limit the cover by the BBL and our members have to get this cover separately, the overall cost to the movement will be even greater. Solutions are not easy but we will continue to look at this

Finally, we hope that legislative changes will help. The strategy is to limit cost increases until the general situation (outside aviation) forces changes, which limit these costs. It is noted with some relief, that a claim against the APF (parachutists) for \$1,000,000 was removed at appeal, based on the fact that the litigant had signed a waiver. This is a very encouraging trend in the definition of ‘negligence’ which we believe is essential if we are to limit these increases to manageable amounts – not just for us, but for everything the gliding movement does.

If this is not successful then we will need to look at other ways of financing this cost.

The increase in membership (other than the magazine) is entirely due to this insurance increase. Because the GFA Executive knew it was likely to be coming, they have examined the cost structure of the GFA and determined that the only opportunity to cut costs to limit the effect of this increase was to re-structure the GFA office – which has been done. This initiative has allowed a limitation of the actual increase to be passed on to the membership to \$10 or half the actual increase. There will be no such opportunity next year.

2. The Magazine

The magazine has been subsidised by the membership for some years now. The total cost is small even at the now \$3 per issue and it was deemed that this cost should be passed on and should be visible.

Development of the Sport of Gliding

The development programs being put in place are being well received and

GFA looks forward to an increasing momentum in this area. Terry Cubley

has been very successful in this area and at a fraction of the cost originally budgeted. If you have not caught up with the development issues, the April edition of Australian Gliding/Skysailor had a very in-depth report by Terry. If anyone has comments on the development issues, don't hesitate to channel them through Feedback Forum – your comments could be just what GFA need to hear in their quest to develop and sustain the sport we all enjoy!



Gliding – More Than Just Flying

Emilis Prelgauskas

POSITION AVAILABLE: HONORARY CURATOR – MONARTO GLIDING MUSEUM

JOB DESCRIPTION: THE CHANCE TO DEVELOP FROM ITS CURRENT EMBRYO FORM,

A DISPLAY CENTRE FOR GLIDING

Once again the theme below is that 'gliding is more than just the flying'. This has been a theme underpinning previous short bursts in Australian Gliding/Skysailor.

Just as everyday glider flying similarly embodies a long list of activities where the flying is the outcome of those 'other' activities, including looking after the ground and airborne equipment, addressing the paperwork, finance and support roles. Without which there is insufficient resources for the actual flying to be achieved. Hence the term – critical mass.

The fact that we need to apply ourselves to doing all those other things through which our main aim is realised.

In a classic action paperback ('Rites of Passage') the text had the voice of the commentator once ask the rhetorical question – 'but who stands by to hold the reins of the horse, ties the rope by the window just so, and checks the weather report; so that the hero can effect the rescue of the fair damsel, escape and ride off into the sunset'.

It was a vain plea for a little recognition for the support crews who are normally completely missed in the sweep of the lens following the primary action (film at 11).

We would each of us of course prefer to be the main character, and leave the

tedious detail to 'them' – the crew, the others, anybody.

In gliding, the outcome of this scenario then progressively instead becomes increasingly irregular opportunities to fly – for hero, villain and bit players alike.

So to avoid that fate for the sport as a whole, the focus becomes for we glider pilot each to contemplate which of the myriad associated roles suits our individual taste and preferences, so that these 'other' jobs may indeed become a fun adjunct to the flying – to be wrapped into the definition of 'going gliding'.

The hope being that between us all the sport's full range of routine and developmental needs can be carried out, unless as a sport in total we have already declined below that critical mass level in the Australia-wide sense.

At local level, critical mass is most often about the extra set of hands needed to make a task a fun adjunct rather than a chore.

Thankfully, there is within many of the associated tasks in the sport some scope for a little specific recognition. In effect, supporting bit player hero parts.

This applies also to jobs beyond the traditional admin, ops, airworthiness and sporting categories which are formalised in the sport.

Also, into broader activities in the sport not restricted to the formal structures. Above, I've deliberately used from my own sphere an example of such a non-core activity.

Because, in the normal evolution, vacancies regularly appear in both core activity and adjunct activities. And some activities are new, and need people to make the task their own. There are jobs where that second pair of hands makes all the difference. Because some incumbents are looking to gear up successors, who will be able to take the role onward and possibly to new methods, directions, outcomes: because incumbents need a rest, or busy with daily life: and because some roles have been inactive, and yet deserve to be happening things. And in all of these there is scope for those doing the task, to value add, improve and modify, and make the activity and its outcomes reflect that individual's input.

No, I am not expecting to be flooded with applicants. That isn't the main point. I'm hoping to jog the minds of glider pilots all over the place that you've probably stumbled over something at your club where you thought: *"hey, I'd like to have a crack at this, which looks like it needs someone to care."*

My suggestion – go for it.



More About the New GFA Articles

Maurice Little

WHY MIGRATE

The big advantage of the incorporation under the Associations act is improved flexibility and reduced costs without loss of adequate protection. The existing structure of a "Public Limited company" is designed for large, profit making companies – we need the certainty of adequate protection – combined with the flexibility to allow democratic processes suitable to a volunteer Sport Association. This is specifically provided for by the legal structure developed for associations such as ours.

One very significant aspect of this is the matter of Directors liabilities and obligations. Under the current structure, members of the GFA Council have the same onerous responsibilities as directors of a major public company handling shareholders funds. We have already had one resignation because of

concern for the inappropriate level of responsibility imposed by this structure.

