

Soaring AUSTRALIA



July 2002:



**2002 Australian
Open – Deniliquin**



**Fly the Wing.
Fly the Wire.**



**2002 QSA
Easter Competition**

July 2002

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Photos: Michael O'Brien

Easter Competition

Above: Is there some relationship between gliding and 4WDs?
 Left: Just another perfect day in gliding paradise...
 Right: IT is rather nice, Ivan Teese's new LS8

if everyone starts running up and down a cloudstreet between turn-points. It spreads people out a bit, while still ensuring people are not flying alone, which allows new pilots the chance to learn from more experienced pilots. Of course fixed tasks are not a fair option in a competition where performance ranges from K13 up to Ventus 2CM.

THE SCORER

At Easter competitions we are pretty serious about having fun. Our scorer, Errol Spletter, delivered some classic performances at briefings. First, I need to explain the difference between humour, style and cunning:

Humour is announcing at the first briefing *"We have some glider types which we have not had before, so we do not have handicaps. Now Miles, we do not have a handicap for the Discus 2, but I notice your contest number on the glider is 76, so we will give it a handicap of 0.76. For those of you flying an LS8, the handicap will be 0.8, and there is some bad news for those in Ventus 2s..."*

Style is then putting up the first day's results with all these handicaps in place, and then refusing to discuss the matter while you eat tea and have a few beers.

Cunning is finally putting up the real result sheet you had prepared, and knowing that people will be so relieved by their handicaps that the normal moaning and whinging process will not occur.

Other classic pieces of humour from the scorer including displaying a large A4 sized barcode at briefing, and telling everyone these would be issued to every competitor to stick under their fuselage just behind the undercarriage doors. A high-powered laser scanner at the finish line would automatically log all finishes. There was a safety message hidden in among this too. Anyone who finished below 50ft would not just get a substantial points penalty, but risked burn marks through their gel coat.

All turnpoints were verifiable by any means; we even allowed cameras. However for loggers, there was an 0.5km "Beer Can" allowed around each turnpoint. This is pretty standard practice, however our scorer took it further. If you just missed going through the beer can, then buying a beer for the scorer could make it 0.5km bigger.

Carol Shorter with her Mosquito and crew, Dave Shorter



SAFETY

While this article emphasises the humorous side of the competition, I would like to add that safety is taken very seriously. We brief on safety issues extensively on the first day, and we follow this up every day. Topics include lookout, finish procedures and outlandings. Often we use humour as a way to break things up and make sure people are listening to the message. Many pilots talk to me during the competition, and it is very positive to see that most have a very strong desire to see safety emphasised. I would like to thank all those pilots who made safety a priority at this competition.

THE DAY THE WOMEN TOOK OVER

Briefing on day five of the competition started with the Contest Director getting up and saying *"Good morning."* That is as far as he got. A group of women grabbed him, pushed him to a chair, tied him to it and put gaffer tape over his mouth. Then the ringleader, Marlene Dearden, announced that the women had decided the Contest Director was not being serious enough, so they had decided to take over. In addition, they would all be flying their husbands' gliders that day.

They then started running the briefing using a proper and formal agenda, but with many little interruptions. After the weather was presented by the 'met' man, Lorraine Kauffman got up to say they had just received a weather update which showed a trough had just formed on a line over Chinchilla, with expected cloudbase of 12,000 to 15,000ft and thermals to 15kt. In addition, the wind strengthened and changed direction with height, and shear wave was expected to 30,000ft. Then the real tasksetter presented the normal assigned area task. Once finished, Lisa Turner (RTO Sports Queensland) jumped up and said the women were sick of wimpy POST and AAT, and had

We take discipline very seriously – Mike Codling gets flogged by Carol Shorter





Competitors marshalled so quickly they had plenty of time to stand around having a photo taken

decided to set a fixed task based on the updated weather. For the two-seaters, including the K13, this was 620km.

At 8:30 two nights before, Hank Kauffman had presented his famous lecture on how to fly faster and avoid outlanding. Just to be sure we knew how serious the women were, they announced they would be holding a lecture at 8:30 on colour co-ordination for glider pilots. Deliveries by Pat Tuit and Elaine Lane were priceless.

The women then managed to find excuses to subject several competitors to public floggings. Unfortunately they made a tactical error in insisting that victims raise their shirts to bare their backs, and several people have commented this may backfire on them when payback time arrives.

THE MARSHALLING RACE

How long does it take from the end of briefing to complete marshalling of 43 gliders on the first day of a competition? We tried a new idea, and thought an hour should be enough. We managed it in 13 minutes! Nothing was broken.

The method we used is to be patented under the name "The Robert Bradley Biblical Method." It works like this: No one likes to be on the front of the grid, which is why the front places are often assigned at less enlightened competitions. So we put a marker at the END of the grid. People marshalled from the back, and were not allowed to push in. So those who go out first will be last, and those who go out last will be first. While some people joked marshalling was so fast we were lucky we did not break equipment, it really was quite safe. Because you could not push in, everyone just co-operated. You drove your car plus glider to the front of the grid, leaving a safe gap. You unhooked and parked your car out of the way, as a hoard of people helped you push the glider back to close up any gaps so more could get in.

THE OTHER RACE

Number of contest days:	Six
Number of gliders:	43 (of which 10 were two-seaters)
Total kilometres:	37,865
Total hours on task:	492
Average speed:	77km/h
Number of outlandings:	22
Aircraft damage:	Nil

TWO-SEATER WINNERS

1	Darling Downs Soaring Club	DG500M
2	Kingaroy Soaring Club	ASK21
3	Caboolture	Twin Astir

SPORTS CLASS

1	Andrew Georgeson	LS8	9	Bill Wilkinson	Discus B
2	Tom Claffey	ASW28	10	Errol Spletter	LS1-f
3	Michelle Andrews	LS8 18	11	Lorraine Kauffman	ASW20B
4	Ian Walker	PIK20B	12	Hugh Hofmeister	Kestrel
5	Garry Speight	LS4	13	Peter Hastings	Hornet
6	Elaine Lane	Discus B	14	Little Petunia	Ventus 2C
7	Pat Tuit	Libelle WL	15	Mike Codling	Open Cirrus
8	Janelle McCaffery	Ventus B			

Encouragement awards went to Ryan Cunningham, from Kingaroy, who placed 16th at his "first" competition. (He actually flew his first competition as P2 in a two-seater at last year's Easter competition.) Ian Walker also received an encouragement award for a very respectable achievement.

In the past we had an incredibly stupid situation where we charged people extra if they shared an aircraft. And then the organisers complained we do not have enough people to share the workload on the ground! We have fixed that up. The cost is the same for single-seat and two-seat gliders, regardless of whether different people fly them each day. I do not know if that was a contributor, but this competition had the largest number of people sharing aircraft I have ever seen, and it really helped in a big way.

THE NEXT EASTER COMPETITION

This is a QSA competition, and all local clubs contribute to it. Next year it will be held at Dalby. Ralph Henderson, President of DDSC, will be doing the job of Contest Director. There seems to be plenty of support from the local council at Dalby, and most importantly on-site camping on the airfield will be possible.

This is considered a training competition. However with 40-plus gliders, the thermals can get very busy pre-start. One thing the organisers would very much like to encourage is participation by pilots in club two-seat aircraft, where an early cross-country pilot can share the flying with an experienced competition pilot.

Virtually the whole fleet of SDASC (Warwick), KSC (Kingaroy) and DDSC (Jondaryn) turned up at this competition. We also welcomed a few of our cockroach friends from Lake Keepit, and expect there might be more next year. We were delighted to see a Twin Astir and an IS29 from Caboolture, and we are sure these guys will be back with more friends next year. It would be nice to see some of our friends from Boonah and Central Queensland, and to meet some new friends from further afield.



BIGGER THAN THE NATIONALS

The 2002 Queensland Soaring Association

Michael O'Brien, Contest Director

IT IS ALL GEORGE'S FAULT REALLY. IN HIS DEFENCE, HE MIGHT NOT HAVE FORESEEN THE IMPLICATIONS OF HIS ACTIONS AT THE TIME. BUT WHEN, IN 1991, HE FIRST DRAGGED A SMALL GROUP OF PILOTS FROM THE SOUTHERN DOWNS AERO AND SOARING CLUB TO AN EASTER COMPETITION HE STARTED A PROCESS THAT WAS INEVITABLY GOING TO RUN OUT OF CONTROL.

Over the years a few of those pilots started going back to Easter competitions, and as their number grew, they infiltrated the organisation of what was once a very respectable and serious competition. What was worse, this insidious disease spread to other clubs. By 2001, the competition had dropped to such depths that public floggings had become a feature of briefings. The editors of Australian Gliding/Skysailor did nothing to contain the news of this deviant competition, and published an article in the July 2001 edition of the magazine. For this and other reasons, numbers increased greatly for the 2002 competition, from 26 aircraft in 2001 to 43 in 2002. Why did they all come?

Certainly it was not the weather that brought such large numbers. After many months of perfect gliding weather, the drought broke on the days preceding the competition. The rain had stopped for the official practice day, but the two Jondaryan tugs were stuck at their airfield, which was too wet for take-off. Towplanes from Warwick and Kingaroy managed to fly over, but the conditions below looked more like rice paddies than wheat country. Some of the pilots from NSW could not get past roads closed by flooding.

Al Sim and Richard Friday from Caboolture shared their IS29



The next morning the weather was almost good enough to think about the possibility of tasking, but the paddocks were too wet, and we still only had two towplanes for 43 gliders. By day two we also had the two Jondaryan tugs, but the paddocks were still too wet. On the third day the tasksetting team went for a drive and looked at a few paddocks, and concluded there were safe and viable landing options. We tasked, and quite a few pilots found those viable options. Only one unfortunate pilot landed in excessive mud, and it was not until the next day that enough people were assembled to carry the glider out. Nevertheless, it was a reasonable contest day, and each subsequent day just got better.

The first few days we flew POST, because we wanted to give pilots maximum flexibility to stay in the best areas for lift and landing options. However as the ground dried out and the thermals improved, we changed to assigned area tasks. These were triangles with a cluster of allowable first turnpoints, a cluster of allowable final turnpoints and a minimum duration, typically two, two-and-a-half or three hours. The minimum duration did not apply if pilots flew the longest possible task. The majority viewpoint seemed to strongly favour the assigned area task. It avoids the safety issues that can occur in POST

Lorraine Kauffman flew her ASW22 with help from crew Hank Kauffman



My introduction to cross-country soaring

Richard Pryde (SDASC)

AS A NEARLY MIDDLE-AGED EX-GLIDER PILOT WITH A FUTURE GOING DOWN IN 10-KNOTS SINK IN THE UK, I DECIDED TO EXPLORE A BETTER LIFE FOR MYSELF. SO OFF I WENT IN JUNE LAST YEAR TO OZ, THE LAND OF STRANGE CREATURES, SUCH AS MARSUPIALS, AND A LIBELLE WITH WINGLETS.

I arrived in your beautiful country in June last year and stayed with my sister and her family, a group of people who make the Simpsons appear respectable. Really, they are nice folk and I cannot thank them enough for giving me my start in Queensland. What took me two years never to achieve in the UK was achieved in six weeks here in Australia; I found myself a career opportunity. So off to the Darling Downs and the glittering streets of Warwick.

Eager to establish myself quickly, I decided to arrive a week early and explore the surrounding region. Luck was still on my side, excellent accommodation was easily found – so now I had a home. Now what to do with myself for relaxation? The racy nightlife and heavy emphasis on equine activities did not appeal much. Travelling out on compass bearings each day to seek out the treasures of the Downs, I stumbled across the SDASC (Southern Downs Aero & Soaring Club).

Unfortunately, the club only flew at weekends so, as I discovered it on a Tuesday, it meant three or four days reminiscing about my gliding days back at the Bristol & Gloucester Gliding Club, based on the edge of the Cotswolds. It had been over 15 years since I was last at the controls of a K8, and I was uncertain if I was still up to mixing it with the clouds.

The first Saturday in Warwick found me up and at the club, keen to meet new friends and have a go. Gus Mauch took me up in a Puchatek and surprised me with his faith in me as he let me launch the aircraft on the first flight.

Ninety percent of it all came back to me, or so I thought. Once I remembered about the secondary effects of ailerons and what my feet were supposed to do, I was managing to keep the yaw string in roughly the right position.

Everyone at the SDASC welcomed me and made me feel like a long established member. I failed to mention I joined up probably before the first flight finished its landing roll. All the members are really into cross-country flying – something never considered or tried when I was young and broke back in the UK; we never had the weather!

Discovering that 10-knots up my backside was not a deviant act



Richard Pryde flew his first competition in a Twin Astir. Before briefing on Day 5 he had his first flight in a fibreglass single-seater, Hornet MQ

Photo: Michael O'Brien

confined to select Bangkok bars, soaring took on a whole new meaning to me. I flew with several instructors, enjoying every minute and wondering why I ever gave it up all those years ago.

After 12 dual flights Mike O'Brien sent me solo – that was when the drain valve on my bank account went fully open. Progressing to the Twin Astir, my first real introduction to glass fibre, I was amazed at the penetration that could be achieved and the distance I could travel for very little altitude loss. Flying both days every weekend, I suppose my standard of flying improved to the point where the more experienced members felt that cross-country was next on the agenda for me.

What better place to be baptised in the art and skills of this goal for every glider pilot than the QSA Easter Competition.

Armed with my new GPS, car and navigation maps, I ventured into deepest darkest Queensland, seeking the infamous sanctuary for cross-country pilots – Chinchilla. What a lovely place, the local aero club really put themselves out to make the Easter competition an enjoyable event for everyone who attended with the 43 gliders. The local residents were very charming and friendly. This really was a nice place to be – very flat though; you could see a dog run away for three days.

The start of the competition was hampered by rain, but it was not long until I was off with Ivor Harris in the Twin Astir on the first day. Out of the seven two-seaters, this old POM came third. I suppose the CFI in the back seat might have had something to do with it! I flew on two further competition days coming third and fourth, I was very pleased with completing the tasks and not landing out. Something else I have got to experience.

When not flying my club twin in the competition, the kind people at Jondaryan allowed me to fly one of their two Puchez. Everyone participating in the competition was friendly and eager to offer advice. I feel that my Christmas card list will now be the largest it has ever been.

I have particularly fond memories of the Easter bunnies who worked so hard as ground crew, managing to get all the gliders off in a time that even astounded the organisers.

My first nine months in Australia have been outstanding. My first seven months of gliding in your country have renewed my love of flying and allowed me to achieve so much more than I ever thought I could back in the UK.

Thank you Australia, thank you Chinchilla – this POM will be back to enjoy that 10-knots up his backside again!





Flying with the Locals

Gareth James

WHEN FRIENDS ASK ME WHAT WAS MY BEST MEMORY OF FLYING IN OZ THIS YEAR,

I SOMETIMES HAVE TO REMIND MYSELF THAT THEY ARE NOT PILOTS THEMSELVES.

YOU GET THINGS LIKE, 10,000FT – IS THAT HIGH THEN? AN 11M/S THERMAL – IS THAT STRONG?

– HOW FAST IS THAT? A 1,000FT DUST DEVIL, HUH – IS THAT GOOD OR BAD?

WOW, 150KM – DID THAT TAKE A LONG TIME? SO I HAVE TO TELL THEM SOMETHING

THEY WILL HOPEFULLY UNDERSTAND. THIS IS MY STORY ABOUT FLYING WITH THE TRUE LOCALS

IN OZ: THE WEDGE-TAILED EAGLES, OR WEDGIES AS THEY ARE CALLED FOR SHORT.

The wedgies are the largest of the Australian eagles, with a wing span of up to 2.5m! They are often seen gliding and thermalling and are the true cross-country experts. They can be territorial and sometimes attack paragliders or hang gliders, but fortunately always the wing and not the pilot. They often leave numerous tears to be patched up by the pilot that evening.

It was the day after a friend had just such an incident (landing 20km east of Mt Borah with three holes to mend) that I headed off north, alone, low and hoping for another good cross-country day, that I met my first wedgie. As often seems to happen to me I was low and in danger of having to land, and even after finding a weak and erratic thermal I wasn't much better off despite five minutes of fighting. Then in comes a wedgie from one side, gliding straight past me and on for another 200m or so to where it seemed to find a good core, which it then started to turn in, climbing rapidly. Not wanting to bomb out again, I turned straight towards this spot and soon started my first good climb of the day, right up to cloudbase. The wedgie in the meantime had already thoroughly out-climbed me and was almost out of sight.

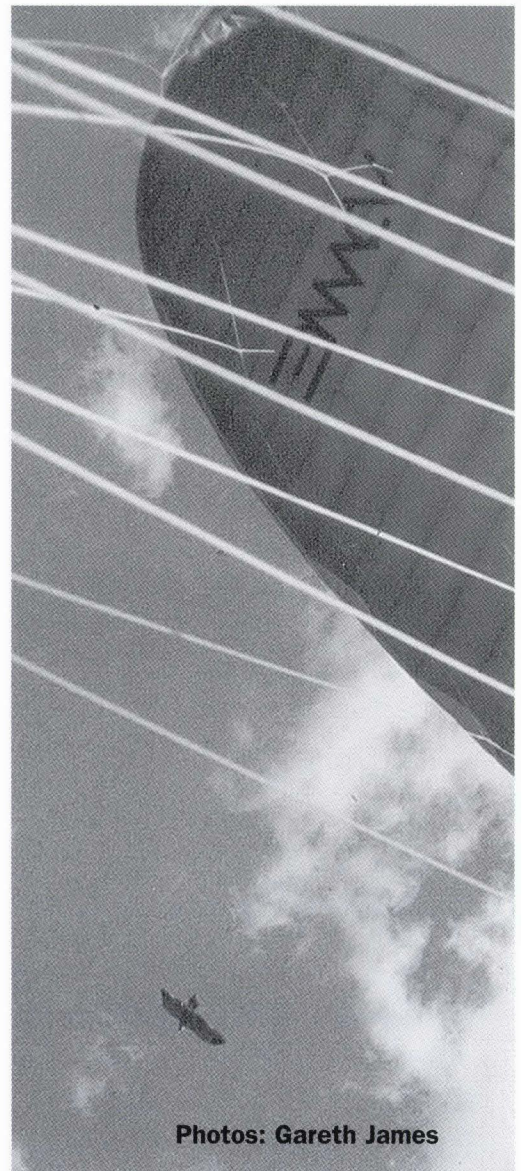
An hour later and 20km further north, almost the same thing happened again. This time, however, the wedgie didn't seem to out-climb me! Very soon he was, in fact, back down at my level, just following me around as I turned. In order to do this his wings weren't fully extended and his legs (with

big sharp talons showing!) were out beneath him, perhaps to slow him down. As I climbed I kept a wary eye on him, but he didn't seem aggressive or agitated so I continued. A thousand feet later he flew off to one side to better lift and I took the hint and followed, tucking in behind him.

The thermal was now becoming quite strong and well defined and he started to use it to gain some height above me. Then he just dropped out the side of it to dive back in beneath me and easily climb back up again. He seemed to be having fun. I decided this deserved a few photos, but found flying was difficult one-handed in a strong thermal on a comp wing. Inevitably a few big collapses and dramatic surges followed, which eventually scared off my new friend for a few minutes. He returned as the thermal smoothed out and obliged with a few passes, under, over and around me and my wing.

All too soon cloudbase was approaching, and being a man on a mission, I turned north. The wedgie turned back south, probably having a family to feed. An hour or so later my flight was over, as this time when I got low, no local cross-country expert was on hand to show me where to go.

That evening, as I was telling my story, I found out that another pilot had encountered a less friendly wedgie that day, almost exactly where I had met mine. This had resulted in several tears and him having to leave the thermal in order to avoid more damage – I'm just glad I got on with the locals!



Photos: Gareth James

2002 AUSTRALIAN OPEN HANG GLIDING CHAMPIONSHIP – Deniliquin

Tony Giammichele

THIS ARTICLE HAS BEEN WRITTEN
FROM A KINGPOST CLASS GLIDER
PILOT'S POINT OF VIEW (WITH AN
INSIGHT INTO THE RUNNING AND
ORGANISATION OF THE AUSTRALIAN



Watching progress

OPEN HANG GLIDING COMPETITION)
IN THE HOPE THAT IT MAY INSPIRE
OTHER PILOTS TO COMPETE.

The format of this competition appealed to me. It was held over the Christmas/New Year break, which worked in well with work commitments. And it comprised Topless, Kingpost and Floater Class gliders competing together but scored separately using AAA scoring for the Open Class Gliders, AA for Kingpost and A for the Floaters. This enabled each class to achieve points towards National Ranking, a concept created to encourage all pilots to compete no matter what level of glider or skill that pilot may have, in the hope to build the stock of competition pilots in Australia in the long term.

This was only one of many inspirational concepts created by the Competition Committee lead by comp director Tove Heaney, and very ably assisted, in the first instance, by Kath Kelly. Some of the other concepts used in this competition included:

- *Setting differing tasks for Open, Kingpost and Floater Classes with a minimum of two of the classes having goal in the same paddock. This meant that, depending on the day, Floater Class gliders might have a straight line task downwind, the kingposters might be tasked a dogleg, and the topless a big dogleg (which not only increased distance, but degree of difficulty*

depending on the strength of crosswinds) to end up in the same goal paddock.

- *Setting tasks with consideration given to the pick-up drivers. All routes and goals were within a 50km radius of the tow paddock. Routes were selected over main roads, ensuring easy retrieves. Tasks were prepared using cross-headwind and cross-tail routes on moderate wind days to reduce distances. On minimum wind days, out and return or triangles were considered by the task committee to reduce distances from goal.*
- *A 5km radius start gate was instituted with Open Class using 15 minute intervals to stop the cat and mouse tactics sometimes used by the top pilots. Turnpoints and goal used a 400m-cylinder sector to verify a turnpoint that made it safer above the otherwise congested airspace. This had particular relevance when the differing classes approached goal or turnpoint from different directions.*
- *There was a commitment to having lay-days as well as not flying when the conditions were considered unsafe. As it turned out, four of the days were canned due to moderate to strong winds (in other competitions that I have attended, we would have flown on some of these days – it was great to see a commitment by the competition organisers to err on the side of safety).*

As it turned out, 150 pilots competed in this competition, including a large contingent from overseas. Despite the huge number

of pilots there was only one mishap, which was difficult to predict and prevent, being finally down to the individual concerned. He has recovered well, thank goodness.

It must be said that the inspiration, commitment and direction given by Tove during the preparation and running of this competition was outstanding and, I believe, others should follow her lead in the future. It was interesting for me to witness such an example. One event comes to mind: One morning Tove was reviewing the previous first day's results with one of the task officials (Davis Straub) stating that on the previous day it was good for pilots morale for this number of pilots (she indicated a number with both hands) to arrive at goal, then requested him to ask the Task Committee to set a task to reduce the number to this amount (still using both hands) today. On ensuing days, it was noted that the number in goal did reduce day by day, but as the tasks got harder so did the tenacity of the pilots. A good proportion always made goal.

There were many other directions given which were aptly accepted without question (by all concerned including pilots, task committees, safety committees and the like) due to the obvious common sense of the directions. I am pleased to say that it was also obvious that only a woman who was a mother of two could have performed the organisational skills and decisionmaking used. Full credit must go to you, Tove, for a great competition.

**DAY 1**

Cancelled due to strong winds.

DAY 2 - TASK 1 DOG LEG

Open Class: 92km
Kingpost Class: 68.9km
Floater Class: 62.6km

Winds were moderate at upper levels, but square on at ground assisting a safe launch. The first leg was relatively easy except that it was difficult to arrive high and upwind of the turnpoint. Consequently, many pilots missed the TP and scored accordingly. Only three kingpost pilots flew on towards goal, all landing short due to the strong crosswind/light thermal component of this leg. Greg Holt won the day five kilometres short, David Petrie second, with two Canungra lads following, Tony G third and Mike Rose fourth.

Kathy Kelly won Floater Class, landing 90 degrees perpendicular to goal. It could not have been done any better on this day. Well done Kath.

DAY 3, 4 AND 5

Cancelled due to strong winds.

DAY 6 - TASK 2 DOG LEG

Open Class: 104.6km
Kingpost Class: 64.8km
Floater Class: 62.6km

There were only three competition days left in order to make this a valid comp. We needed to fly every day from here on. This proved to be a great day with about 10 kingpost pilots making goal.

My aim for this day was to make goal. I decided that it was achievable, provided I did not try to race with the topless gliders (which was my downfall in prior competitions). I was going to fly my own race, attempt to feel the conditions, and then to fly accordingly. I would have my radio off most of the flight, using it only to report my position to my driver (my beautiful and very supportive wife, Michelle). I would also try to fly upwind of the course line, find my next thermal, and then strategically drift back over the course line in the thermal, and thus minimise my flight distance and time. (I learnt this skill following Alan Beavis during a competition at Hay a few years previously).

During this flight, I noted that I could climb better than many of my competitors, which I attributed to my light wing loading on a big glider. However, my glides in cross-headwinds were compromised. In the days that followed I learned to offset one against the other and create an advantage.

The plan worked well, except that I drifted a little downwind which I made consciously in order to follow the routes taken by the topless gliders in the pursuit of thermals. I

arrived at turnpoint quite high and able to cross over it with my last thermal on course to goal. I had to make a decision of how high to go, with goal only 12km away. I did some quick mental arithmetic and worked out a height based on a glide angle given the crosswind. I decided to play safe and added 500ft to this figure, as I was not confident in these conditions. On my final glide, I soon realised that I was going to make it easy, so I stuffed the bar to my knees flying through huge lift on route. I arrived with 1,000ft to spare. I had wasted four minutes climbing the extra distance. (I decided to take this information on board for next time.)

I was surprised to find seven pilots already at goal, with three more making approaches in front of me. Had these guys launched before me, or was I too slow? And there was a floater glider amongst them, Alan Beavis, who was making a return to flying after a major accident. Good on you, Beavo.

Alan won the day in Floater Class with Greg Holt in kingpost. I was third for the day, which was okay I thought.

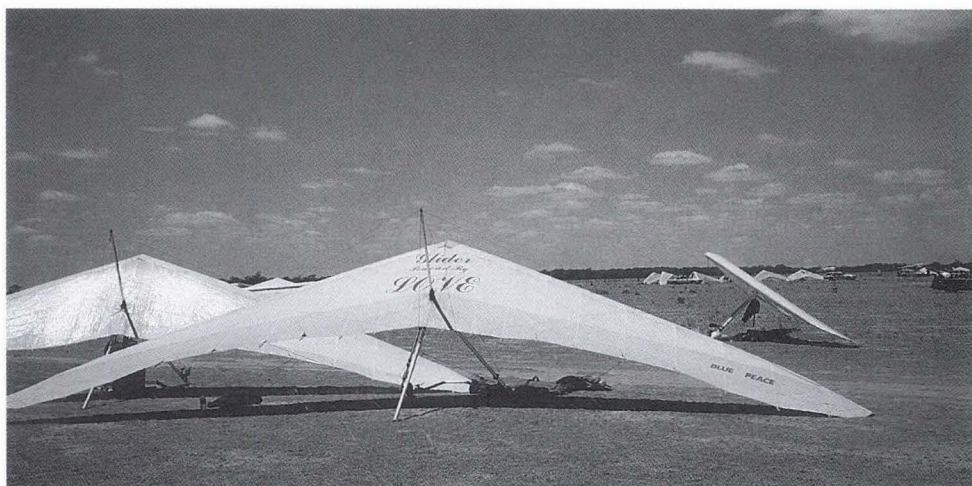
DAY 7 - TASK 3 DOG LEG

Open Class: 144.7km
Kingpost Class: 86.2km
Floater Class: 59.9km

Yet another dogleg task was set, a little longer than the previous, but optimistic given the conditions, or so the task committee was led to believe. As it turned out, it was a better than expected day.

The day was, however, marred by an accident. On an adjoining strip, a pilot locked out at low level and head planted the ground. Pilots came from all directions to assist, with two doctors (Conrad Loten and James Freeman) flying back from the task to assist. Well done, guys. Towing stopped for a while for the ambulance to arrive. By the time I got in the air it was late, with much of the field in front. I crossed the start gate relatively low (3,800ft) as I was keen to get going. On my glide I wasn't sure if I had done the right thing. I got very low heading for a trigger (a dam). Luckily, there was lift there and so I climbed out and decided to get as high as I could. This worked to my advantage as other gliders below did not climb so high and left early and so they marked the thermals for me later in the flight and missed the better air up high.

On the way to the turnpoint I encountered good lift over rice fields. But later, we arrived downwind of the turnpoint. A thermal drifted us away, so it was a gut felt decision that led me to dive across to mark/enter



Set up at the tow strip

Top: On the strip



Ivan sets up



Tony is ready for launch

the turnpoint and then go downwind to return to the same thermal. Of the five gliders flying with me, I fared best and was soon on course for goal. I encountered a low save 20km from goal and was confident that it would get me high enough to get to goal. But on glide, it soon became evident that this was not the case. I needed one more. Another rice field seven kilometres short gave me a climb to 3,500ft and a fast glide to goal.

Again, I could see there were about seven pilots in before me, including three floaters. A good landing on the spot – it still felt like a good day. Smiles all round with the other pilots. They had a good day also. Mike Rose was there, but no sign of Greg Holt.

Alan Beavis won Floater Class. I had won my first day and proudly wore the yellow jersey.

DAY 8 – TASK 4 OUT & RETURN

Open Class: 123.8km

Kingpost Class: 77.5km

Floater Class: 49.0km

(Out for Floaters, Out & Return
for Kingposts and Triangle for Open)

The aim of the task today was to set a tough course, yet ensure quick pickups for early scoring and attendance at the presentation night that evening.

I was in front of Greg Holt by eight points, and only 150 points separated the first five positions in my class. Anyone of those pilots could win the day and the competition. I thought about my tactics. I knew I would be disadvantaged on the return leg due to the headwind, so I planned to fly the first leg fast and top out at the turnpoint.

Three thermals later, I marked/entered the TP on my GPS. Then the hard slog. The topless gliders were arriving at this turnpoint at the same time which was great. They had a much bigger course to another turnpoint before this one and they were arriving at the same time as the kingposts. I gotta get one of those. They provided an opportunity for marking thermals, as the return leg was the same. And they used me for marking also – so it was a mutual arrangement. It was great

to fly so close with those beautiful birds with their shiny upper surface, their sleek aerodynamics, the streamline instrument pod leading out in front, and the sculptured and long harnesses contoured for efficient flight. This was the first time during the flight that I also saw other kingposts, although I didn't know who they were. The first part of the return was very slow in climb rate with the headwind. After four thermals and a very low save drifting off course, I looked back and saw the turnpoint just there. The sun appeared to be getting low. Would I make goal? I put this thought to the back of my mind and concentrated on maximising climb and punching headwind. As the afternoon mellowed it became easier, although we weren't achieving altitudes that I had attained earlier. I was within a glide of the tow paddock. Only one more thermal and I could glide into Conargo and land in the field opposite the pub and in front of the local spectators. Where was that thermal? Michelle offered encouragement. She radioed that I HAD TO MAKE GOAL. There was a message in that!

Someone turning in front. Can I make it to him? Yes. Scratchy lift. Not really going up. Another glider in front turning more steeply. Can I make it to him? Yes. This is better. I climbed out, leaving that pilot who didn't appear to track the thermal correctly. With 5,200ft I left the thermal, directing Michelle to goal. It was a long glide, even with the bar to my knees. Three kilometres to go and the oval started to disappear behind the trees. Oh, no! Ease the bar out. A bubble. Yes, pull the bar in again. Yes, goal. Yahoo! One turn over the line and I was on the ground. I could not have done any better. But Greg Holt was in goal before me! Damn!

PRESENTATION DINNER

There were a lot of happy faces at the Presentation Dinner. The venue was great – at the Deniliquin RSL. We took the time to look at all the memorabilia lining the halls at the RSL and realised that a large percentage of the task forces for both World Wars

came from the area surrounding Deniliquin. Deni was filled with brave heroes.

Dinner was a smorgasbord affair with an excellent range of food offered. We ate till we were full while the scoring was being done. In a small corner of the dining room, Davis Straub was typing away on an obviously well loved, well used and well travelled laptop which had the faceplate over the keys missing. I've never seen the inside of a laptop before. He was inserting his account of the day's flying into the Oz Report so that Toto (and the worldwide HG community) could see who won the Australian Open! But there was a big gap at the end which needed the results. In fact, we were all waiting for those.

It was about 1:00am when Zupy appeared with the results. It was going to be a late night!

Tove and Kathy had kept the crowd entertained and interactive with the novelty awards presentations. They had done a great job with everything and I am sure that everyone there during those 10 days of competition would agree. But now was the moment everyone was waiting for. It would clear all the uncertainties in the top place pilots' minds. Who won the various championship classes?

THE RESULTS

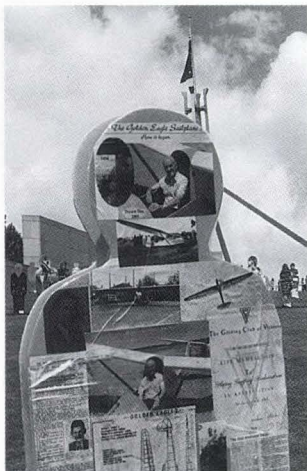
OPEN COMBINED		POINTS
1	Mike Barber (USA)	Moyes Litespeed 4
2	Gordon Rigg (GBR)	Moyes Litespeed 4
3	Oleg Bondarchuk (UKR)	Aeros Combat 2
4	Mario Alonzi (FRA)	Icaro Laminar 13
5	Jon Durand Jnr (AUS)	Moyes Litespeed 4
6	Rohan Holtkamp (AUS)	Airborne Climax 13
7	Phil Pritchard (AUS)	Moyes Litespeed 4
TOPLESS CLASS		
1	Oleg Bondarchuk (UKR)	Aeros Combat 2 3,479
2	Mike Barber (USA)	Moyes Litespeed 4 3,470
3	Gordon Rigg (GBR)	Moyes Litespeed 3,438
KINGPOST CLASS		
1	Tony Giammichele (AUS)	Moyes SX6 3,139
2	Greg Holt (AUS)	Airborne Blade 2,917
3	Matthew Bower	Moyes Xtralite 137 2,642
FLOATER CLASS		
1	Alan Beavis (AUS)	Moyes Ventura 3,291
2	Andrew Barnes (AUS)	Moyes Sonic 2,518
3	Kathy Kelly (AUS)	Moyes XT 2,424

Full results are available at [www.cool-
ether.net.au/australianopen2002].