Think about this – How hard is it in your club to coax forward a new member to the committee: to take on challenges and responsibility which will necessarily erode their time, take effort, create conflict and all in the name of recreation, hobby or pastime? Add to this the very real threat of potentially losing your assets and livelihood with considerably more time requirement and it's not hard to see why the GFA has difficulty attracting Councillors and even more onerous, an Executive member of Council.

The GFA Council strongly recommends that the GFA migrate as above. Your vote is required to make this change

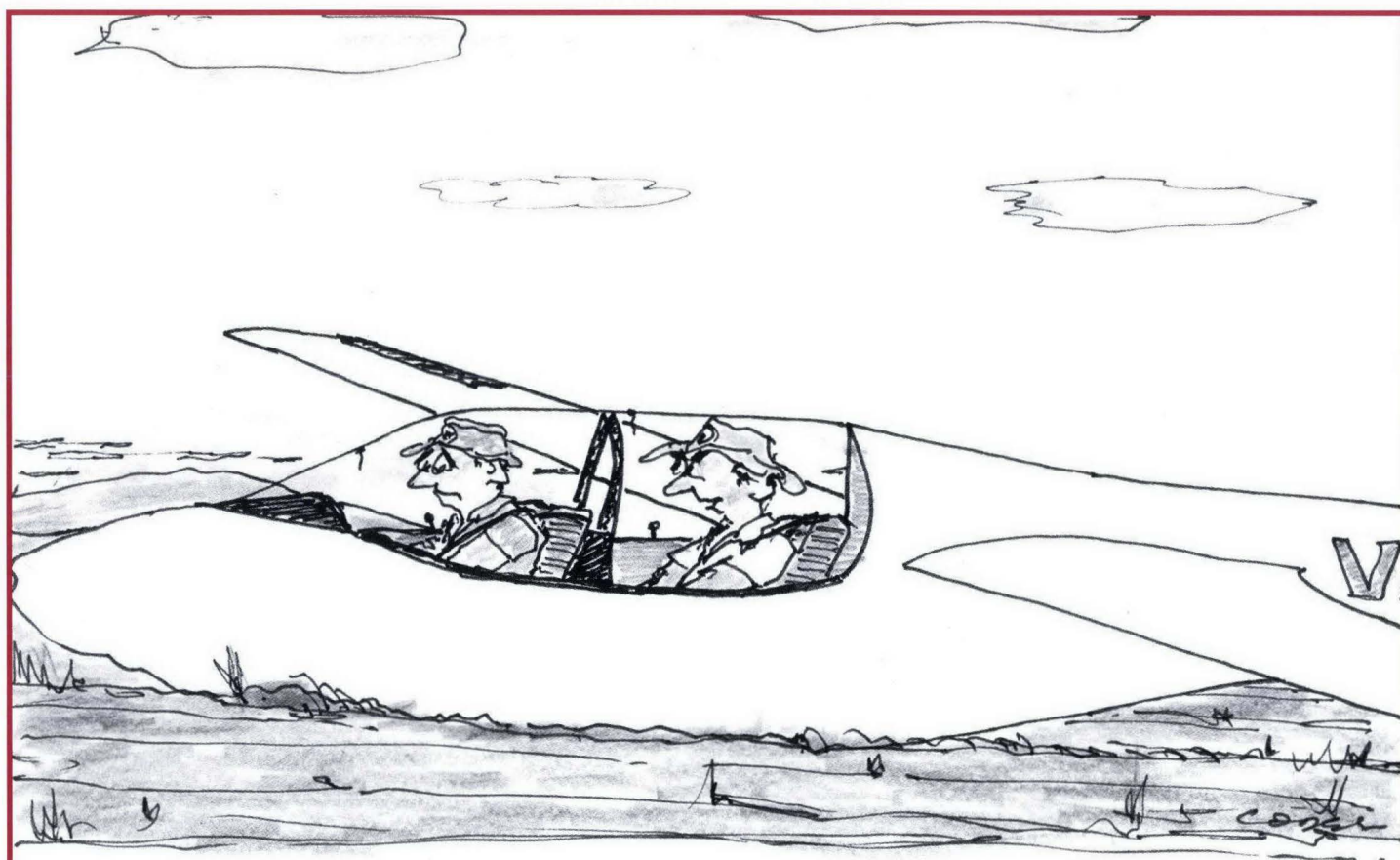
BALANCE OF POWER AND COST OF MEETINGS

To get to where we are, council considered:

- *Single and double-tiered structures*
- *Popular elections nationally and regionally*
- *Proportional representation based on members and equal representation per region*
- *Cost, numbers, and selection processes for both council and the Executive*

The GFA Council, which presently consists of 21 members, is too large – that is close to one member for every 100 of you! Attempts to reduce the size of Council and hence improve efficiency and cost of meetings have foundered on the matter of the balance of power.

The GFA has always been a Federation. This means we believe in the right of the different regions to "have their say". However, increasingly, as communications



**YOU HAVE NOW, FOSDYKE, EXPERIENCED BOTH
GROUND EFFECT - AND THE GRIND EFFECT.**

Cartoon by Codez

improve and in the face of a smaller movement, there is also the right of a national view.

The only significant change agreed to by Council in the new articles, is to attempt to address this matter – reducing the representation from each region from three to two – thus reducing the size of Council from 21 to 16. Some might suggest that even this (16) is too large – however two from each region allows a spread of views and the introduction of new blood – as it were. The whole Council only meets once a year to discuss and set policy, but increasingly communicates between meetings via email on a range of matters. These are the people who represent your views.