Gliding at Peoplescape 2002

Alan Patching – Photos: Pat Brown



Thanks to the efforts of Chris Richardson, one of our gliding pioneers was on display at the Australian Government's Peoplescape 2002. The exhibition took place on the lawns of Parliament House this year and consisted of life-sized silhouettes of people, decorated with information about their life.

Chris put together a display which showed photos and information about his father, Geoff, and the 'Golden Eagle'.

Geoff, as a lad of 18,

designed and built Australia's

first sailplane which, after 65 years, is still airworthy and flown at Vintage Gliding Association rallies.

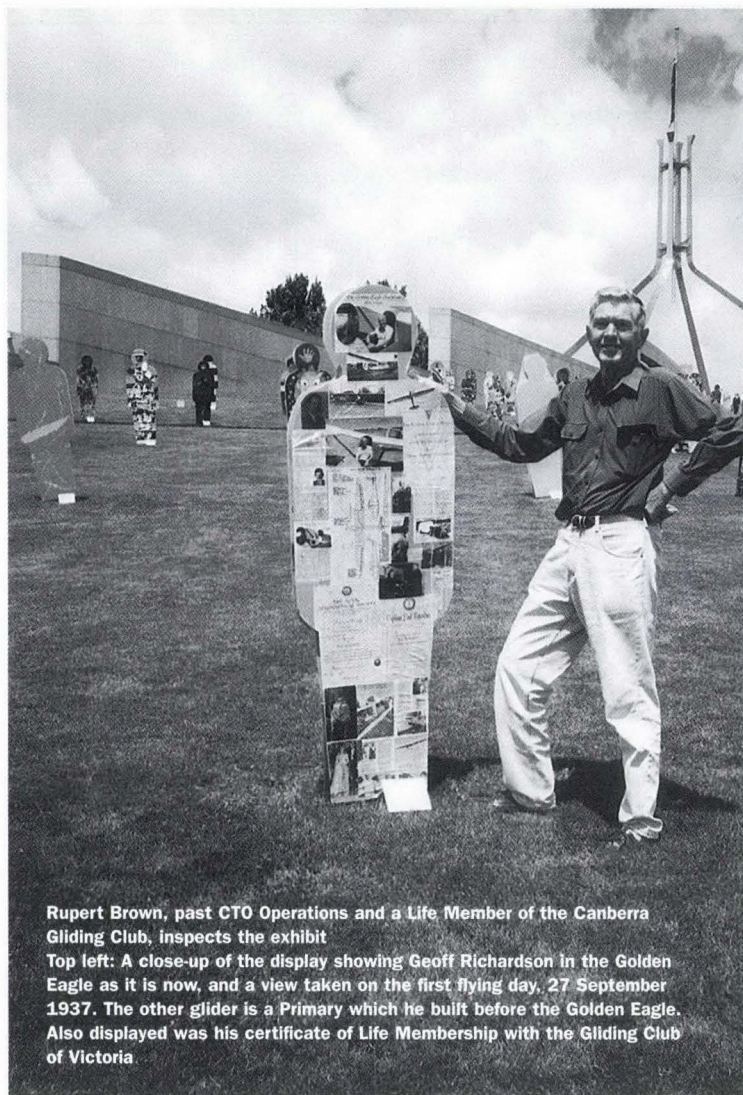
Australian Gliding Museum – Recent Acquisitions

Graeme Barton

The Australian Gliding Museum has acquired three more aircraft for its collection. This brings the total number of different types of airframes in its collection to 23. Some of these are in pristine condition whilst others require considerable work to bring up to display condition. Where feasible, aircraft in the collection are being restored to flying condition.

Recent acquisitions include the Proctor Coogee, a homebuilt design which first flew in 1941 and is essentially a cross between a Grunau and an H17, a Mark 1 ES52 Kookaburra and the HiJack, a homebuilt design with the appearance of a Primary but which is powered by a small engine. This was designed and built by Jack Hearn. Jack didn't draw up any plans for it – he relied on his trusty three-foot ruler for any measurements required!

The Mark 1 Kookaburra, formerly VH-GFF, is the first production model Kookaburra. It was originally delivered to the VMFG and after passing through the hands of a number of owners ended up with the Barcaldine and District Air Sports Club which very kindly donated it to the gliding museum. The physical acquisition of the aircraft involved trailering it from Rockhampton to Tocumwal, where it is currently stored. This was achieved as a joint project with members of the Townsville Soaring Club, who had recently purchased a Long Wing Kookaburra from Ararat. An arrangement was entered into whereby the Long Wing Kookaburra was towed north to Narrabri from Ararat and the Mark 1 was towed south to Narrabri from Rockhampton. The trailers were exchanged in the main street of Narrabri. We are indebted to all those who assisted in this project.



Rupert Brown, past CTO Operations and a Life Member of the Canberra Gliding Club, inspects the exhibit
Top left: A close-up of the display showing Geoff Richardson in the Golden Eagle as it is now, and a view taken on the first flying day, 27 September 1937. The other glider is a Primary which he built before the Golden Eagle. Also displayed was his certificate of Life Membership with the Gliding Club of Victoria

The refurbishment program is proceeding. Training courses in the repair and maintenance of wooden aircraft and fabric covering of aircraft have been arranged.

For further information on the Australian Gliding Museum, phone Graeme Barton on 03 9802 1098.

NCC News

Miles Gore-Brown

Bids closed at the end of May for selection of the site for the next Australian National Gliding Championships. The preliminary result is that the next Multi-Class Nationals will be hosted by the Gliding Club of Victoria at Benalla. Times and costings have not been finalised but in order to help with planning holidays, etc, it is expected that the championships will be held between 2 and 15 February 2003. Final details and entry forms will be available in the coming months.



A HARD TALE TO TELL

Harry Medlicott

AT A SERVICE STATION RECENTLY WITH A TRAILER IN TOW I WAS ASKED ABOUT THE VARIOUS ASPECTS OF GLIDING. THE ENQUIRER WAS GIVEN THE USUAL SPIEL ABOUT HOW WELL WE CONTROL OUR SPORT AND HOW SAFE MODERN GLIDERS ARE.

Fortunately, he didn't ask to see the glider, for the trailer contained the wreckage of my nearly-new Discus and the reason I was on crutches was the result of difficulty in exiting the glider and opening my chute as the disabled glider headed earthwards at over 6,000ft/min. The harsh reality is that gliding can be a high-risk sport particularly when aircraft are in close proximity to each other. The odds in competitive flying are quite daunting with about one in 12 pilots in Australian Multi-class Nationals since Horsham being involved in a mid-air accident. Two killed, three opened their chute with seconds to spare, five gliders destroyed and three others suffering lesser damage but still flyable. The risks in social flying are much less but still substantial.

What can be done to change this dismal scene short of leaving gliders in their hangars?

In competitive flying the risks have been lessened by introducing multiple start points and tasks which do not require all gliders to round exactly the same waypoint. More can still be done. The GFA recommendation to avoid out and return tasks needs to require a certain minimum angle between out and return legs and to be made mandatory rather than advisory. The use of POST type tasks in National sports competitions is an accident waiting to happen with experience being that it is not unusual for several gliders to be approaching the same obvious cloud from opposite directions at closing speeds of up to 180kt. Keeping the traffic flowing in the same direction as in assigned area tasks is much safer.

A mandatory safety briefing and discussion using comprehensive published briefing notes before a competition seems pretty obvious but it does not happen. Likewise the compulsory gaggle frequency which only happened after I moved motions at three successive nationals, should be renamed "safety frequency" to emphasise its use and importance.

I am now going out on a limb and state that our current pilot training and information transfer can be greatly improved. As an example. Whilst working on a ground project during an instructor training and validation weekend I was in a position to observe the gliders as they executed modified circuits. By looking carefully at the faces of the pilots about 300ft above it was apparent that not one single pilot looked at other than the chosen aiming point. No one looked back up the strip to ensure that there was not another glider or aircraft landing on the airfield. Likewise as a checking instructor I find the most common failure of importance is lookout. After releasing from the tug many pilots keep looking at the tug as they turn to the right. Lookout during circuits is commonly deficient even though this is the busiest part of our airspace. Pilots often turn from base to final without carefully checking the airspace away from the airfield. The same person would not dream of turning into a one way street without checking for traffic coming towards him. The final approach path is the busiest part of the sky and deserves careful attention. Pilots remain fixated on the airfield and their aiming point.

During my time instructing using winch launches we usually achieved about a 1,250ft launch and it was club policy to start down wind at 800ft which gave a couple of minutes training before joining the circuit. With early pilots I used to waffle on downwind still training until we reached base leg and only later in the training process insisted on safe speed near the ground earlier in the flight. They were subconsciously being taught that I was not doing myself what I later expected them to do, so changed my ways and appropriately indicated safe speed near the ground on every flight.

Similarly with lookout, we must demonstrate to our students from the very first flight that an adequate check on clear airspace has been made. A little while ago I checked an early pilot. His lookout on rolling into turns was impeccable but he regularly levelled his wings and rolled out without checking the airspace. Not a really good habit to have if you are flying in close proximity to gliders in thermals in years to come. The GFA training is exactly right when it comes primacy. Those habits which we are first taught, either deliberately or by example, good or bad, seem to stay with us.

When it comes to lookout it is not just enough to say "maintain a good lookout" or whatever. We have to explain to pilots that there are some special circumstances where we must take much greater care and the reasons therefore.

Some of them are:

- **Reducing speed over a short time interval**

I am certain most pilots have not carefully considered this manoeuvre. When pulling up we continue to look straight ahead but this is not logical as it is not the airspace into which we are flying. Sure, we have identified that the airspace ahead is clear, but the risk does not end there. It is with another glider above and behind or on a converging course travelling at about our original speed. We are in each other's blind spot and I am reasonably certain there have been two fatalities using this scenario. As we pull up we must bring our head back and carefully check for gliders above us. Pilots just don't do this, they keep looking straight ahead.

- **Increasing speed over a short time interval**

This is an even riskier exercise as you cannot see a glider underneath you no matter how carefully you look, nor can he see you if you are slightly behind him. Several pilots have told me of nearly being wiped out by the glider above them leaving the thermal and increasing speed at the same time. The higher glider usually has a reduced climb rate whereas the glider underneath is still climbing strongly. Particularly risky if the sharp turn to leave the thermal is made on the opposite side of the thermal to the intended track and at the same time speed is increased. Roll out carefully and always increase speed at a modest rate.

- **Joining thermals**

The need to reduce speed before joining and correct procedures to enable other gliders to see you are well documented and carefully instructed, but we still get the odd cowboy who pulls up and reduces speed close to other gliders and in the immediate vicinity of the

thermal. This risk is well known but one risk which is not obvious, and of which I have been guilty, is the special care needed when you join a strong thermal above already circling gliders. The other gliders may be some hundreds of feet below you but they are gaining perhaps 300ft a turn and most importantly the inertia of your glider, probably heavily ballasted, means there is a time lag before you achieve the climb rate of the existing gliders. It is a little difficult but ensure you join opposite and keep sight of the glider climbing strongly beneath you. In strong thermals it is also necessary to substantially increase separation as gusts can and do push gliders around unexpectedly.

• Approaching a cloud or gaggle of gliders

It is a bit the same as circuits and landings. Pilots I have observed, including highly experienced ones, suddenly become fixated – where is the best part of the cloud? How well are the gliders climbing? They fail to maintain the good lookout which they normally employ and concentrate on identifying the best lift. Just maybe there is a glider approaching the best looking part of the cloud from another direction. Quite likely there is a glider thermalling in a different part of the cloud or thermal to the two or three you first saw. I know this scenario has resulted in fatal mid-air.

John Buchanan in his excellent recent article on lookout specified times when we should prioritise lookout. The foregoing are some of them. Articles such as his could well be part of an information package circulated to all pilots especially at a competition or team challenge training exercise at the safety briefing.

Are there other factors? Yes, of course, but I have identified some risk factors which are generally not appreciated and which have caused accidents. The British Gliding Association has an active safety committee and regularly publishes a comprehensive list of accidents and even quite minor incidents. It was a disappointment to me when the GFA decided to not proceed with the proposal to have our own safety committee.

If we accept that despite our most careful training glider structural failures resulting from mid-air collisions or whatever other reasons are inevitable, what can we do to minimise harm to pilots?

Quite a lot actually is being done and on the drawing board. The DG company has devised an airbag, the NOAH system, which sits under the pilot and can be inflated after an accident. It releases the seat belt and lifts the pilot up to the side of the glider allowing the pilot to roll out, all in about one second. Exiting a glider wearing a parachute and being subject to “G” forces and violent oscillations can be very difficult. Only about half the pilots surviving an actual glider structural failure successfully parachute to the ground. This worthwhile initiative is being made available to other manufacturers.

Ballistic recovery systems exist which employ a small rocket to deploy a parachute above the glider and capable of safely lowering both glider and pilot are under development. They are mandatory on ultralight aircraft in Germany. The manufacturers claim 200 lives have been saved to date and that recovery is possible from heights as low as 500ft.

We now accept and expect airbags in the cars we buy but the odds of being hurt flying gliders are higher than when driving a car. My hope is that as well as protection provided in new gliders, we will be able to retrofit safety measures in our existing fleet and that in years to come these features will be the expected norm. Perhaps this will help re-establish the popularity of gliding.

The use of a parachute with a static line also deserves consideration. There are cases where pilots have exited gliders and not deployed parachutes – perhaps they knocked their head on exiting. They are widely used in Germany. In my case pulling the ripcord took too many precious seconds due to the turbulence and tumbling experienced. There was an interval of about six seconds between pulling



When we see a glamorous picture of a glider in a magazine we mentally place ourselves in the cockpit flying it. I was in this glider trying to exit 20 seconds before it hit the ground and was demolished. So think of this when you read my article as there may well be features which will help you avoid a similar experience

Photo: Courtesy Harry Medicott

the ripcord and hitting the recently ploughed ground. Fortunately my recently repacked Parachutes Australia 'chute deployed and decelerated my fall sufficiently for a survivable arrival. I join others who have been saved by their excellent product. Parachutes Australia, who have been making quality FAA approved parachutes in Australia for a world market for many years, will retrofit a suitable static line for their Slimpack V2 and Thinback chutes for \$380. The normal “D” ring is still useable. A good safety initiative at modest cost.

ROLE OF THE GFA

The GFA under delegated authority is entrusted to regulate our sport including matters relating to airworthiness, safety and operating procedures. None of us like rules and regulations and believe as individuals we can be trusted to do the right thing, and that if everyone was just like us, there would be no problems. Unfortunately the real world is quite different. The value of positive measures can be seen on the roads. Over 20 years or so the number of fatalities per million kilometres driven is now less than a quarter of what it was and is a result of a multi-faceted effort. Safer cars, enforced speed limits, driver awareness campaigns, better roads and drink driving control. What can the GFA do to enhance its role as our sports regulator?

A few suggestions:

1. A safety committee.
2. Reporting and discussing accidents and incidents through our magazine with an emphasis on analysing why they happened and preventing similar occurrences.
3. Greater instructor communication, possibly a chat and community web site involving all instructors with email access.
4. Mandatory minimum standards for competitions including a dedicated safety channel, means to break up gaggle flying such as well separated start points and maybe even allocated start times, safety briefings and prohibiting tasks with a potential for conflicting flight paths.
5. Become pro-active in pilot survivability in the event of an accident. OSTIV and glider manufacturers should be prevailed upon to make publicly available and share data relating to such things as ballistic recovery and pilot extraction systems and to make available these improvements in survivability to the operators of existing gliders as a matter of urgency. These aids should also be developed to assist tug pilots who currently are at even greater risk than glider pilots.





Feedback Forum



Viv Drew

GFA Secretariat News

We have recently taken steps to rationalise and modernise our internet access in the office and an upgrade of the internet facilities is in progress. This will not only save money in the short term, but positions us to be able to introduce eCommerce facilities in the future so that sales, membership renewals and the like can be processed on-line. This is not expected to happen for some time yet, but it is now possible to start moving in this direction.

Please also note that on the web site there is a direct email facility to the Webmaster, for any queries you have relating to the web site.

NAS Airspace System

The Minister's office has issued a press release indicating that the government has decided to adopt the NAS airspace proposal. The NAS airspace system is essentially the US airspace model. This is a proven system and provides a sensible level of protection with a maximum of freedom for other airspace users.

Put simply, we will see few changes except the implementation of sensible recommended radio procedures in the region of airfields with significant traffic. Once introduced, these common sense requirements should be welcomed by all and we can look to becoming willing participants in the system rather than having to continually fight to retain our freedom to use radio, where appropriate, for our own separation (glider to glider) and other reasons.

The details are still to be worked out but will be essentially that the NAS system has no mandatory radio or transponder requirements for gliders in Classes E or G (uncontrolled airspace) and no MBZ. All CTAF zones will become 10nm rather than 5nm radius and will involve the following recommended radio procedures.

- All inbound and outbound aircraft will monitor and announce on the CTAF frequency.
- All transiting aircraft, when in the airspace normally used by inbound or outbound aircraft, will monitor the CTAF frequency.