Some have argued that this reduces the voting power of, particularly, the smaller regions. Others have argued that giving equal voting to the smallest regions gives them an over representation. In point of fact voting rarely goes by blocks – however, if it does, the Executive is seen as representing the national view and each region its regional view. Essentially this change makes no difference to the real balance between these blocks.

(For those who are interested – a majority in the existing Council is 11 which is the Executive (six) plus one region (three) plus two. A majority in the proposed Council is nine – which is the Executive (still six) plus one region (two) plus one.

This is a minor change for the universally-agreed substantial advantages resulting from a smaller Council.

The GFA Council strongly recommends that you support the revised articles. Your vote is required to adopt these rules.

POPULAR VOTING

Some of us are keen to see the GFA move to popular elections. However, if we are to retain a Federal structure, this cannot be achieved on a National basis, therefore any popular election must be arranged region by region. The GFA cannot demand a region do anything, however the better a region structures the democratic selection of their council representatives the better for all members. The GFA would be pleased to assist in this process.

Italy Out – Poland In

The FAI Multi Class World Championships which were to have been held in Rieti, Italy in 2003 have been cancelled by the IGC. The event will now be held in Poland.



Call for GFA Team Manager

Applications are invited for the position of team manager for the FAI Multi-Class World Championships that will be held in Poland in 2003. At the present time it is unknown as to whether there will be a “pre-world” event held later this year but it seems likely that there will be.

Australia plans to send a team of six pilots. Please forward details of your background and experience to the ITC Convenor, Paul Matthews at PO Box 248 Parramatta 2124 or by email to <pbm@mflaw.com.au> by no later than 30 June 2002.



CRITICAL MASS

Emilis Prelgauskas

IT IS A REFLECTION OF HOW MUCH THINGS CHANGE,
AND STAY THE SAME. I WAS HALF LISTENING WITH
THE TV ON IN THE BACKGROUND, THE CHAT FULL
OF GENX CHAT ‘GOING OFF’, ‘STOKED’, ‘YO’, WHEN
THE WORD ‘AIRSHOW’ BROUGHT MY BRAIN TO THE
PRESENT, AND MY EYES SWUNG TO THE BOX IN THE
CORNER. MORE ‘GOING OFF’, ‘ROYALE’, ‘720 TWIST’.
BUT NOT AN AIRCRAFT IN SIGHT.

ep, you’re way ahead of me. Skaters, doing ramp jumps, mixed in with cyclists (trick cyclists if you must), getting ‘air’, ‘air time’; hence ‘airshow, yo’.

And later in the day, wake-boarders, also going ‘yo’, more ‘airshow’.

Eventually, people with small surfboards strapped to one end, and paragliders on harnesses to the other, getting flight times in the seconds.

More ‘airshow’ according to the commentator.

‘Fastest growing sport in the known universe (yo)’.

Faded copies from the newspapers of the 1930s tell me about them thar daredevils in their primary gliders getting flight times in the seconds.

I remember Rogallos strapped to surfers bored with the waves, them thar daredevils. Flight times in the seconds.

The only difference today is that the daredevils are using gear every groupie has, or can buy. Skates, cycle, board. Street cred can be achieved by wearing the clothes, a uniform through which devotees can recognise one another whether they ever actually achieve airtime themselves or just watch others.

All this, while aviation continues to be segregated from day to day society, as the sign on the aerodrome airside fence says “By authority of the Director General of Aviation. Only authorised persons permitted beyond this point.



Classifieds

HGFA

Classifieds are free of charge to HGFA members up to a maximum of 40 words. One classified per person per issue will be accepted.

Classifieds are to be delivered directly to the sub-editor, by email or post, not by phone. The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings.

When submitting a classified remember to include your contact details (for perspective buyers), your HGFA membership number (for verification) and the State under which you would like the classified placed. (Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

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NEW DIESEL POWERED HYDRAULIC WINCH, single drum, level wind, ceramic wire guide, variable speed drum, dial in line tension, reflex pulley with ceramic guides, suitable for PG & HG. Ph: 02 66466106.

SOLAR WINGS SCANDAL 147 adv (equi. to Xtralite), 1996 model, 120 hrs, imported from UK, GC, stored for 3 years (sail free from UV damage), spare DT, flies well, came 2nd in NSW titles 2001 (Kingpost Class), heavy duty outer bag, \$600 ono. Ph: Ken 02 49692425; 0401 450569 Newcastle.

ACT

MOYES SX5 adv, 10 hrs only & as new. Pink/yellow US, speed bar, batten profile, manual, \$5,000. Moyes Xtreme harness to suit 172cm (5'8"), black, VGC; 'High Energy' parachute (inspected & repacked annually); Flytec 4010 vario; \$1,500 the set or sell separately. Ph: Craig 02 62921956 (h); 0418 232920; <hoppy1@cyberone.com.au>.

VICTORIA

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

VICTORIA continued

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Stolen

ACT

EASTER ISSUE OF SKYSAILOR. From the table outside the Tumut Aero Club at Easter. I haven't even read it! Give it back or else bad karma will cause you eternal bomb-outs. Ph: Peter 0403 254475 or post anonymously to 27 Lumeah St, Narrabundah ACT 2604.

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AUSTRALIA



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Submission for 1st Round of the AGM/ACM Papers

To be in the GFA Secretariat by 7 June 2002



WA Hill Flyers Winter & Spring Fly-ins

June 2002

Free event, open to all hang glider and paraglider 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 hot line (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>.



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22-27 September 2002

Practice day: 21 September. Venue: Kingaroy Soaring Club. Contact: Lisa Turner ph: 07 3876 7958 or email <lb.turner@student.qut.edu.au>.



Queensland State Competition 2002

28 September-6 October 2002

Venue: D.D.S.C. Jondaryan. Practice day: Saturday 28 September, comp days: 29 September to 5 October. Final dinner: Saturday 5 October. Ph: Libby Matuszczak 07 4634 4879 (h), or email <libbymat@optusnet.com.au>.



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Canungra Cup 2002

12-19 October 2002

Canungra, Qld. This event is AAA sanctioned by HGFA, CIVL Cat. 2 status and the first sanctioned PG event of the Australian season. Entry fee: \$150 (if received before 6 September, \$30 late fee thereafter) includes maps, competition T-shirt, presentation dinner, site fees for the duration of the event and the chance to win up to 450 national ladder points each day. Organised retrieve system (\$160 for the eight days of the event) on offer – to reserve a place notification must be made on the registration form and payment received before 6 September. For more information about the competition or Canungra, visit the web site [http://home.iprimus.com.au/plenderleithm/canungracup/], email us at <canungracup@hotmail.com> or phone Karen Sexton on 0410 433 711 or Robert Wilton on 0418 732325.



Aerotow HG Comp

2-6 November 2002

Gulgong Gliding Strip, NSW. The Newcastle HG Club are planning an aerotow comp at Gulgong. Dates: 2-6 November inclusive, with Friday 1st as practice day. Costs are being worked out over the next month. We are applying for B grade sanction for a five day comp. Scoring will be Race and GPS verify. Tugs will be provided; pilots pay a per tow cost. Strip fees to be included in the entry fee. Camping fees are extra (you can camp on the airstrip, self-contained, but a bit rugged). We are looking for 30 competitors, capped to 50 max Contact Billo on <william.olive@telstra.com> or 0412 423133.

OVERSEAS



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. Includes 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-Altaiisk Paragliding Open

1 - 2 November 2002

(or 14 - 16 December 2002)

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

Note: Some dates on Russian competitions could change.



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Contact Addresses

GFA

NSW Gliding Association (NSWGA)

Australian Air League
NSW Gliding Wing, 1 Perry St,
Kings Langley NSW 2147.

Australian Soaring Centre
PO Box 1315, Byron Bay NSW 2481.

Bathurst Soaring Club
PO Box 1682, Bathurst NSW 2795.

Byron Power Gliding Club
PO Box 815, Byron Bay NSW 2481,
02 66847827, 0428 847642.

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

Central Coast Soaring Club
PO Box 1323, Gosford South NSW 2250,
02 49772740.

Cudgegong Soaring Pty Ltd
PO Box 352, Frenchs Forest NSW 1640,
02 94522777, 02 94530777.

Forbes Soaring & Aero Club
PO Box 267, Forbes NSW 2871,
02 68523845.

Goulburn Gliding Group
57 Munro Rd, Queanbeyan NSW 2620.

Grafton Gliding Club
11 Lighthouse Crs., Emerald Beach NSW
2456, 02 66561979, 02 66561979,
0428 244614.

Greenethorpe Gliding Club
Weerona Young Rd, Grenfell NSW 2810,
02 63431375, 02 63431375.

Harden Gliding Club
PO Box 24, Harden NSW 2587,
02 68862275, 02 68862275.

Hunter Valley Gliding Club
PO Box 9, Newcastle NSW 2300.

Kentucky Flying Club
The Hill, Kentucky NSW 2354.

Lake Keepit Soaring Club
PO Box 1525, South Tamworth NSW
2340, 02 67697514, 02 67697640.

Leeton Gliding Club
PO Box 607, Leeton NSW 2705.

NSW AIRTC Gliding Club
41 Simpson Ave, Forest Hill NSW 2651,
02 69227526.

NSW Police Gliding Club
27 Bourne St, Wentworth Falls NSW 2782,
0427 592744.

Orana Soaring Club
PO Box 240, Narromine NSW 2821,
02 68892733, 02 68891229.

RAAF Richmond Gliding Club
RAAF Base, Richmond NSW 2755.

RAAF Williamstown Gliding Club
c/o Mr AJ Lee, 10 Federation Dr.,
Medowie NSW 2318.

**Royal Australian Naval
Gliding Association**
PO Box A37, Naval Air Base, Nowra
NSW 2540

Scout Association NSW Gliding
Dr Reg Mitchell, 15 Harrison Ave,
Eastwood NSW 2122, 02 93519660,
02 93519540.

Soar Narromine Pty Ltd
PO Box 56, Narromine NSW 2821,
02 68891856, 02 68892488.

Southern Cross Gliding Club
PO Box 132, Camden NSW 2570.

Sportavia Soaring
PO Box 78, Tocumwal NSW 2714,
03 58742063.

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

Sydney Gliding Inc (Concordia GC)
231 Stanmore Rd, Stanmore NSW 2048,
0412 145144.

Temora Gliding Club
PO Box 206, Temora NSW 2666,
02 69772733.

Tumut Gliding Club
PO Box 112, Tumut NSW 2720,
02 69471148.

Wagga Wagga Gliding Club
25 Beauty Point Ave, Wagga Wagga
NSW 2650, 0427 205624.

Warrumbungle Gliding Club
PO Box 586, Wee Waa, NSW 2388.

Queensland Soaring Association (QSA)

Boonah Gliding Club
PO Box 107, Boonah QLD 4310,
07 54630190.

Bundaberg Soaring Club
PO Box 211, Bundaberg QLD 4670,
07 41553158.

Caboolture Gliding Club
PO Box 920, Caboolture QLD 4510,
0418 713903.