These proposed changes promise to put in place sensible low-level airspace management after more than 10 years of stop-start discussion and a huge cost to aviation – and should be welcomed.

CASR Part 71

The news on Part 71 is not good. Small changes to the regulations made without consultation with the affected airspace users effectively destroy the risk management basis for these regulations. The regulations specifically allow for the implementation of a higher level of service than required by risk management based simply on 'agreement'. Currently all of Australia outside controlled airspace is provided a level of service, which is higher than can be justified by risk management. Anyone who does not think there will be a push to maintain this higher level of service (read higher level of restriction for other airspace users) than can be justified on a risk management basis has not been involved in airspace negotiations for the last 10 years or more.

Elsewhere the attachments define agreement as "a level of consensus between key stakeholders". There is only a very general definition of who is a "key stakeholder" and no indication as to what is meant by "consensus" or who decides. Airservices claimed "consensus" on the LLAMP project (the low level airspace proposal by Airservices – now to be replaced by the NAS) when sport aviation, AOPA, NAPAC and many of the charter operators and smaller RPT services opposed the primary basis of this model – namely imposition of MBZ at airfields with a 30-seat service. Some may argue about the level of consensus – but this simple fact that this argument is possible after years of development proves the un-workability of these proposals.

The regulations as now proposed are a formulae for continuing, ongoing, expensive arguments and paralysis such as has been the case for low level airspace management for more than 10 years. Either, that, or it will be a formulae for vested interest groups to dictate outcomes to the demise of all other airspace users.

We have made these views clear to CASA but so far with no indication that we will be able to alter the proposed regulations.

If we do not get the NAS then we are in for an even more difficult future in airspace.

Industry Consultation and the NPRM Process – a Costly Farce

CASA is required by government to consult with the aviation industry before they implement a change to a regulation. CASA does this through a process referred to as the NPRM process. (Notice of Proposed Rule Making) This is a very expensive process in which CASA prepares a large document detailing the changes and the reasons for the proposed changes – and backs this up with "road show" talks on the proposal. CASA accepts submissions from anyone who is interested, but does not discuss this input with even obvious other affected stakeholders. CASA then collates the inputs, makes an arbitrary non-negotiable decision as to which to accept and which to reject, and the resulting regulation is then non-negotiable – because the process for consultation is now ended.

The NPRM on Part 71 is a perfect example. The original proposal sets out to introduce a risk management basis for airspace regulation. CASA was up front about accepting a higher level of service based on agreement between all stakeholders – but gave no indication that it was about to reduce the requirement for agreement from "all key stakeholders" to a "level of consensus" of key stakeholders. This small change clearly destroys any discipline introduced by a risk management process and totally alters the basis for this regulation – after the process of industry consultation is over and there is no opportunity for input from anyone.

AOCs and Proposed Regulations for Sport Aviation (Parts 103, 149 and 115)

Progress here is also disappointing. The situation is ill-defined but signs are not good. All that can be said at this time is – watch this space. The fundamental basis of our involvement in self-regulation and whether we will need a special authority to fly for 'hire and reward' seems still to be determined. We cannot make any progress with these issues until these matters are sorted out. The GFA and ASAC are pursuing these matters vigorously.

Insurance

Insurance remains a difficult area – for us the same as everybody else. Bryan Blackburn for WAGA continues to do a good job

in this area – however we can all expect increasing costs and increasing difficulty in getting cover as is the case for everyone. We see some positive signs and then you get a continuation of what appears to be absurd decisions.

We will meet with Kevin Chamberlain and our insurers as soon as the current negotiations regarding next year's insurance are complete to discuss the future of insurance for the GFA – particularly public liability insurance.

New Articles

The revised articles prepared to coincide with the migration of the GFA from a limited liability company to an incorporated association have now been finally completed. For the information of those with only a passing interest – a detailed review of our articles has come up with “a steady as she goes” outcome. This is NOT a failure to make changes but an endorsement of the existing structure of the GFA – which is more robust and effective than those in use for similar organisations.

Firstly, we retained two bodies – Council and the Executive – to ensure a “separation of powers”, as it were,

between policy setting and implementation – to ensure that adequate discussion takes place before a significant change can be implemented.


Secondly, we retained a voting system, which can be best described as an electoral college. That is, individual members vote, within their region, for a Regional Councillor who votes on their behalf in elections and motions at meetings. This was seen as superior to a direct vote for two reasons:

- a) *In a direct vote many will not know the candidates for whom they are asked to vote. By retaining the current electoral college system, individual members are voting for representatives from within their region whom they either know or can get to know, and whom they can influence to make decisions, which are suitable to the majority. Similar organisations with a direct voting system normally achieve only 10-15% participation rate; largely for this reason.*
- b) *The smaller states were concerned that they would be swamped in a direct (national) vote.*

Thirdly, we have reduced the size of council from 21 members to 16 by reduc-

ing the number of regional councillors to two per region – to improve efficiency and reduce cost. It was intended that the outcome of a block vote would not be substantially altered by this change, however we are indebted to SAGA for pointing out that we needed to make some further, minor changes to ensure this agreed outcome is achieved.

These last changes were simply to make sure the principles exposed in the previous magazine articles were actually achieved. It was also to ensure that they related to an improved level of democracy in the election of the President, Executive Vice-President and Treasurer and a transfer of the casting vote, in case of a tied resolution in Council, to the majority decision of the regional councillors. This will maintain the current balance of power should groups vote as a block. The revised articles are available on the GFA web site and will be published in the magazine shortly – before the vote – for the details.

Please vote and please vote Yes/Yes for retention of the good system we have had since the start of the GFA with a number of improved efficiencies. 

Victorian Soaring Association Inc.

2002 Basic Airworthiness Course at Corowa Aerodrome

From

13 October to 19 October 2002 Inclusive

Applications or enquires are welcome from all GFA members and should be made or forwarded before 5th September 2000 to:

Edwin Grech Cumbo

12 Culgoa Court

Keilor Victoria 3036

Ph: 03 9336 2305 or

Mobile: 0419 542 761 before 10 pm.

Email: egrechc@melbpc.org.au

Or

Eugene Blunt

567 Noorla Place

Lavington NSW 2641

Phone: (02) 6025 4436 before 9 pm.

Email: deird@optusnet.com.au

Course Fees

\$250.00 Make cheques payable to the Victorian Soaring Association Inc. The fee covers course notes, materials used during the course and a meal proportion

Accommodation

Contact: Eugene Blunt (02) 6025 4436

Venue

Australian Soaring Centre, Corowa Aerodrome, Redlands Road Corowa

Meals

All meals will be subsidised by the VSA.

Briefing Notes, etc

The fees include the course notes and a CD containing all the course lectures in PowerPoint, etc.



FLY THE WING. FLY THE WIRE.

Rodney Lynn

Photos: Warren Turner

REFLECTIONS OF A MICROLIGHT STUDENT PILOT
– WHY WORRY WITH WIRE? JOIN WITH ME,
A STUDENT PILOT, IN ANOTHER INSIGHT GLEANED
AT MIDCOAST MICROLIGHTS FLYING SCHOOL,
PORT MACQUARIE, NSW.

WHEN YOU OWN A MICROLIGHT, YOU OWN A LOT OF WIRE.

Pause for a moment and consider what part of your microlight does not depend upon wire.

There is wire in the wings; wire in the base; wire in the radio; wire in the headphones; wire to the battery; wire in the pins; wire in the nuts and bolts.

Wire winds itself everywhere in a microlight.

For a microlight pilot, wire is structure; wire is words; wire is intelligence; wire is safety.

WIRE IS STRUCTURE:

Wings without wire would not be wings. Strong wire cables are the structure that gives strength and support to a microlight wing. In proper terminology it is called rigging. In common language it is called the wires.

There are the upper wires. They join the leading edge, keel and crossbars to the top of the kingpost. These wires stop the wing from drooping and collapsing whilst the microlight is on the ground.

There are the lower wires. Wire cables join the control bar to the front and back of the keel (the flying wires) and to each side of the wing crossbar (the side wires). These wires control the wing in flight and provide the primary bracing for positive flight loads.

There are the spreader pull back cables. These wires hold the crossbars back along the keel like a loaded crossbow to keep the wings leading edges under tension, and spread apart.

Take away any of these wires and the wing will not work. The wing is wired together. The pilot must, wonder about wire, when working with wings!

Then there is the trike base, it too is wired together.



CFI Mark White, watching wires

Most of the weight in a microlight, when it is on the ground, is sitting on the back wheels of the trike base. Wire keeps the wheels tensioned, supported, and apart, so that they can carry this ground weight.

Student pilots, new to microlights, quickly notice the two tensioned wire cables between the back wheels, making a strong triangle with the drag link braces.

The undercarriage struts themselves, are kept in triangular strength by wire cables tensioning them with the mast pole and the seat framework.

Wire holds the trike together. Take away this wire, and the base will collapse like a legless bird.

It is little wonder that uninitiated people often scoff at the microlight pilot with comments like, "Fly in those things? No Way! They are just wired together."

Well, yes, they are wired together.

In a microlight, structural wire is wonderful stuff.

WIRE IS WORDS:

Hidden in the headphones, worn by microlight pilots, are little wires. These wires also reside inside the curly plastic tube that dangles from the headphones and is connected to the radio attached to the aircraft. The radio also has these little wires hidden inside its casing. These wires are very different from the wires that hold the base and wing together. These are weak little wires.

Wired up for take off

Weak, but wonderful; for these are the wires for words. These wires take the words of the pilot to other people, and they bring the words of the other people back to the pilot.

The pilot does not test these wires with a robust pull to ensure they are tight and tensioned. These wires are treated with tenderness and care. They are connected and tested like all wires, but the touch is tender and true.

Tangled, twisted talking wires can mean tangled twisted talk. This is very dangerous for the microlight pilot. Hence, these wonderful wires receive their own special treatment. Radio contact is a matter of life and death in some flying situations. Wires with words is the essence of this life preserving contact.

In a microlight, wire with words is wonderful stuff.

WIRE IS INTELLIGENCE:

Between the pilot and the engine of a microlight, a genuine affinity and care exists. The pilot is very interested in the hunger and thirst, warmth and breath, comfort and bodily functions of the engine. However, of itself, the engine cannot communicate all these things to the pilot.

Wonderful wire provides all this intelligence. Wire attaches itself to intelligence spies that probe the internals and externals of the engine.

When information is discovered, wire rushes this information to instruments that tell the pilot the latest news about the engine.

Between the engine and the instrument panel there are numerous wires. Wires for water temperature, wires for exhaust gases, wires for cylinder temperatures, wires for ignitions, wires for lights, wires for engine speeds. How many wires, only depends upon how much a pilot wants to know about the engine being used in the aircraft.

In a microlight, intelligence wire is wonderful stuff.

WIRE IS SAFETY:

Microlight flying is an adrenaline adventure sport. Safety is supreme. For a microlight, wire provides safety.

Nuts and bolts are wired together with safety wire. Pins and pin heads are wired together with tie wires, preventing them from becoming lost to each other. Wing nuts are safety pinned with wires. Spark plugs are secured in place with wire. Exhaust pipes are held together with spring wires.

Wire keeps things safely staying where they have been put. Anyone who has failed to use wonderful wire to secure things on a



microlight should not be surprised to discover items missing in flight. This could prove very expensive, if not outright life threatening.

IN A MICROLIGHT, SAFETY WIRE IS WONDERFUL STUFF.

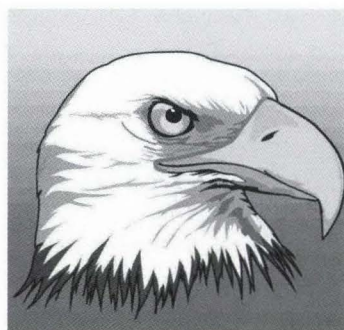
So, why worry with wire?

Microlight pilots worry with wire because wire let's us fly.

Certainly, we are taught in our early lessons, You fly the wing.

But you cannot fly the wing, unless you also fly the wire.

When you own a microlight, you own a lot of wire.



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Johnny Carr - England

Hiroshi Mamiya - Japan

Dealer inquiries Welcome



SAFETY NOTICE:

Stratos JU-40 Parachutes

Another Airworthiness Directive from CASA following notification by the Czech Aviation Authority: Pilot emergency parachutes type JU-40 manufactured by Stratos 07 s.r.o. after 1 April 1997 are to be retired from service. Ref CASA AD/PARA/8 and Czech AD T-048/2002.

As with the AD issued last month referring to parachutes made by MarS, the reason given is that the Czech Authority has determined that the parachute manufacturer has not had a valid Approval Certificate for Production since the date given.

For more info visit [www.apf.asn.au/apf_services/sb.asp] or [www.casa.gov.au/].

John Chapman, APF Technical Officer

CLUB NEWS

Melbourne Hang Gliding Club

What happened to autumn? No sooner had the leaves finally (after our unseasonably warm weather) changed colour when they were on the ground and being hailed on! The MHGC had an active autumn, both in the air and on the ground. Thirteen of our pilots competed in the annual Easter Flatter than the Flatlands competition at Birchip, Victoria. Many personal bests were achieved with a couple of our pilots gaining very high rankings; congratulations to Scott Barrett, Ian Rees and Jeff Rickard for making it into the top 10 on at least one of the days.

The inaugural Paps Fly-in was held on the weekend of 20 and 21 April near Mansfield, Victoria. It was planned so pilots and families could socialise (as well as fly) and to encourage partners to become involved. Another aim of the weekend was to get pilots from differing clubs together for a flying event. The weekend was a great success from both a flying and socialising point of view – it'll definitely become an annual event.

The club has held two very important information sessions. The first was the Safety Officers workshop which was well attended, the second being the joint ratings workshop between the Western Victorian HG Club and the MHGC. The aim of the ratings workshop was to discuss theoretical issues such as weather patterns, rules of the air and flying techniques. This night was also well attended. Once again our meeting nights have been well attended with presentations on glider maintenance and mental fitness for flying.

Finally, the club has produced 4,000 fantastic glossy brochures. These

brochures not only advertise the MHGC but are a great advertisement for the sport itself. Reading it just makes you want to get out there and fly. No doubt you will see these brochures floating around. Special thanks to Murray Cann, Doug Ennis and the committee for producing these, and the sponsors (on the back page) for their assistance.

With winter just around the corner (or here, depending what day it is) some of our ridge soaring sites are coming on, so there's plenty of flying still to be had. See you at the Palace Hotel Camberwell, third Wednesday of the month, upstairs at 8:00pm.

Vanessa Sparke, Secretary

PRODUCT NEWS

The Phase



Skyline has just released its new harness, the Phase. It keeps all the features of the Project with a longer seat to help the pilot fly in a supine position when in transition. The reserve pocket is located under the pilot seat. The Phase, like all models from Skyline, is made of Cordura, which insures the best resistance to wear and tear. Skyline products available through WindWorks Paragliding, Sydney <proser@tig.com.au>. Dealers inquiries welcome.

WindWorks Paragliding

APC News

Pro-Design Titan

Now ready for order the new DHV 2 Titan! There has been a lot of waiting for the successor to the Target and finally its available for order in medium size only. The other two sizes will be finished shortly. The Titan is said to have kept the sweet handling and dynamics of the Target with better speed, glide at speed and sink rate. A new Pro-Design harness is to be released this year. The new harness will not replace the very successful Jam Pro, which will still be available in new colours for 2002. The new harness is still undergoing modifications but is planned to be finished before the Aussie spring of 2002.

Ozone Vibe

Team Ozone has been flat out with production of the new Vibe! The Vibe is causing a real stir in its class. Like the Octane, its a glider that allows a lot of pilots to move up a level in security without compromising the sensations and performance they are used to from higher grade wings.

The performance and safety on offer makes the Vibe a dream come true for dynamic novice-intermediate pilots who want to fly XC and excel at thermalling.

Bräuniger Galileo

This integrated GPS flight instrument is especially suited to competition/XC pilots' needs. This instrument has it all, including IR (infrared) download and way too many other features to mention. Only \$1,999. Check it out at [www.brauniger.com].

New MLR 24XC GPS

This GPS is one of the only to consider if you are a serious competition pilot wanting the very best. Garmin apparently are no longer supported if you intend to fly PWC or World Championships. MLR GPS are well priced and purpose built for PG and HG competition use.

For all the above products, please contact Peter Bowyer at APC: <fly@australianparagliding.com> or phone 02 6226 8400.

Australian Paragliding Centre

Bräuniger Galileo



Galileo is the new Bräuniger vario/GPS with an integrated 12-channel GPS receiver and a VGA graphic LCD. It allows easy flight documentation, especially for competitions, by the FAI/IGC logger for up to 96 hours at a scan rate 10 seconds without the need for photographs. The flight data is transferred to a PC and can be validated with on the market offered standard software. Further important features of the Galileo are:



- NiMH battery for more than 25 hours of usage
- easy menu structure
- 6 user configurable fields in the display can, for example, show: wind direction, wind speed, speed over ground, height over destination, distance to destination, direction to best climbing, bearing and more
- IR-interface for exchanging easily routes and waypoints between Galileo units
- Flight calculator

For more details see [www.brauniger.com] or contact Moyes Delta Gliders, distributor for Bräuniger Instruments for HG and PG (phone 02 9316 4644, email <moyes@moyes.com.au>).