Central Queensland Gliding Club
PO Box 953, Rockhampton QLD 4700,
07 49371381.

Darling Downs Soaring Club
PO Box 584, Toowoomba QLD 4350,
07 46637140.

Gympie Gliding Club
PO Box 103, Gympie QLD 4570,
07 54867247.

Kingaroy Soaring Club
PO Box 91, Kingaroy QLD 4610,
07 41622191.

Moura Gliding Club
PO Box 92, Moura QLD 4718,
07 47733542.

North Queensland Soaring Centre
PO Box 5790 Townsville Mail Centre
QLD 4810, 0500811011.

**No. 229 Squadron Australian
Air Force Cadets**
3 Hedlow Court, Carindale QLD 4152,
07 33989745, 0148 984752.

Southern Downs Soaring
PO Box 144, Warwick QLD 4370,
07 33781717.

Tarwan Soaring
PO Box 34, Wandoan QLD 4419,
07 46274080.

SA Gliding Association (SAGA)

Adelaide Hills Soaring Group
PO Box 1, Bridgewater SA 5155.

Adelaide Soaring Club
PO Box 94, Gawler SA 5118,
08 85221877, 08 85223177.

**Adelaide Uni Gliding Club Inc.,
Adelaide Uni Sports Association**
The University of Adelaide, SA 5005,
08 88262203.

Alice Springs Gliding Club
PO Box 356, Alice Springs NT 0871,
08 89526384.

Balaklava Gliding Club
PO Box 257, Balaklava SA 5461,
08 88645062.

Barossa Valley Gliding Club
PO Box 123, Stonefield via Truro
SA 5356, 08 85640240.

Blanchetown Gliding Club
c/o 12 Alta Rd, Modbury SA 5092.

Bordertown Keith Gliding Club
PO Box 377, Bordertown SA 5268.

Gawler Gliding Club
PO Box 135, Cockatoo Valley SA 5351.

Lake Bonney Gliding Club
PO Box 243, Barmera SA 5345.

Millicent Gliding Club
PO Box 194, Millicent SA 5280.

Murray Bridge Gliding Club
PO Box 1277, Victor Harbor SA 5211.

Northern Australian Gliding Club
PO Box 38889, Winnellie NT 0821.

Port Augusta Gliding Club
PO Box 272, Port Augusta SA 5700,
08 86436228.

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

SA AIRTC Gliding Club
PO Box 2000, Salisbury SA 5108.

Waikerie Gliding Club
PO Box 320, Waikerie SA 5330,
08 85412644, 08 85412761.

Whyalla & District Gliding Club
PO Box 556, Whyalla SA 5600,
08 86404432, 0413 127825.

Victorian Soaring Association (VSA)

Albury Corowa Gliding Club
PO Box 620, Wodonga VIC 3689.

Beaufort Gliding Club
116 Tennyson St, Elwood VIC 3184.

Bendigo Gliding Club
62 Lawson St, Bendigo VIC 3550.

Corangamite Soaring Club
Kurweeton, Derrinallum VIC 3325.

Geelong Gliding Club
PO Box 197, Bacchus Marsh VIC 3340.

Gliding Club of Northern Tasmania
12 Delungra Rd, Trevallyn TAS 7250,
03 63346594.

Gliding Club of Victoria
PO Box 46, Benalla VIC 3672,
03 57621058, 03 57625599.

Gramplans Soaring Club
PO Box 468, Ararat VIC 3377,
0417 514438.

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

Mangalore Gliding Club
PO Box 80, Avenel VIC 3664.

Mount Beauty Gliding Club
44 Roper St, Mount Beauty VIC 3699.

Murray Valley Soaring Club Ltd
PO Box 403, Corowa NSW 2646.

RAAF East Sale Gliding Club
c/o Gary Mason, 9 Weir St, Sale VIC 3850.

Tasmania Soaring
PO Box 24, Ross TAS 7209, 03 62552191.

South Gippsland Gliding Club
PO Box 475, Leongatha VIC 3953.

Southern Riverina Gliding Club
PO Box 78, Tocumwal NSW 2714,
03 58742063, 03 58742705.

Stawell Gliding Club
20 Jones St, Stawell VIC 3380,
03 53582713.

Sunraysia Gliding Club
PO Box 647, Mildura VIC 3500.

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

Tumbarumba Gliding Club
Mundaroo, Tumbarumba NSW 2653.

Victorian Motorless Flight Group
GPO Box 1096J, Melbourne VIC 3001,
0402 182928, 03 98486473.

Wimmera Soaring Club
PO Box 158, Horsham VIC 3402

WA Gliding Association (WAGA)

Beverley Soaring Society
PO Box 136, Beverley WA 6304,
0407 385361.

Gliding Club of Western Australia
356 Abernethy Rd, Cloverdale WA 6105,
08 96351023, 0417 992806,
08 96351023.

Morawa Flying Club
PO Box 276, Morawa WA 6623.

Narrogin Gliding Club
PO Box 232, Narrogin WA 6312.

Stirlings Gliding Club
c/o Post Office, Lower King WA 6330.

**WA Squadron Australian
Air Force Cadets**

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

HGFA

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

New HGFA National Office Location

New national office telephone number:

02 6559 2713

Postal address is now:

PO Box 157,

Hallidays Point NSW 2430

Email addresses are unchanged.

All administration inquiries to:
<office@hgfa.asn.au> or Craig Worth:
<general_manager@hgfa.asn.au>.

Board Members

Keith Lush (President)
5 Fortune St, South Perth WA 6151, 08
93673479, 0418 534434, <keith.lush@
hds.com>.

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

Rohan Holtkamp (Secretary)
RMB 236B Western Highway, Trawalla VIC
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734, <Rohan_Holtkamp@hgfa.asn.au>.

Rob Woodward (Treasurer)
38 Addison Rd, Black Forest SA 5035,
08 82325405, 0408 808436, fax: 08
82237345, <rob_woodward@ultimate
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Stewart Dennis
PO Box 118, Dickson ACT 2602, ph/fax
02 62470008, 0429 158721, <sdd20@
telstra.com>.

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

Nigel LeLean

11 Mullaway Rd, Lake Cathie NSW 2445, ph/fax 02 65854723, 0419 442597 (m).

Bill Moyes

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

John Reynoldson

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

General & Operations Manager

Craig Worth

PO Box 157, Hallidays Point NSW 2430, ph/fax: 02 65592713, 0418 657419, <general_manager@hgfa.asn.au>.

Microlight Public Relations

Paul Haines ph/fax: 02 42941031.

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

States & Regions

ACTHGA

PO Box 3496, Manuka ACT 2603; Pres: Steve Foggett 0417 313589 <sfoggett@dc.com>; Sec: Mark Elston 0428 480820 <Mark.Elston@defence.gov.au>; Trs: Tony Davidson 0500 883322 <td@silktel.com>; Committee members: John Chapman, Michael Porter, Matt Davey, Brett Robinson; SSO: Peter Bowyer 0412 486114. Meetings: 1st Tue/month 7:30pm, Yamba Sports Club, Phillip.

Hang Gliding Association of WA

PO Box 82, South Perth WA 6151; <hang_gliding_association_wa@hotmail.com>. Admin: Richard Williams 08 92943962, 0427 057961, <rickandalice@hotmail.com>; HG Rep: Mike Thorn/Sam Blight 08 92988174, 0409 901500 & Steve Hoefs/Dave Wellington 08 93977250; PG Rep: Mike Duffy 08 93823036, 0417 923741, Dave Humphrey 08 95745440, 0418 954176; Trike/HGFA Rep: Keith Lush 08 93673479 (h), 08 93679066 (w).

NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladswood Gardens, Double Bay NSW 2028, ph/fax: 02 9327 4025, <nswhga@s054.aone.net.au>.

North Queensland HG Association

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

South East Queensland HG Association

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

South Australian HG Association

1 Sturt St, Adelaide SA 5000, ph: 08 84101391, 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 8232 5405 (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 9758

3250 (h), <gtozer@bigpond.com>; Sec: Adam Dixon 03 96895739 (h), <dna@smartchat.com.au>; SSO: Rob Van Der Klooster 03 52223019 (h). Site weather-boxes: Three Sisters 0409 864700, Buckland Ridge 0407 356295, Mt Buffalo 03 57501515, Ben More 0417 112062.

Clubs

New South Wales

Blue Mountains HG Club Inc

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

Byron Bay Hang Gliding Club Inc

PO Box 1903, Byron Bay NSW 2481, [http://bbhg.tripod.com/]. Chairperson: Andrew Polidano 0428 666843, 02 6684 3510, <info@poliglides.com>; V-Pres: Brett Cook 02 66876907; Sec: Brian Rushton 0427 615950, <byronair@optusnet.com>; Trs: Brian Braby 02 66280983, <bbraby10@scu.edu.au>; SSO (HG): Brian Rushton 0427 615950; SSO (PG): Lindsay Wooten 02 66854551, 0427 210993. Meetings: 1st Wed/month 7pm, Byron Golf Club.

Hunter Skysailors

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

Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424760; Sec: Tim Causier 02 42948110, <timcau@ozemail.com.au>; SSO: James Nathaniel 02 42627677, 0413 737077.

Kosciusko Alpine Paragliding Club

[www.homestead.com/kapc]; Pres: James Ryrie 02 62359120, <rymicalago@net.speed.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 6785 6545, Trikes: Willi Ewig 02 67697771. Mid North Coast HG 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: Al Giles 02 49430674 & John O'Donohue 02 49549084, Scott Alder 02 49514581 & Jason Turner 0419 997196. Meetings: Last Wed/month, Souths Leagues Club.

Northern Beaches HG Club Inc

Pres: Kerry Bradley; V-Pres: Mark Robertson; Trs: Jim Gaal; Sec: Nils Veski; SSO (HG): Glen Salmon 02 99180091, 0438 262906; Wayne Fitzgerald 02 9982 7094, 0412 229189; SSO (PG): Mike Brandt 02 98912391, 0438 912392; Wayne Fitzgerald 02 99827094, 0412 229189; 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; SSO: Jamie Cannon 0410 686232, Steve Pick (PG) 02 42943072.

Sydney Paragliding Club

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

Queensland

Cairns Hang Gliding Club

Pres: Bernie Zwalen 07 40965593, <zwahlen@ledanet.com.au>; V-Pres: Joe Reyes 07 40555553, <reyes@ledanet.com.au>; Sec: Lance Keough 07 4091 2117, 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 Ssr <durand@ausinfo.com.au>, 07 55335596; V-Pres: John Ripley <rip_ripley@hotmail.com>, 07 32898275, 0417 507906; Sec: John Tree <jst@winshop.com.au>, 07 55354259, 0417 607191; Trs: Shirley Lake <chgctreas@mac.com>, 07 55434047; SSO: Andrew Horchner <afactor@gil.com.au>, 0412 807516.