Moyes Team

Rhett Rockman new Australian National Paragliding Champion

After three competitions spanning three states, three seasons and three very different environments, Rhett Rockman flying his new Gin Boomerang II (see photo) has been crowned Australian National Paragliding Champion for 2002.

The season started in Spring 2001 with the Canungra Cup. At the end of five competition days Rhett finished a close

second to Enda Murphy after they swapped the lead continuously over the first four days. The Canungra comp was characterised by challenging and tactical tasks where speed on glide was not the only required asset. Patience and reading conditions proved invaluable as did the ability to stay up in scratchy lift.

Summer followed quickly with Bright hosting this year's Nationals. Another challenging five days with crosswind, headwind and fast tailwind legs in a series of turnpoint tasks. The usual "textured" Bright air meant that a glider's ability to stay inflated during long full speed bar runs was important. Rhett made mention of the fact that the Boomerang felt just as stable on full speed bar as on trim. Rhett finished second again to the flying Kiwi, Craig Collings.

Autumn, and the annual Manilla competition was to coincide with near perfect PG weather. Seven fast tailwind races to goal and one triangle task sorted the top pilots out. Strong afternoon crosswinds resulted in quite a few pilots making goal-distance but ending up quite a few kilometres off course. Again, pilots who read conditions and made allowances for weather changes reaped the dividends.



Rhett picked up fourth place at the end of the comp.

After 18 days of flying, Rhett finally takes his position as Australia's number 1, and in doing so becomes only the fifth pilot to have his name engraved on the coveted trophy since its inception in 1991.

To celebrate Rhett's and his Boomerang's climb to Australian Champion "The

no bullshit
results

Paragliding World Cup 2001



Overall PWC result:

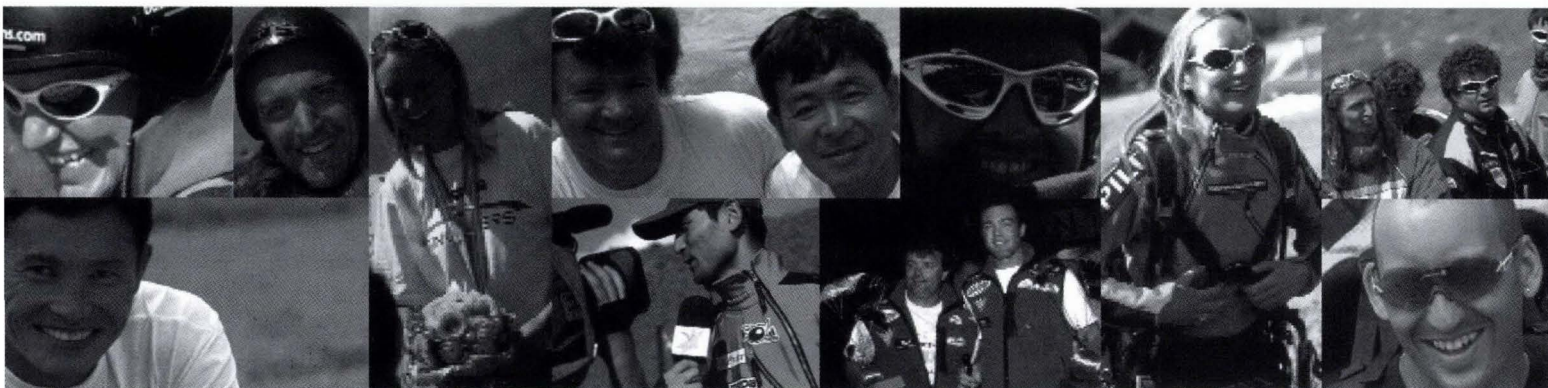
- 1st: Patrick Bérod - F - GIN boomerang
- 2nd: Jean Marc Caron - F - GIN boomerang
- 3rd: Peter von Känel - CH - GIN boomerang

Female overall:

- 1st: Louise Crandal - DK - GIN boomerang

Constructor's trophy:

- 1st: Gin Gliders



Thanks to all Gin pilots for 3 years of competition success: 1999, 2000 & 2001 PWC Constructor's Trophy winner.

Paragliding Centre" is offering a championship special. Purchase any Gin Glider before the end of July '02 and receive FREE your choice of either a Gin Gliders "Speed suit", a Sup'Air flying suit or an Icom IC40jr with Sup'Air PTT headset. Stocks of these items are limited so "first in – best dressed".

Rhett operates "Abreeze Paragliding" towing on the Breeza Plains south-west of Tamworth and has Gin Gliders available for testing. In association with "The PG Centre of S-E Qld" he plans to conduct a series of XC seminars at Breeza Plains and Canungra. For more information on these events, please contact The Paragliding Centre on 07 5543 4000 or 0418 155 317 or Rhett Rockman on 0428 428 962.

The SE Queensland Paragliding Centre

Raptor Designs Has Moved!

Due to the general inability to swing a cat in our small tin shed workshop, Raptor Designs has moved into larger premises at Factory 5, 3 Advantage Rd, Highett, Victoria (near Southland) and the phone number has changed to 03 95536445.

You are invited to drop by and sample our appalling coffee if you're passing by.

John Reynoldson

FAI NEWS

To Motorised Hang Glider Pilots

Although the application of auxiliary engines to HG wings is becoming well known, competing with them isn't. We want to change that.

People visiting the ultralight flying scene of the WAG in Spain could see the Doodle

Bugs flying along the Guadalquivir river as unofficial partners of the powered PGs.

And there are other powered HGs as well (the best known here in Hungary are the Mosquitoes). However, we lack possibilities to try man and machine on the international competition scene until now.

How would you like the challenge of being an official participant in the European Microlight Championships in Hungary (11 to 18 August) as official partner of a number of other microlight aircrafts with quite different configurations? Based on the success of the Guadalquivir Tour 2001, the CIMA (Microlight Committee of the FAI) decided last year to give a try to the official participation in the framework of a Europeans. Your possible participation is significant, not only as a pleasure making adventure; the possibly first official FAI Powered HG Category 1 Championships would decide the way to proceed. Choosing either the way of the airliners (as trikes did) and become a real aircraft, or remaining a sporting device using the sun as a source of energy (for soaring) and the engine as an assisting auxiliary unit – that is the question. The EMC 02 Director favours the second alternative (see EMC Local Regulations Part 4 for powered HG, point 5.1. Proportions). However, you are the ones to decide what the real tendencies are. Thank you in advance for your support.

Visit the EMC 02 at [www.nagykanizsa.hu/aeroclub]. For basic ideas click onto the invitation on the side. For your flying partners and regulations click onto Local Regulations and see the title page and Part 4. Questions and inquiries are welcome.

Marton Ordody, Director EMC 02

LETTERS TO THE EDITORS

Green Grass at Stanwell

It is almost two years since my first flight at Stanwell. I arrived in Australia with four hours in my log book and I now leave to Spain with over a hundred. This letter is just to thank publicly all those people that made my flying time a joyful one. I didn't want to put names to it, but I will because I think it is fair to acknowledge what they have done for me and probably they do not even realise.

From simple tips like where the best lift is (simple now, a revelation then), where the hazards are, to set up a glider when I had to abort a take off, and obviously the help provided in two tree rescues I was involved in. Special thanks to Jules Sanderson, Steve Pick, Ted, Ernie Bolton, Tony Sandenberg, Rob Fakes, Chris Fogg, Terry Bruce, Andy Unger, Mark Mitsos, and all the flying community at Stanwell Park.

During these two years, I've heard numerous complaints about different things in Stanwell, but as I see it, the grass still shines very green at Stanwell. Keep it up guys.

**See you all in the air,
Ignasi Pons (Nani)**



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Leeton Inter-service Competition

Denis Lambert

THE INTER-SERVICE GLIDING COMPETITION IS AN EVENT RUN BY THE ARMED SERVICES TO PROMOTE GLIDING AND ENCOURAGE ACTIVE COMPETITION BETWEEN VARIOUS BRANCHES OF THE SERVICE AND TO ALSO INTRODUCE AIR TRAINING CORPS MEMBERS TO GLIDING. IT HAS BEEN RUN AT LEETON FOR A NUMBER OF YEARS AND IS A VERY FRIENDLY AND RELAXED COMPETITION AT A GREAT SITE WITH THE EMPHASIS ON PARTICIPATION AND LEARNING NEW SKILLS.

The competition is flown using a set time window of, for example three to four hours into selected task areas with the pilot choosing the actual turnpoints and is amenable in flight to suit the changing conditions. This ensures a very high return rate leading to earlier beers at the bar.

Tasks were set using four sectors – north, south, etc. The idea was that you had to turn a point in each of the nominated sectors in order to score. A minimum time frame was set for each task day depending on the predicted conditions. Scoring was done by downloading GPS data onto a scoring program and by using a handicap system for the individual aircraft. The three classes competing were Standard, Sports and Two-seater.

Following a 5:30 departure from Toowoomba on Saturday morning, Murray Knight, myself and my eldest son Zach, drove to Goondiwindi with Murray's syndicate Mosquito, FQR, in tow where we were to meet with Peter Bell who was towing the club LS7WL. Peter was delayed somewhat as he had to change a blown tyre and repair some of the resulting damage and eventually arrived around 9:00am. We then left Goondiwindi soon after and headed south to Leeton, eventually arriving there about 9:30pm after some more problems with the LS7WL trailer. After setting up tents, sorting out accommodation and hooking into some pizzas kindly organised by the Leeton Caravan Park owners we finally got to bed around midnight after an 18-hour day of travelling and odd jobs.

DAY 1

After rigging both the Mosquito and the LS7 we prepared the aircraft for a possible task. As usual, the previous day was pretty good with good climbs to around 10,000ft and good distances around the 450 to 500km mark flown. However, today several bands of high cirrus were drifting in from the south-west in bands and this managed to ruin the day as it combined with a strong cool south-westerly wind which was unusual for this time of year and broke up the thermal development.

The day was eventually cancelled at the 10:30 briefing as reports from the Temora comps indicated that they would not be flying either. Some local flying was carried out later in the day which saw some gliders getting to 5,000ft under the cloud lines. We ended up doing some aircraft and trailer maintenance and recovering from the long haul down from Queensland.

DAY 2

The briefing at 10:30 confirmed what was clearly evident by a look outside. Strong winds at all levels up to 43kt at 10,000ft. A short

window was expected as thermal development was anticipated to start late and stop fairly early. Our selected task was Coolamon Silo – Weethalee Silo – Binya Silo and back to Leeton.

I launched fairly early and managed to float around locally for an hour or so not getting above 4,000ft in weak and broken one to three-knot thermals before falling into a sink hole which put me on the ground for a re-light – was not a promising start for the day. Murray left about 25 minutes earlier than me due to my re-light and was about 35km ahead of me which I couldn't make up.

On task some high cloud mixed with very occasional cumulus allowed broken climbs to 6,000ft. The strong drift allowed slow progress along the first leg despite very weak climbs with many close looks at paddocks along the leg. After turning at Coolamon Silo we headed back into wind towards our planned second turnpoint at Weethalee but by halfway along the second leg it was clear that the day was not on. Murray got as far as Beckom before turning back to Ardlethan which had an airstrip just south of the town. I struggled to gain enough height to get into Ardlethan airstrip spending more time than is healthy at circuit height over one particular hill. With the day dying and the strong headwind directly on the nose 50km was too far to push with weak thermals and I was happy to settle for 132km. Murray then aerotowed the LS7 back to Leeton while Peter and Zach arrived to trailer the Mosquito back.

DAY 3

Once again very strong winds and blue skies combined to cancel the day, with wind gusts measured in excess of 40kt. The strong winds eventually set up what appeared to be shear-wave clouds with only a couple of gliders getting airborne to try their luck. Both Peter and myself were offered a flight in the Mossy but declined due to the wind.

New Year's Eve was celebrated at a barbecue in the caravan park and was fairly quiet, although there were several stayers until the midnight hour.

DAY 4

Col Adams, one of Murray's syndicate partners, arrived today for the comps. The day started with lighter winds and some promising cumulus developing, but quickly started to overdevelop into overcast conditions with limited sun on the ground and a predicted temperature of 21 to 23°C. Just a little unusual for Leeton in the middle of summer!

Peter was slotted to fly with the LS7 but declined due to the poor conditions. Eventually the tasksetters settled on a small fixed task of approximately 250km for those interested. I launched early as the day

looked like getting worse for a local flight only, but with the task set on the GPS just in case.

After getting some good climbs around the airstrip I decided to do the task and headed off on the first leg. The first leg was Leeton-Weethalee, which provided some good climbs after a 30km glide to just north of Barellan where I spotted one of our gliders in a paddock and radioed his position for an aerotow retrieve. The rest of the leg was completed under almost total overcast conditions, staying above 5,000ft to keep in touch with the clouds. After turning Weethalee I had one good climb before a long glide down from 7,500ft to 4,500ft where I picked up a solid four-knot climb back to 7,500ft. With only 30km to Binya Silo and another 31km to Leeton I was confident of getting home, however as I got closer to Binya Silo and into the lee of the Cocoparra Ranges, I encountered six to eight-knot sink which carved off my height and put me at 2,000ft, 10km short of the silo.

After some weak broken climbs I finally gained enough height to get home comfortably with the assistance of some tailwind. After landing it was time for Zach and myself to head off as Zach has a good mate at Wagga and we had planned to meet him halfway so that he could spend four or five days over there.

DAY 5

A blue day was forecast with lift going to 6,000ft and as it was Peter's turn to fly the LS7 and Colin's turn to fly the Mossy I chose to take up the very kind offer of flying Mark Bland's Blanik YJ. I had a very enjoyable four-and-a-quarter hours of local flying in smooth four to six-knot thermals, with a lot of time spent over the local town touring and eventually climbing to 6,200ft late in the day.

Both Peter and Colin completed their nominated tasks of around 250km in good time with Colin winning the day although the conditions were still not good with thermal heights generally not over 5,000ft.

DAY 6

Conditions appeared to be improving although no cumulus were still predicted. Murray and I elected Coolamon Silo – West Wyalong Airstrip – Binya Silo – Leeton for 296km.

We headed out early in an attempt to catch up with Mike Pobjoy in his Standard Cirrus who had left earlier and quickly covered the first leg flying at around 80kt between good six to eight-knot thermals.

After turning Coolamon we both had a slow section for about 40km then picked up the pace south of Arial Park with some good six-knot climbs. As Murray was climbing faster than I was, he eventually drew ahead and arrived over West Wyalong about 10 minutes before me.

West Wyalong turned out to be a sinkhole and we both found ourselves scratching in weak lift searching for a good climb. Not finding anything worthwhile we headed west on differing tracks towards Binya Silo and both picked up good climbs every 20 to 30km just as they were needed. I headed slightly north of track about 10km towards a dust devil which eventually gave me my best height of the day of 8,000ft and a comfortably final glide home. The final glides so far had been characterised by areas of heavy sink, especially around an area 10km to the north-west of the airfield which contained a lot of hilly scrub and had to be crossed unless you had the extra height to go round. This was the most enjoyable flight so far with few real crisis points, good thermals and no low level tours of the countryside.

DAY 7

Today saw both Peter and Colin flying in reasonable conditions although there was still no sign of the cumulus that had made some

of the days last year so spectacular. Both Peter and Colin arrived back once again in good time and scored well for their flights.

DAY 8

The weather forecast was for a much-improved day with temperatures going to 42°C in Griffith and hot east to north-easterly winds. Storms were predicted east of Temora, late in the afternoon so we planned on a 500km attempt with the task being Leeton – The Rock Silo – Condobolin Silo – Garaloon Silo – Leeton with a total distance of about 516km.

Due to the winds, smoke from the NSW bushfires made visibility extremely difficult and heating slower. We launched at around 1:30 into scratchy conditions and struggled to climb to 4,000ft for the start. The first leg had a good tail wind that made progress easy with two good thermals and some rubbish getting me to The Rock at 3,500ft for the first 100km. After several weak climbs around The Rock, I turned the silo and made good progress towards Coolamon in the blue gaining height steadily in each thermal until by the time I reached the clouds I was at 9,500ft.

Unfortunately the clouds didn't work as well as expected and I only picked up two slow climbs to 11,000ft all the way to West Wyalong over about 120km distance. The first one only topped up my height after reaching the clouds and was only around five knots on the average. The glide under the clouds was quite smooth at a cruising speed of about 75kt, but unfortunately most clouds weren't working so streeting wasn't possible. By the time I arrived over West Wyalong I was down to 3,500ft and the sky was looking dead towards the north in the direction of Condobolin Silo and totally overcast to the north-west in the direction of my next leg. As I was behind time I decided that getting home had priority so I went into survival mode and abandoned the task. Murray, who had been held up at the start was at least half an hour behind me and had also elected to turn short rather than push on to a certain outlanding.

Eventually I got a series of weak climbs around West Wyalong which was enough to push on to Binya Silo. I eventually achieved a final glide climb to 11,500ft which gave me final glide from about 95km out with some reserve. I didn't get anymore lift on the entire glide but ran into some serious sink after turning Binya Silo. A 20 point penalty for my crossing of the start line before it officially opened put me on 980 points and cost me the day. Such is life.

Murray flew well and won the day after digging himself out of some big holes around Coolamon and he also closed the gap on me during the flight but was beaten by the length of day. Mal Williams also attempted a 500km flight in his Open Jantar and, after some hard work late in the day, eventually managed to make it home for a successful flight. The short day with thermal activity not really getting organised before 2:00pm made the task more difficult. The day ended with some spectacular lighting displays in the direction of Temora from a large storm.