Central Queensland Skyriders Inc

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

Conondale Cross-Country Flyers Inc

Pres: Peter Buch 07 54949579, <buchy9@bigpond.com>; V-Pres/SSO (PG): 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 Gizel St, Enoggera QLD 4051, 07 33541910; SSO (HG) & ML instructor: Russel Groves 07 54450084.

Dalby Hang Gliding Club Inc

27 Van Gogh Pl, Mackenzie QLD 4152; Pres: Daron Hodder 07 38762133; Sec: Rod Flockhart 07 32193442, 0412 882639, <flockhartrod@hotmail.com>; SSO: Damien Gates 07 39017401; Trs: Cameron McNeill 07 38913457.

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 HG 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 4773 2913; 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 52223019, <hrt@deakin.

edu.au>; Meetings: 1st Fri/month, venue see: [vhpa.org.au/dyna].

Melbourne Hang Gliding Club Inc

[www.vhpa.org.au/melbourne/], <melbourne@vhpa.org.au>. Pres: Andrew Medew 0413 433537; SSO: Geoff Tozer 03 9758 3250, Kevin Grosser 0419 022225. Meetings: 3rd Wed/month at 6:30pm at the Palace Hotel, 893 Burke Rd, Camberwell.

North East Victoria HG Club Inc

[www.home.aone.net.au/gilbert/nevhc.htm] Pres: Horst Wimmer 03 57501075; Sec: Garrit Verway 03 57551074; Trs: John Coultan 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 <bsscott@primus.com.au>; 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 53492845. Meetings: Last Sat/month, The Golden Age Hotel, Beaufort.

Western Australia

Albany Hang Gliding Club

Pres & SSO: Simon Shuttleworth 0407 950536; Sec: John Middleweek 0417 412 710, 08 9841 2096, fax: 08 98412096.

Cloudbase Paragliding Club Inc

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

Hill Flyers Club WA

Pres/SSO: Rick Williams 08 92943962, 0427 057961, <chillflyers@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@stothoare.com.au>; SSO: Mark Stokoe 08 9581 3572. Meetings: 1st Wed/month 7:30pm, The Irish Club, 61 Townshend Rd, Subiaco.



2002 HG National Ladder

Mike Zupanc

TOP 135 PLACES – COMPLETE LADDERS FOR THE VARIOUS CLASSES

ARE LISTED SEPARATELY ON THE HGFA WEB SITE [WWW.HGFA.ASN.AU].

Rank	Points	Pilot Name	Class	Rank	Points	Pilot Name	Class	Rank	Points	Pilot Name	Class
1	1224.9	Holtkamp Rohan	Open	46	440.4	Seib David	Open	91	287.9	Sperring John	Open
2	1217	Durand Jon Jnr	Open	47	439.8	Bull Neva	Open	92	285.3	Giles Alaric	Open
3	1136.7	Coomber Kraig	Open	48	432.1	Bennewitz Jan	Open	93	285.3	Cannon Jamie	Open
4	1103.9	Loten Conrad	Open	49	424.2	Osborne Brod	Kingpost	94	284.9	Kowalski Wesley	
5	1005.1	Pritchard Phil	Open	50	421.5	Wilson John	Kingpost	95	283.8	Petrie David	Kingpost
6	977.9	Heaney Grant	Open	51	419	Tucker Scott	Kingpost	96	282.1	Whalley Stephen	Open
7	954	McLellen Tish	W-Open	52	414.5	Barrett Scott	Kingpost	97	276.3	Eicher Peter	Open
8	930.1	Moyes Stephen	Open	53	408.1	Duncan Ian	Open	98	275.8	Hansen Brian	Kingpost
9	869.9	Durand Jon Snr	Open	54	407.7	Greenhill Peter	Open	99	270.9	Furnell Jerry	Open
10	849.6	Paton Len	Open	55	406.7	Kelly Kathy	W-Floater	100	270	Stokoe Mark	Open
11	822.5	Schroder Phil	Open	56	400.4	Gondard Luc	Kingpost	101	269.2	Maher Debbie	W-Kingpost
12	811.6	Pare Adam	Open	57	395.2	Weiner Max	Kingpost	102	264	Kremer Stefan	
13	803.8	Osborne Tim	Open	58	395	Gonsalves Bernard	Open	103	260.4	Pike Mark	Kingpost
14	796.7	Freeman James	Open	59	390.3	Wellington Dave	Open	104	258.8	Fox Peter	Kingpost
15	726	Thompson Mark	Open	60	386.5	Robertson Mark	Kingpost	105	258.6	Rose Mike	Kingpost
16	722.3	Heaney Tove	W-Open	61	386.5	Bramwell-Davies A.	Kingpost	106	258.4	Tunbridge Cameron	Floater
17	718.9	McLeod Glen	Open	62	383	Jones Chris	Open	107	255.9	Gordon David	Open
18	645.6	Speight Daryl	Open	63	377.6	Lissenburg Peter	Kingpost	108	254.6	Hunt Paul	
19	620.7	Reid Jason	Open	64	376.2	Stevens Dave	Open	109	254.4	Ferrier Russell	Floater
20	602.7	Holt Geg	Kingpost	65	375.9	Hunt Steve	Kingpost	110	249.6	Free Michael	Kingpost
21	596.4	Ward Geoff	Open	66	375.5	Barnes Andrew	Floater	111	248	Dall Peter	Kingpost
22	586.3	Wynne Bruce	Open	67	374.4	Rundell Paul	Open	112	247.2	Wood Murray	Kingpost
23	581.8	Lowrey Tony	Open	68	366.6	Bower Kyoko	W-Kingpost	113	246.1	Lenders Patric	Open
24	578.3	Sangster Trevor	Open	69	365.1	Porter Michael	Open	114	242.4	Chesters Steve	Kingpost
25	571.7	Cotts Michael	Open	70	363.6	Gardner Don	Kingpost	115	242.1	Zupanc Michael	Open
26	563.8	Pennicuik Lloyd	Kingpost	71	361.3	Estcourt Mike	Kingpost	116	240.2	Mersham Niel	Open
27	559.8	Heffer Dick	Kingpost	72	357.6	Causer Tim	Open	117	239.1	Medew Andrew	Open
28	558.2	Duncan Rick	Open	73	357.1	Sakrzewski David	Kingpost	118	238.5	Davies Peter	Kingpost
29	544.4	Strickland John	Open	74	347.7	Patterson Lee	Open	119	237.2	Lobb Ian	Kingpost
30	539	Wagner Derek	Open	75	344.5	Fowler David	Open	120	236.8	Nichols Gavin	Kingpost
31	531.5	Bower Matt	Kingpost	76	344.3	Bennet Geoff	Kingpost	121	234.6	Macender Mick	Kingpost
32	527.9	Rogers Gary	Open	77	344	Stead Rod	Kingpost	122	233.5	Blenkinsop Steve	Open
33	518.7	Rees Ian	Open	78	343	Smith Greg	Kingpost	123	231.2	Lake Shirley	W-Kingpost
34	517.3	Carswell Andrew	Open	79	340.2	Bayley Stephen	Open	124	228.7	Taylor Britta	W-Kingpost
35	513.8	Giammechele Tony	Kingpost	80	334.2	Kee Trevor	Kingpost	125	227.3	Blain John	Kingpost
36	501.3	McMahon Steve	Open	81	325.7	Barry Paul	Open	126	221.8	Cox Bob	Kingpost
37	496.1	Wainwright Phil	Open	82	320	Beavis Alan	Floater	127	221.6	Blachford Paul	Kingpost
38	481.6	Marshall Gordon	Open	83	313.2	Gates Damien	Kingpost	128	221.4	Hannaford Scott	Floater
39	477.5	Staver David	Open	84	313	Rickard Jeff	Open	129	220.4	Knight Phillip	Kingpost
40	471.8	Zwahlen Bernie	Open	85	308.5	Kennedy Ben	Kingpost	130	218.1	Thompson Darren	Kingpost
41	463.6	Hubbard Guy	Open	86	301.7	Bond Alan	Open	131	218.1	Hansen Dustin	Kingpost
42	460.2	Cummings Tim	Kingpost	87	301	Burkitt Peter	Open	132	209.9	Purcell Trevor	Kingpost
43	454.2	Dorich Craig	Kingpost	88	293	Donaldson Adam	Floater	133	206.5	Oorsot Jamie	Kingpost
44	448	Docking Harry	Open	89	289	Hill Wesley	Open	134	203	Farrel Michael	Kingpost
45	447	Turner Jason	Open	90	288.2	Collier Scott	Open	135	202.2	Mack Peter	