DAY 9

After yesterday, both Peter and Colin were contemplating 500km flights, however the strong winds returned and were expected to produce poor conditions, therefore a non-contest day was called.

I took the opportunity to fly Murray and Colin's Mosquito for a local flight under some scrappy cumulus that eventually produced lift to 7,800ft and some wave and wind shear lift to 8,500ft above and in front of the clouds. I was able to pick up about two slightly in front of and above the clouds, which was enough for me to fly directly over the top of them. With the addition of new winglets the glider is a dream to fly and I was able to also remain stationary

at 45kt with some flap deployed, sitting approximately 20km to the east of Leeton over some low hills at 7,500ft.

After the cloud eventually disappeared altogether I then had a short thermalling flight in the company of Mark Bland who was flying our LS 7. Murray took the opportunity to get current again with the winch and did a 25-minute flight with Mark Bland in Mark's Blanik and then did a one hour local flight with Colin.

DAY 10

Today was Peter and Colin's turn to fly again after yesterday. Thermals were expected to get to around 6,000ft but no cumulus were anticipated. The day started late again with some of the junior pilots trying for five hour attempts and 50km distances having several re-lights before finally cracking the five hour mark. One pilot did his 50km and then continued on for another 20km to take photos of the next town as well before finally outlanding on the way back.

Both Peter and Colin once again flew well and got home in good time to place well for the day after some low-level tours of the countryside. Murray and Colin decided it was time for some refresher training on the winch and got themselves up to speed again by flying the Blanik off the wire and ended up having a good soaring flight in the bargain.

DAY 11

A similar day to yesterday was expected with once again no cu's to guide the way. We had planned a short task of Binya Silo – Ardlethan Silo – Grong Grong Silo – Leeton for a distance of 170km.

Murray and I both launched about the same time and worked hard just to stay in the air locally with big gaggles moving from one weak thermal to the next. Unable to get above 4,000ft after nearly an hour we decided to start anyway and headed out with some other gliders.

The first leg to Binya Silo was attempted several times by both of us but no lift was found so we headed back. Murray headed back to the airfield while I tried again and found some scrappy lift at 1,700ft some 25km out. I eventually climbed away and should have gone back to the airfield and restarted. Murray managed to get back and eventually restarted about half an hour behind me. I spent the next 50km generally below 3,500ft, often at circuit height eventually getting to 4,000ft and glad to be that high.

The radio traffic from the sports and two-seater comps at Temora also told the tale with horror stories of low saves with one bloke reporting strangling to death a two-knotter and glad to have that. I even watched one glider flying low towards Ardlethan and then suddenly stop as he outlanded on the outskirts of town.

I finally got a good climb over Ardlethan that took me to 6,700ft in company with one of the Temora gliders, before heading south towards Grong Grong. Several gliders were circling on track so I headed in their direction only to come in below them and miss their thermal. By this time I was down to 2,000ft so I headed towards some of the local farmhouses hoping for a trigger point from them. By now I was at circuit height, working some broken lift that was barely enough to keep me airborne. As you don't go far from circuit height, I decided to wait for the thermal to develop. It quickly settled down to a steady one to two knots before gradually building to five knots and taking me to 5,000ft although, unfortunately, drifting back along track. I had some good five to seven-knot climbs after this low point and was contemplating extending the leg but this would have required crossing the Murrumbidgee River into possibly a different air mass. The days had also been fairly short and today seemed no exception. After turning Grong Grong I took one more climb about 35km out to top up and headed home encountering some strong sink once again.

Murray, with his re-start, had put himself in a good position and arrived home about 15 minutes after me but with a much quicker overall time. After landing I headed off to Wagga for the night to pick up Zach and have some drinks with some friends.

DAY 12

Once again it was Colin and Peter's turn to fly and the conditions still hadn't improved greatly. The launch was delayed in the hope of better condition but eventually it was decided to throw them in the air anyway and watch them struggle.

It was hard work with several re-lights taking place, but eventually most got away on task. I took Zach up for a local flight in Mark's trusty Blanik YJ but struggled to find any lift and was back on the ground in 25 minutes. No outlandings for our crew once again with both Peter and Colin making it back in good time.

DAY 13

Time to pack up all our gear at the caravan park as we were planning to stay at the club that night and leave first up in the morning to drive home with Murray having to drive to Brisbane and Peter to Moree. Murray and Colin got some more work in with the Blanik with three quick flights during the day.

The final day of the comps was my turn to fly yet again. Conditions were expected to be somewhat better than yesterday, however as the end-of-comp dinner was at 7:00pm, late finishes or outlandings were not on the agenda. Murray and I elected Coolamon Silo – West Wyalong – Binya Silo – Leeton as our task if conditions were going well.

After some poor early conditions with broken climbs we elected to turn short with Murray flying to Ardlethan Silo and me extending to Mirrool Silo and on to Binya Silo after encountering some good organised eight-knot lift late on the second leg and climbing to 7,000ft. I picked up some good climbs around Ardlethan in company with some of the Temora gliders but had a bad patch around Barellan that saw me down to circuit height struggling with some of our gliders trying to get enough height to get home. As it was getting late I pushed on after getting some height and then scored a good climb that I shared with Shannon Forrest in a Boomerang and Graeme Hawkins in a Pilatus that took us to 8,200ft and gave final glide home.

On the final glide I noticed a dust line moving rapidly in from the south-west some 30km away. By the time I arrived over the airfield the dust line was fairly close and the wind was starting to change direction. Fortunately I had already landed and was back at the trailer park by the time it arrived. The wind was very strong and was part of a squall line with the clouds also being pushed along rapidly but luckily there was no storms imbedded in it. After packing away the gliders we all headed back into town to get ready for dinner at the golf club.

The presentation dinner was well attended by around 50 competitors and guests with the wine being kindly donated by the owners of the Leeton Caravan Park. The right team (Army of course) once again won the trophy, thanks in no small part to the help from the German Army contingent. Unfortunately we lost one of the stalwarts of the organisation this year, who had greatly assisted with running of the comp and the ground duties, with the death of Graeme Green due to medical problems. Thanks must go to Nathan Guinness (Comps Director), Mal Williams (Assistant Comps Director) and Roger Brown (Safety Officer) as well as Brian Tucker (Army Rep/Scorer), Shannon Forest/Kaylene Williams (ruthless launch marshals), all the tug pilots and also the Leeton Gliding Club for the great venue and friendly atmosphere.





THE JOY OF TOWING

– A Novice's First Aerotow

David Wood

"I JUST CAN'T WATCH"

SAID MY PARTNER BRONWYN.

MY FIRST AEROTOW WAS NOT TURNING OUT TOO WELL. I HAD JUST FAILED AT TWO ATTEMPTS, AND WAS ON MY THIRD AND LAST. BRONWYN DECIDED SHE COULDN'T WATCH THIS ONE.

Photo: David Wood

Lying in prone position a foot off the ground, speeding along over bumpy ground with no roll control, hoping a wing doesn't tip and yelling in your head, "*please take off, please take off, please take off,*" is a UNIQUE experience.

It was a hangar party at Tarago, NSW, and I guess I was lucky to be flying at all. The night before we had all decided to tie down our gliders or lay them down and weight them (at least some of us weighted them) so we didn't have to pack up just to set up again the next day. Unfortunately while drinking beer in the hangar, the worst storm NSW had seen for a long time hit.

With gliders starting to flap around, Bronwyn and I ran to our car and sat in it with the headlights trained on my glider. With lighting flashing all around and torrential rain pouring in, I'm ready to run out and jump on my glider, and she's screaming at me to stay in the car. I must say that even in the car we were worried about the wind smashing something in through the window. In the headlights we saw three brave souls darting about, putting down kingposts on the gliders that were laid down. Unfortunately the next morning one glider had been snapped in half!

The next morning, lying prone in the dolly and looking at the 100ft cable snaking out towards the trike, I could feel the adrenaline rushing through my veins. Grant Heaney gave me three simple points to remember:

- 1) *Let go of the dolly when you start rising.*
- 2) *Stay low until the trike takes off. (Try doing this in a Sting!)*
- 3) *Follow the trike as it rises, keeping its wheels on your horizon.*

However, on the first attempt in the heat of battle it seemed my brain only remembered the first rule: let go of the dolly when you start rising. As the trike began its run I started bumping over the ground at quite a speed, and the trolley was running a little to the left across the airstrip! After what felt like too long, I eventually felt the glider rise. Dutifully, I let go of the string allowing glider and dolly to part. Unfortunately I forgot rule two, as my brain was busy trying to stay centred in the glider and to not oscillate. My glider was skying out while the trike was still on the ground. "*Release! Release!*", I heard on the radio, and the trike pilot cut me loose. A nice little glide down

the paddock, avoid the fence, and a short delay while a car and trailer generously came to pick me up.

On the second attempt I was focused: "*Stay low, stay low, stay low, stay low.*" I was determined to keep the bar into my knees if necessary, and fly faster than I ever had before so as not to rise too far above the trike while it got up enough speed to take off itself. My heart skipped a beat as Grant asked, are you ready, a pause, and then re-examined the harness and found it was under the bar instead of over! (Always worth that second check, right?) More speedy bumping along the ground, more leaning to the left, more praying to leave the ground so my wing couldn't dip in and cartwheel me along the ground, and I had left the dolly!

True to my promise, I now had the bar into my knees and I was keeping low so as not to sky out before the trike did. A few oscillations also had me VERY focused on keeping centred, without over doing it. Suddenly, at less than 50ft off the ground and going very fast, my release went. It seems I was so focused on staying centred and staying low, I had not even noticed the trike take off much quicker than before and rise above me (I know – just a tiny detail). The high angle of the rope triggered the safety on my release. What happened then, of course? My nose popped way up as the pressure released – at less than 50ft! Knowing a stall was to follow, I pulled in the bar and landed a little more firmly than I would have liked, putting a very slight bend in both uprights. (Thanks for those blow up wheels, Tove!).

"*I just cant watch,*" said my partner Bronwyn. She went back to the car while I got ready for my third and final attempt. However, this time I got it right! (Kind of.) I dropped the dolly, stayed low, and then pushed out to follow the trike into the air.

For the next five minutes (five hours? I have no idea how long it took), I alternately pushed out and pulled WAY in to try and keep the trike wheels on my horizon. Basically it felt like I was always too high or too low. Eventually I felt the strain on my arms and started wondering how long this would take? I followed the trike in a very wide circle as it climbed – being careful not to be spun out like a water skier in a whip – up to around 2,000ft.



At that point, the trike disappeared into cloud! Now, I know I'm here to learn and all that, and me being just a novice and all, but I'm sure I read something about not flying into cloud. Words like cloud suck, turbulence, zero visibility, hitting aeroplanes, etc., were whirling through my brain. I pulled my release and turned around fast to avoid the cloud, and breathed a huge sigh of relief as my heart finally started to slow. What a trip!

Although there was no lift to be found (by me) that day (cloud cover had pretty much shut everything down), I still had a wonderful glide. The highlight was when I found myself heading down to a very low, transparent bubble of a cloud. I've always wanted to touch a cloud, so I headed right near the edge of it, thinking flying through just the edge of this wispy thing can't be so bad, right? I actually flew through it about six feet from the edge and was surprised to feel it quite bumpy for a few seconds – even though I couldn't see any motion in the vapour. Such a simple thing, but almost the highlight of my flying career – to touch a cloud!

Two weeks later I went winch towing at Marulan, NSW with Tim Causar. On a day where no one stayed up more than five minutes, I actually had a fantastic day! With only three people towing there was no waiting, and I actually had TEN flights. I love landing, so it was great to have ten shots at different approaches, landing as close as possible to the take off point to save a walk. And I always found enough lift for at least a few turns, and a few bumps. It was a great challenge to be at 300ft, still trying to locate a very broken thermal. Found it, lost it, found it, lost it. And when you bombed out, you just took off again! A great day that I would do again any time – especially with that ever lurking carrot of skydiving out tempting me. And after aerotowing, it was actually quite peaceful!



St Bernards Canungra Classic Hang Gliding Comp

A word from the social committee:

More Money

More Fun

More Red Faces

More Social Events

More Real Points with Great Prizes

Handicap Scoring

Team Event Flying with 3 pilots (Adv/Int/Nov)

State of Origin Flying with 3 pilots

Morning Bush Walks (for the ladies)

Fri: Opening Ceremony – Don't miss it

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Mon: Quiz Night

Wed: Red Faces (Surprise this year)

Sat: Presentation (Band)

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2001 Canungra Paragliding Cup

(Queensland State Paragliding Titles)

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 ALMOST UNLIMITED 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.



Left: Paul Cox awaits launch

HGFA and Category 2 status by CIVL in 2001.

The event was very well supported by corporate and paragliding sponsorship. The Canungra Valley Vineyards once again came to the party and sponsored the State Titles. Delta Europcar provided the retrieve buses; the Canungra Hotel, the competition headquarters; and MBE Business Service Centres, the maps and additional stationery.

The major flying sponsor was Phil Hystek and the Paragliding Centre of South-east Queensland, which together with Gin Gliders, Sup Air and Icom, contributed a total prize pool of over \$5,000 worth of flying-related merchandise. A big thanks to Phil and his team at the Paragliding Centre of Southeast Queensland, and next time you go flying make sure it is in a Gin glider attached to a SupAir harness fitted with an Icom radio.

SATURDAY, 3 NOVEMBER

Day one of the Canungra Paragliding Cup 2001 began with the usual welcome from the Competition Director (Keith 'The Bear' Allen) at the event headquarters in the salubrious surrounds of the Canungra Hotel. The various committees were quickly elected and without further ado the 42 competitors were dispatched to Beechmont where a stiff

Above: Gliders sky out over Beechmont

south-easter was forecast by weather guru, local instructor and major sponsor Phil Hystek (The Paragliding Centre of South-east Queensland).

The task committee (Andrew Horchner, Fred Gungl and Enda Murphy) had a tough call to make with some fairly hefty over-development streaming in from the coast reducing the impact of our closest star to the occasional and short-lived patch of light in the valley. After a lot of beating of brows and scratching of heads they elected for an elapsed-time race to goal to the Boonah T-junction just over 50km to the NW.

Despite the paucity of convection the prevailing wind allowed the field to maintain height on the ridge adjacent to launch until thermals started to drift through, enabling small gaggles to get away and on track. Once away from the hills and onto the flats the sky opened up and good climbs and long glides were reported. Ivan Annessimov was first to arrive at goal, followed by a supporting cast of 12 smiling faces, including four pilots who were in goal for the first time (Jules Sanderson, Brandon O'Donnell, Brett Robinson and Darren Liver).

Once the official scorer (Giles Johnson) had downloaded all the track logs and deciphered the chaos that only paraglider pilots can generate with a GPS, Enda

For many years the Canungra Hang Gliding Club has hosted the Canungra Classic, one of the country's premier hang gliding competitions. As paragliding increased in popularity in the region it was only a matter of time before the club got the opportunity to host a major paragliding event. The inaugural Canungra Paragliding Cup (Queensland State Paragliding Championships) was held last year, and in recognition of its success the event was awarded a AAA sanction by the



Murphy (Advance) had the fastest elapsed time to goal (average speed of 25.9km/h), just ahead of Rhett Rockman (Gin Gliders).

SUNDAY, 4 NOVEMBER

The second day dawned overcast but less breezy, and the competitors were sent off to Beechmont once again. If anything, the over-development was more severe than the first day, and with the prevailing wind unable to sustain the field in ridge lift, the day was clearly going to be a tough one.

Inspired by getting a quarter of the field into goal on the first day, the task committee imaginatively called another elapsed-time race to goal at the Boonah T-junction. Official wind technician Graham Sutherland did an admirable job of launching early and quickly climbing out, which motivated the field to get ready and begin launching. The first few gaggles did well to get above launch in the light conditions, but nobody except local legend Matt Cooper seemed willing to commit to going over the back in the scratchy conditions. (Matt had bombed out on the first day after launching first, climbing out early and then opting to glide back to launch for a better start time.)

But whilst Matt was moving out along the course, conditions on launch gradually deteriorated and gaggle after gaggle was deposited unceremoniously in the bomb-out. Not surprisingly people stopped launching, so that after a relatively short period there was only one gaggle of five gliders left hugging the ridge. Gradually they too lost the battle with gravity and drifted towards the bomb-out. At about 250ft above the landing field they started circling. To begin with they didn't climb, but they certainly stopped going down. And then, as the minutes passed, it was clear that they were beginning to gain height. It was both agonising and enthralling to watch as these five

adversaries worked together to keep their chances alive. After what seemed like an eternity they got back to launch height and were joined by Bob Smith (Advance) who was the only pilot on launch willing to commit to the glide and painfully slow climb out. Four of this gaggle, along with Bob Smith, eventually made goal in one of the most inspiring low saves many of us had seen.

But the drama was not quite over for the day. Last year's National paragliding champion and Australia's leading performer at the recent World championships, Enda Murphy, had bombed with one of the early gaggles. After a frantic retrieve Enda re-launched, climbed out and joined the famous five in goal. But the day was won by local favourite, Matt Cooper, who had scratched his way out of the Canungra valleys, into the flats and then on to goal completely on his own. Another remarkable achievement on a quite remarkable day.