GFA Badges & Certificates

FAI REPORT APRIL 2002

A CERTIFICATE

MARKOWSKI Steven	10675	Lake Keepit
CLEAVE David Adam	10676	Central Qld
TONKIN Christopher J.	10681	NSWAIRC

B CERTIFICATE

FOUND Dayle Martin	10639	Narrogin
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A & B CERTIFICATE

TANIZAKI Takayuki	10661	Orana
GUSCOTT Alyssa	10663	NSWAIRC
MITCHELL Sandra Louise	10664	Bryon Bay
MIDWOOD Alan Reginald	10667	Darling Downs
POWER Kimberley	10677	Geelong
FARRELL Stephen Edward	10679	Central Coast
LINNET Christian Byscha	10680	Lake Keepit

C CERTIFICATE

PEARSON Jonathon J. K.	10600	Beverley
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48 Soaring Australia

A, B & C CERTIFICATE

WRIGLEY Zackary Paul	10662	N. Territory
MARLEY David Andrew J.	10665	Lake Keepit
BENNETT Stephen	10666	Bathurst
HENSON David John	10668	Summerland
WRIGHT David John	10669	Summerland
COLLINS Glenyce Dawn	10670	Canberra
BIEHLER-EGKARELT Antje	10671	S. Riverina
WAIT David	10672	Gympie
CAULLEY Ian Kevin J.	10673	Gympie
VAN DEN BRINK Rodney J.	10674	Waikerie
ALLISON Justin TD	10678	Waikerie
WINTERFLOOD Gregory N.	10682	Alice Springs
LACEY Timothy James	10683	Balaklava

SILVER C

ANDREWS Evan William	4421	N. Tasmania
HARPER Grant Hamilton	4422	North Qld
KAZDA Karel	4423	Caboorture

GOLD C

STEHLI Helmut Philipp	1553	Lake Keepit
McLEAN Richard John	1554	Beverley

DIAMOND GOAL

McLEAN Richard John	Beverley
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DIAMOND DISTANCE

ELDRIDGE Philip	Ronald	RAAF Richmond
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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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L/D 60:1 (also as Self Launcher)
- **ASH 26E** 18m Self Launcher L/D=50:1
- **ASW27** Top Gun in Racing Class (48:1)
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CONTACT US FOR FURTHER DETAILS

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10 Antigua Grove, West Lakes South Australia 5021

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MOYES

LITESPORT



Manilla NSW State Titles 2002 Results

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

2002 Brazilian Nationals Results

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



Specifications

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

Options

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

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



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