So, at the end of day two, Rhett Rockman found himself in the lead, just ahead of Enda Murphy and Ian Ladyman, with Brandon O'Donnell the top local pilot in fourth place.

MONDAY, 5 NOVEMBER

Day three and the weather finally looked like it was going to co-operate with a light easterly and nice density of cumulus with a high base. With such a good looking day the task committee got adventurous and called another elapsed-time race to goal, but this time over the Great Dividing Range to Killarney, 92km to the north-west.

Unusually rough conditions around launch made the first part of the task fairly interesting with a number of pilots demonstrating the impressive recovery capabilities of modern high performance wings. From time to time protracted sink cycles came through and deposited those unlucky enough to be low at that time in the bomb-out. But gradually small gaggles got away and started heading off towards Rathdowney and on towards the Range. Competition leader Rhett Rockman was out in front for much of the day, and with Enda Murphy in the bomb-out Rhett must have been feeling pretty confident. Once again, however, Enda re-launched, blasted through the course and, although landing 16km short of goal, still won the day.

Other remarkable performances for the day were Phil Hystek and Dave Worthington who bombed early, walked back up the hill, re-launched and then flew over 60km of the course to come in second and fourth respectively for the day. Both pilots were seen late



Delta Europcar provided over 60% of the retrieves
Top: Canungra Hotel breakfast briefing

in the afternoon gliding high over the mountains of the Mt Barney National Park, enjoying one of the most spectacular vistas in south-east Queensland and no doubt enjoying themselves immensely.

So, after three tasks, Enda Murphy had retaken the lead ahead of Rhett Rockman and Ian Ladyman. C-grade pilots, John Chapman and Brett Robinson were in fourth and fifth place respectively, with Brandon O'Donnell just five points ahead of Phil Hystek in the State Title race.

TUESDAY, 6 NOVEMBER

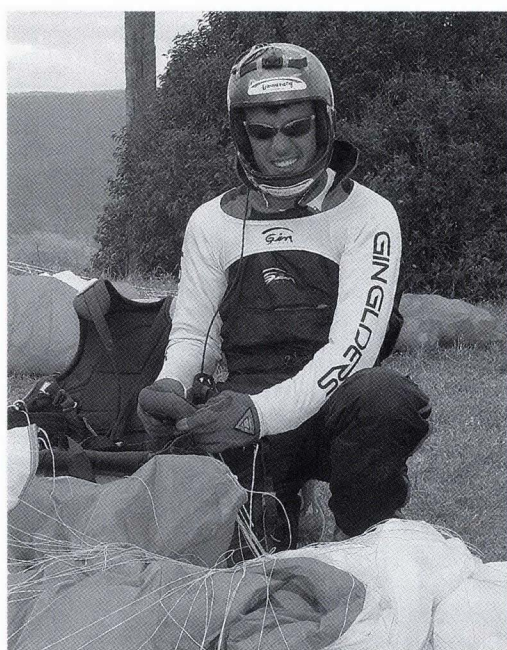
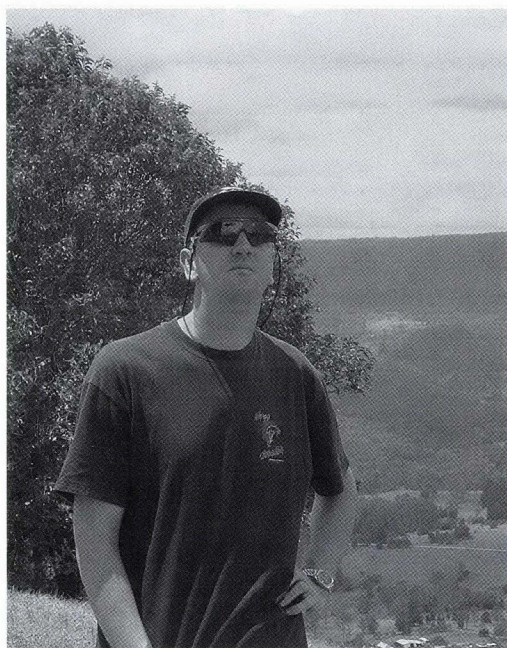
After three days at Beechmont, Tuesday saw the field dispatched to Mount Tamborine to face a prevailing westerly for the first time. A light north-westerly and a reasonable cloudbase resulted in the task committee opting for another elapsed-time race to goal at Palen Creek via a turnpoint at Hillview West for a total distance of 59km.

Wind technician Graham Sutherland launched early and showed everyone that there was plenty of lift around. Despite this, only a few pilots launched in the first thirty minutes after the launch opened. Gradually pilots started getting ready and lining up to launch, and about half the field was climbing out when the sea-breeze started blowing over the back and closed launch.

The next hour was characterised by long periods of unlaunchable conditions inter-



Delta 2 awaits



Rhett Rockman prepared and eager
Top: Enda Murphy views the sky

persed with a frenzy of activity as a strong cycle came through that enabled a few pilots to get off. The unusually early arrival of the sea-breeze caught a number of pilots out and they packed up and headed down the mountain.

Meanwhile Enda Murphy was up to his old tricks again and had bombed out. After another rapid retrieve he was back on launch, using the skills of the seasoned campaigner that he is to get to the front of the launch queue. After a short delay a nice cycle came through allowing Enda to climb out and set off on course well after the rest of the field were on their way.

Despite the late start time, Enda still managed to make goal after bombing out for the third time in three days. Rhett Rockman and Andrew Horchner (Gin Gliders) snuck

into goal a little faster than Enda, and Phil Hystek (Gin Gliders) was just behind.

So, after four days of competition, Rhett was back in first place and Phil Hystek's lead in the Queensland State Titles had narrowed to a mere seven points ahead of Andrew Horchner.

WEDNESDAY, 7 NOVEMBER

Halfway through the event and the competitors had a well deserved rest day courtesy of the southerly change and associated strong winds. Most people headed off to the Gold Coast and enjoyed a pleasant day at the beach.

THURSDAY, 8 NOVEMBER

With the change coming though overnight the new day dawned a little grey, but there was a moderate south-easter blowing so it was back to Beechmont. The 10:00am temperature trace showed a slow lapse rate, and with so little sun reaching the ground it looked like it was going to be a tough day. To make matters worse there was the possibility of thunderstorms moving in from the west. Under the circumstances the task committee had little choice but to call the Boonah T-junction as goal once again.

After the debacle at Tamborine in the last task, few people were willing to hang around on launch and within 27 minutes of launch opening most of the field had launched and were scratching around to the left trying to find a climb out of the valley. As expected, the lift was light and intermittent and after over an hour of scratching nobody had got away. Whether it was the result of fatigue, complacency or inexperience we will probably never know – but just as conditions started to improve there was a mid-air collision between two pilots. Both pilots quickly deployed their reserves and floated safely towards the paddock behind launch and landed unhurt.

Over the next hour the sky opened up and progressively pilots climbed out and started the glide over the back. Most people who headed towards Gordo's Knob (named after the legendary local hang glider pilot who discovered its magical properties) were rewarded with slow but consistent climbs towards base. Those who headed towards Hinchcliffes launch (that had been working consistently throughout the competition) were disappointed. One of the first to go down was competition leader Rhett Rockman, who flopped over into the O'Reilly's Valley and bombed out just outside the re-fly zone.

Whilst Rhett consoled himself in the bar the rest of the field were making the best of the tricky conditions to edge themselves past Beaudesert and on towards goal. Phil Hystek and Kevin Chisholm (Advance), however,

took a more southerly tract and encountered a very unfriendly cloud with 6-8m/sec climbs underneath it and a layer of cloud that developed Hiroshima-like below them. Both pilots glided on full speed bar for 10 to 12km with the tendrils of the monster grasping at their heels. They ended up level with the goal but around 10km to the west.

Meanwhile Stewart Dennis had taken a more friendly track with only the long crossing of locked-gate valley to contend with, and landed 2.5km short of goal to win the day. With Rhett's early retirement Enda was back in the lead, with Rhett still showing a clean pair of heels to Ian Ladyman in third place. Phil Hystek was in fourth place and had extended his lead on Andrew Horchner in the State Titles to 74 points.

FRIDAY, 9 NOVEMBER

The day started with low cloud, light rain and a little optimism. The cloudbase dropped, the rain got heavier and drowned the optimism.

Whilst many competitors were happy just to relax, about 20 pilots headed off to the local Skirmish battlefield for a game of paintball. Now, if you think paragliding is dangerous then don't even consider playing paintball with a bunch of competition pilots. Suitably equipped and split up into two randomly selected teams, we were sent out into the rain to do battle. It wasn't long before it was realised that people were using the game as an opportunity for retribution for various indiscretions over the previous few days flying.

A couple of hours later the protective overalls were handed in and a quick survey revealed that the number of hits was inversely proportional to each persons current position in the competition. Just the way it should be, really.

SATURDAY, 10 NOVEMBER

With torrential overnight rain the day was cancelled, so people went off and did their own thing until regrouping at the magnificent Canungra Valley Vineyards for the presentation. After a quick thanks to the sponsors and extended list of people who had selfishly given up their time to help make the competition a success, Keith Allen presented the winners of the various classes and grades their beautiful trophies and elegant glassware.

The winner of the event was of course Enda Murphy, ahead of his young adversary Rhett Rockman. In third place was Ian Ladyman, who continues to inspire us all with his remarkable results flying a Sports Class wing. Of course, the local pilots were all there for the Queensland State Titles, and after a thrilling battle Phil Hystek took out the



Bob Smith and Paul Cox prepare for parallel launching

event ahead of Andrew Horchner and Brandon O'Donnell.

After a short break for more delicious gourmet from the vineyard kitchen, major sponsor Phil Hystek and Team Gin presented the nearly \$5,000 worth of prizes to the winners and gridders.

After dessert and coffee most people retired to the bar to enjoy some more wine and listen to the band. Around midnight we were politely reminded that we all had homes to go to and another successful Canungra Paragliding Cup was over.

A lot of factors have to come together for a major competition event like the Canungra Paragliding Cup to be successful. The event simply wouldn't be possible without the support of the Canungra Hang Gliding Club who provide the basic infrastructure for free-flying in the region. In particular we need to acknowledge the contributions of John and Judy Durand and Phil Pritchard for having the dedication to purchase the Beechmont launch and thus retaining the control of the site within the membership. In addition, Tim Cummings provided a lot of technical advice to the organisers and not only wrote the excellent task verification software but also loaned us a computer to run it on.



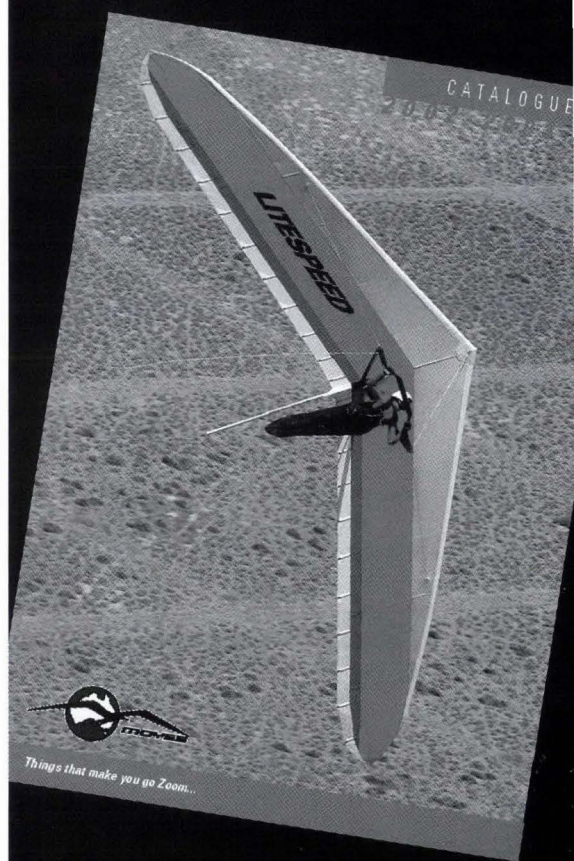
The local community of landowners and small businesses also need to be thanked for providing a tremendous amount of support for the event. We can only hope that the influx of people into the town for the week of the competition brings enough extra money into the region for their contribution to be rewarded.

A large team of local pilots also contributed to the success of the event. As treasurer, Fran Ning ran a tight budget and ensured the financial viability of the event. Giles Johnson was ably assisted by Karen Sexton with the unenviable task of scoring. Phil Hystek provided the weather briefings and Andrew Horchner coordinated the task setting. Fran Ning and John Botting acted as goalies on the days these were used, and the inimitable Frank Haworth once again kept everyone honest at the start gate. Andy Abbott coordinated the organised retrieve system and Evo and George helped him with the driving.

But whilst it is all very well having an enthusiastic team, an event like this requires someone to coordinate everything and get everybody working together. For the last two years that person has been the Competition Director, Keith Allen. Keith has put a tremendous amount of effort into the competition. His responsibilities before the event involved everything from negotiating with corporate sponsors to coordinating transport for pilots flying into Brisbane from interstate. During the competition he was the first to arrive at the briefings everyday and was usually the last person back to headquarters every night after driving the task route to ensure nobody was left without a retrieve. All the pilots and team members would like to take this opportunity to thank Keith for a job bloody well done.

Come to Canungra to win one of these

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Half Measures

Emilis Prelgauskas

IT'S BEEN A LONG ROAD
GETTING FROM THERE TO HERE
IT'S BEEN A LONG TIME
AND MY TIME IS NEARLY HERE
NO, THEY WON'T HOLD ME DOWN,
WON'T SLOW ME DOWN...

(theme from 'Enterprise')

In my working life, good intentions increasingly bring more and more new rules and regulations. My field is energy efficiency in buildings, where I have something of a leadership reputation.

Not surprisingly, regulations enacted to control poor building practices and provide 'required' solutions, also in the same breath make cutting edge buildings like those from my practice 'non complying', by the regulations being written in a prescriptive 'averaging out' way.

Say the bureaucrats, "well – at least we get the benefits from raising the bar for the majority. If a few individuals have to be sacrificed, that's an acceptable price."

Forgetting that it is the prior cutting edge individual examples that proved up the field for these mediocre regulatory solutions in the first place, and these rules now ban the coming innovation examples that will set the scene for future improved standards.

My involvement in gliding can be characterised as being also in another field of energy efficiency. The sport keeps getting better at achieving more performance. Here too, the rule book keeps getting thicker, more complex and so inevitably self contradictory.

When Kookaburras were first built, trailers were made to suit the airframe; in this case with tail and fuselage seated on the open frame, and the single piece wing sitting over the top.

Early photos show the Austins and VW Beetles of the heyday happily towing these combinations.

Fifty years later we have bureaucrats driving desks intimately concerned about unusual loads travelling the public roads. Whole booklets of rules, constraints and regularisation have brought us back to almost needing the 'man with the flag' in front as was decreed when the first motor cars ventured out of the inventors' workshops.

So, in trying to conform to the regularisation, edicts were gazetted that glider trailers would be acceptable different to pantechnicons and normal trailers.

But within prescriptive limits set on overall length, rear overhang length, and other factors in line with regularisation. These limits were set around the 'average' glider trailer today.

And thereby, a small number of both newer Open Class and the traditional single piece wing glider suited trailers were made specifically illegal after many decades of successful and uncontroversial operation.

A Kookaburra wing hangs six metres back from the axles, the Arrow even more. Two-piece wing Open Class similarly extend beyond the five metre on paper limit.

Even six-piece wing Open Class types may find that the fuselage length plus trailer w&b issues result in factory-built trailers exceeding that arbitrary length.

The answer of course was to then apply for individual exemptions for each non-complying unit. This extra process then opened the way for new supplementary requirements – such as the approval being limited to a particular individual towing vehicle tied to the particular trailer. This means that the approval lapses at each vehicle changeover or upgrade.

These rules are state-based legislation. And so it eventuates that travel approval is limited within the state, because neighbouring states don't accept such individual approvals which differ from their own standard.

And so over the 50-year time span, good intentions have been able to turn the preceding 'safe history in operation' then, to be illegal today.

Today this obstacle is intensified in the light of such things as recent compensation rulings. In an era when lifesavers are sued in relation to individual swimmer injury occurring 'within the flags', or a coach sued in relation to individual athlete incapacity; who feels prepared to sit on a committee, be contest director, take someone for an introductory flight, or tow a trailer with the complications in insurance cover and indemnity uncertainty within these layers of additional complexity noted above.

So good intentions have been able to have direct detrimental impacts on the ability of pilots to attend flying venues, with the concurrent flow on effects on contest entry numbers, the ability to sell a glider to a party elsewhere; and thereby indirectly impact globally in one more way the ability to access gliding by the upcoming interested generations.



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GFA Development Officer's Report

Terry Cubley

Having travelled to quite a number of clubs recently in a number of states, there is a picture developing about the factors that contribute to the success of a club. This success is either in terms of the amount of flying that the club does or in terms of the number of members that it is introducing to the sport. The major difference between the clubs is the approach that the committee of the club takes to making a difference. Basically, if you keep doing what you have been doing for many years then you will continue to get what you have been getting. The only option for improving activity or membership is to do something different. Be adventurous, take a risk, just try something new (or even try something that others have done in the past).

Committee Responsibility

The first thing to accept is that the committee sets the direction for the club and takes action to achieve the goals that it sets. If the committee is determined to increase participation levels of club members and to build the number of people in the club, then it will take action to move in this direction. The greatest difference between the clubs that I have visited is that if the committee is focused and is working hard to improve the club then this happens. The enthusiasm and vision from the committee rubs off on the operation of the club and the other members. The negative types tend to withdraw and the enthusiastic and positive ones come to the fore.

I visited one club recently where the main strength for many years had been the efforts of one or two committed members. These people were the backbone of the club for years, and indeed continue to hold down this position. The only problem is that other members have left them to the task and unfortunately they have now lost their enthusiasm and this becomes evident in all activities of the club. Operations commence late and finish early, people still fly and have a good time but there has been little innovation or fleet development. Reaction to passengers is fairly lax and members need to set their own goals. Membership numbers are decreasing and activity levels are decreasing. In visits around the country I have identified these particular traits in three to four clubs.

Some clubs around the country have increased aircraft, facilities and members

whilst nearby clubs have struggled to operate on a regular basis. There are clubs where the committees have sold off most of their assets simply to survive whilst other clubs have upgraded their fleets by buying newer and more appropriate aircraft.

What is your committee doing? What is the scorecard for your club?

- *Does your committee have a vision for the future and explains this to the club members?*
- *Is it interested in development of the club?*
- *Have the club assets increased over the past five years?*
- *Is the club financially sound?*
- *Are innovative activities promoted and encouraged?*
- *Is the committee looking for ways to increase utilisation?*
- *Has there been a regular change in membership of the committee?*
- *Does the committee include a mix of experienced and newer members?*
- *Is activity in the club supported and driven by many members, not just the committee?*

If you answer yes to all nine of these questions, then you can be confident that you are one of the few clubs where there is strength and commitment now and into the future.

Involving the Members

How do we involve and include the membership in the development of the club? It is a little elitist to believe that the elected committee knows best what is good for the club and what it should do. Quite often the elected committee, in particular if the committee has remained substantially unchanged for many years, becomes too close to the action and tends to perpetuate the status quo. Often the committee members have seen many things tried and failed, and when other members offer suggestions are quick to say – *"we've tried that before, it doesn't work"* You do need to keep some knowledge of this history but also remember that times change, people's views change and what didn't work five years ago may be very successful in the current climate.

The three issues appear to be:

1. *How do you involve members in the decision-making and in putting forward ideas?*
2. *How do you communicate the discussions and decisions to the membership?*
3. *How do you encourage newer members to take a role in the committee?*

A number of clubs including the

Gympie Soaring Club in Queensland run their committee meetings at the club on the weekend. They invite members to sit in so that they can find out how the club is going and what some of the issues are. Some clubs let members participate in the discussion, some just permit them as observers. Some invite members to one meeting every two or three months. These meetings are also used as an excuse for a social event.

Some clubs run regular meetings with their members to discuss a variety of topics. These may be extraordinary committee meetings or they may be what the Geelong Club calls SIN nights (Social and Information Nights).

Many clubs use a web page as a means of communication. The Darling Downs Club (Jondaryan) has an excellent web page where it communicates activities to members and people can book aircraft etc. A huge percentage of gliding club members have access to the web/email, even if just at work. Some of the older members refuse to get connected and probably miss out a little in terms of knowing what is going on. To this end, the written word is still required but maybe not as often as in the past. Clubs could benefit from looking at more advanced ways to use this electronic medium – booking flights, account data, flight logbooks, training packages, weather and tasking options, downloads of flights loggers, etc.

Most clubs have a newsletter, some are more regular than others.

Adelaide University Club has a club contact officer that members can contact by phone to discuss operations for the coming weekend, car-pooling, etc.

In terms of getting newer members involved in the committee, the Adelaide University Club has a constitution that requires the main committee positions to be held by students – and this therefore means a continual change in the composition of the committee with regular infusion of new members. There is a tendency in many clubs for the committee to be composed of the regular older members – no one else bothers to stand against them and they complain that there is no one to step forward. Of course, what normally happens is that someone falls over for some particular reason and then after a short period of panic someone new does step forward and actually does quite a good job. Clubs could consider the option of putting into their rules or tradition the requirement for a certain number of newer members to hold position on the committee.

Attracting Members

Having observed quite a number of clubs now, I have identified some basic issues with regard to attracting new members and a variety of approaches that seem to add to the chances of success.

Friendliness

By far the greatest element is the friendliness of people and how keen they are to welcome and involve the visitors. There is a difference generally between big clubs and small clubs. Small clubs have a better chance of being very friendly, you know that the person is a visitor and if the culture of the club is to be welcoming then it is easy to pass on this approach. Of course, it becomes very obvious if the members have a negative attitude to new people, there is nowhere for the negative people to hide. Larger clubs find it more difficult because people are not sure of their particular role as a promotions person for the club. This needs a very focused approach to dealing with visitors to make them feel welcome. The Beverley Club in WA seems to have a good arrangement here. The club has something like 120 members but almost has three distinct groups with-

in the club. One group is very focused on running a professional-look passenger flying operation. They allocate pilots and a two-seater each day to run passengers. The members rostered on go out of their way to welcome the passengers and to make sure that they are looked after, get a good flight etc. This ensures that all new people are made welcome by an enthusiastic group of people.

Signage

People need to be able to find the airfield. There are many clubs around the country that are just very difficult to find, even when you know they exist. A visitor may spend much time driving around the countryside just trying to find the right roads. Some clubs have made a great effort to point people in the right direction. The Ararat Club in Victoria is one of the easiest to find, this is helped by being easily visible (thanks to the signs, colour etc) from the main highway. Those clubs in smaller country towns need to ensure that people can find the airfield irrespective of the direction that they come from. The Warwick Club has done a great job in this regard. Many clubs say that they have

good signage, but I suggest that they go for a drive with someone less-used to the location of the club to see just how easy it is to find, you may be surprised.

Once you get people to the airfield you then need to get them to where the gliders are. The Adelaide University Club has big signs that direct all visitors to the clubhouse and then one of the members drives down to meet them and bring them out to the launch point. At Bacchus Marsh there are large clear signs that direct people to the launch points or clubhouse via approved roadways. Have a close look at your own site, speak to people who are visiting to see how easy it was to get to the right place. How many people do you have driving up the

wrong side of the field to get to the launch?

Once at the launch point, are there sufficient signs to welcome them, get them to the right place, keep them away from danger. A visitor at Bacchus Marsh many years ago had the unfortunate experience of a towplane chopping its way through the bonnet of his car because he parked in the wrong place (didn't do the towplane much good either). With these days of litigation and public liability insurance, every club needs to have a very good look at how well it protects its members and visitors on the field. Extra signage to show/encourage people to ask questions, get information on flying, etc may be worth some consideration.

Launch Point Facilities

Clubs need to consider the facilities available at the launch point. Airfields are notoriously dry and dusty and hot (or cold wet and muddy) but many clubs have not really paid much attention to improving facilities for members and visitors at the launch point. The Caboolture and Darling Downs clubs had excellent facilities. Each had a 20-25 foot caravan set up for the timekeepers, etc, also providing a comfortable seating arrangement for training and other discussion. These also had a large awning that provided excellent shade with garden type furniture to sit at and enjoy the view. Visitors were welcomed and made comfortable.

Adelaide Soaring Club have purpose-built shade houses (carports) at each launch point, with tables and chairs in each. These were provided through sponsorship from Santos.

GCV at Benalla have a brick building with kitchen and toilets at the main launch point.

Passenger Flying

This is an excellent opportunity for clubs to promote themselves, earn some income and to increase membership.

There was a good approach at Narrogin and Beverley – certificates were given to the passenger after the flight, bookings made with a set flight time. Selected passenger teams looked after the passenger and made sure that their flight was a success.

Many clubs have changed their passenger flight options. The trend is to provide a 3,000ft launch so as to reduce the amount of circling required and to give a better view. Obviously the charge is a little higher but well within the affordability scale. Typical flights are in the range of \$80 to \$150 for a 25 to 30 minute, 3,000ft launch. Winch launch flights are



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obviously shorter and cheaper, but with a number of clubs providing a couple of flights if the soaring is not good.

There appears to be a gap in most clubs with the next step – converting passenger flight into memberships. The Caboolture Club is the only one that I have seen that makes a good effort to do this. They also have an excellent conversion rate from passenger to member.

Most clubs have information sheets about their club, costs, what is possible, etc. The quality varies considerably and many were quite dated. These were generally hidden in the pie cart or with the membership secretary who wasn't present at the field. Despite having these information pages, very few clubs actually passed these out to passengers in order to get them to take the next step and take up membership. Getting the conversion from passenger to student may be improved if a suitable presentation packet was given to passengers – including the promotion video.

Membership/Training Packages

Packages for new students seem to be an effective way to attract new members. A number of clubs offer some different packages. Eg: three month package – 20/30/40 flights, up front fee (\$700-500?), one month package – 10/20 flights additional flights at club rates for time period solo packages, C certificate packages.

Advantage of the up front package is that you get the money up front, even if the people drop out you have a set income. If they do more flying hours than

you based the calculations on it probably doesn't make much difference to your overall budget. For these two reasons, it may be worth discounting the actual price to encourage people.

A set fee makes it easier for the person to budget for the activity – they know if they can make the required commitment.

Promotion

This is a completely separate issue for clubs to consider. There are some really good options being trialed around the country and I will discuss these in more detail later in the year. The most important point is that you need to make sure that your club has its internal arrangements well in place and effective before it is worth spending money on promotion activities. No point in attracting a crowd if you don't have the ability to handle them and convert them into members.

Scorecard

As a simple exercise, give your club a score against each of the following criteria to identify how well prepared you are to welcome visitors and convert a reasonable percentage into members of your club. Once the committee has scored the club, ask a few of your other members to do the same thing, and ask some of your newer members, even the visitors.

For each criteria score 0 for not available, 3 for a reasonable performance and 5 if you believe that this is a strength for your club. Score 1,2 or 4 if you want to hedge your bets.



SCORECARD		0	1	2	3	4	5
Signage	Getting people to the airfield. Visible, easy to read signs that direct people to the airfield from all directions that people could come from.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage	Getting people to the launch point. Easily visible, clear directions that encourage people to confidently get to the launch point in a safe manner.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage	Welcoming signs that enable people to find out information, speak to people and be safe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Welcoming	How welcoming are your members to visitors? Are they well looked after, spoken to? Provided with information, involved in activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Launch point facilities	Shade, comfort, food and drinks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flight options	Suitable flight options. Certificates for completing the flight.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aircraft	Well presented, comfortable gliders.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information Package	Current, up to date, handed out to all passengers, well presented. Video.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Membership Packages	Short term and long term packages to encourage people to get involved. Set price packages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Results:	
40-45:	I want to join your club. Your club is probably growing well and a fun place to be.
35-44:	You have the basis for growth, maybe start some promotion but still some good opportunities to increase success.
25-34:	You are typical of many clubs around the country and have some good opportunities to get even better. Promotion should probably be left for later.
less than 25:	A great opportunity to increase membership. Don't spend too much on promotion just yet, let's get some of the details fixed first.

Voting for your Future

Maurice Little

In May's edition of Australian Gliding/Skysailor, members were introduced to the need for the GFA to seriously consider its legal structure and re-examine its own internal structure with a view to becoming more dynamic, flexible and relevant.

Two questions were posed which members will be asked to vote on for this year's Annual General Meeting. Council's preferred response to both is in support (a YES).

Clearly a 'No' to both, means GFA members have to look to themselves for alternative solutions for the future management of the GFA. The matters of liability of Directors, inability to democratically invite general voting in any real sense, the convoluted structure, along with its expense and inability to readily function seamlessly, are all having a major impact on the core of the GFA's leadership and management.

A 'Yes' to migration but 'No' to the articles being recommended, means you accept the concept of the need to change legal structure but disagree with the rules under which the new entity will operate and therefore either council has to abandon the migration, or come up with another set of rules in the hope that they will satisfy all objections. Clearly to do this the objection would have to be known and be able to be satisfactorily addressed. This may never happen or at the very least may take some considerable time to come, bearing in mind it has taken 21 councillors over two years to get to this stage.

A 'No' to migration but 'Yes' to the proposed articles means you believe there is merit in the concepts provided for in the new rules but do not want them applied to any new legal entity. It also means you expect there will continue to be members who are willing to accepted the liabilities of Directorship without any of the benefits. The rejection of change of entity has been covered above and several of the proposed rules cannot be applied to the existing structure.

At the end of the day, the choice is yours. You are encouraged to vote Yes/Yes.



THE PADDOCK ON WHEELS

Gordon Marshall

THE LAST TWO ISSUES OF THIS MAGAZINE HAVE INCLUDED ARTICLES FROM NEWLY LICENSED PILOTS WHO HAVE BENEFITED FROM NEW TRAINING TECHNIQUES IMPLEMENTED BY SKY SPORTS IN WESTERN AUSTRALIA. THIS MONTH WE HAVE A REPORT ON THESE NEW TECHNIQUES FROM THE INSTRUCTOR'S POINT OF VIEW.

Our school, Sky Sports [www.hangglide.com.au], operates from a large paddock 170km east-north-east of Perth, Western Australia. For those that haven't ventured to this wonderful part of the world, Western Australia is the flattest state in the flattest continent on the planet. The terrain is undulating, similar to that of Forbes in NSW, but without the big hills. Consequently, we tow!

WHY A LARGE TRAILER?

My late predecessor, Andrew Humphries (ony'a' Shady), had developed an efficient training system that utilised the small (15ft) embankments found around some sporting reserves in the metropolitan area to give his students an introduction to take off and landing practice prior to the towing phase of the training. The student would launch from the top of the hill, with two other students on either side running down the hill holding the wing tethers, and the instructor running down beside them panting the usual commands pull in, look ahead, relax, REELAAAX. It worked well for Shady and also for us, but eventually other people started using these sporting reserves for soccer and hockey and then planted trees up the slopes or cemented goal posts in and we were left with no useable training hills. Shady had dreamed of a portable training hill that he would be able to rotate into the prevailing breeze... mmm, big and bloody expensive, we thought. Then inspiration hit whilst browsing the net, in the form of a red transit van with a glider on top (sorry guys, can't remember your web site). Then a phone call to Larry Jones (Adelaide Airports) in South Australia who has a similar set-up on the roof of a wagon. It seemed that this was possibly the way to achieve the safest method of simulating the towing forces that the student would have to eventually learn.

PUTTING IT TOGETHER

We started by building a scale model of a Fun 190 hang glider and placed it (complete with model pilot) over a large board with various pieces of string to simulate tow ropes, bridles and tethers. This procedure gave me the correct positioning and length for the ropes and also set the parameters for the size of the trailer. The trailers training area measures 7.2m long by 4.2m wide; its sides fold in to 2.4m for licensed road transport. If you stand up and take seven large paces in one direction and five in the other, you will see that it is quite a large area. It rides smoothly on four independently suspended wheels (posiflex suspension).

The tethers are a system of 3mm and 6mm bungee, and then 8mm rope through pulleys to spring loaded swing arms and up to



Photo: Courtesy Mirek Generowicz

the crossbar/leading edge junction of the glider. This gives the glider three stages of roll control tension. If any of the bungees should ever break it will fail safe onto the rope. Forward movement of the pilot is limited by a bungee/rope to the hang loop. Towing forces are from an upright post at the apex of the trailer. We use the same Hewitt bridle that is used for the rest of the training, with the exception that there is no release and we have also fitted a pitch limiter to the tow rope from the nose of the glider.

The platform we originally fitted was painted 12mm exterior grade plywood. It lasted well for one season, but with the sheep peeing on it, combined with rain and sun, it has turned up its toes (they have the whole bloody paddock, but choose to stand on my trailer – go figure). I have just purchased several 7.2m lengths of aluminium tray decking that is used in the trucking industry; this effectively gives me a beam strength of 30mm and is lighter than the ply and takes a three ton load (just in case I decide to stand on it).

THE TEST RUN

The trailer was built and first tested on Shaun (my CFI), then three new HG virgins (paying students) and my two kids in October 2000. The weather on the day was unstable and 6 to 12kt (Aussie summer). Glider set up, ground handling and ground runs were done by the guinea pigs first. The first trailer runs were Shaun doing a demonstration with the three students observing from the vehicle. I was driving at 23mph IAS (in the gusty conditions I was able to keep the IAS between 19 and 27mph). If I drive too slow the glider doesn't get airborne; if I drive too fast the glider sits quite stable at the end of its tethers. Shaun tried hard (and unsuccessfully) to get his feet over the edge of the trailer with stalls and dives and turns.

Next it was the students, taking it in turns to be driven the length of the 1.6km strip. Shaun was on the back in the instructor seat, giving commands via radio to the student and driver. The brief to the students was to: look ahead (object on horizon) and to keep the glider centralised on the trailer using pitch and nudge roll. As was expected, white knuckles and severe over-steering and over-pitch control. Several take offs were done to:

- re-stabilise the glider, and*
- to work on lean through, grip change and ease to trim.*

Whilst nervous, the students were noticeably less stressed than on a training hill. We also noticed that there was no bent aluminium! (I now haven't ordered training glider uprights for over a year!) Three to four 1.6km runs were done with each student, each run resulting in

better glider control. At the end of the day all the students had maintained straight and level flight and fully understood the feel of trim.

The next day we put them back on the trailer and discovered that what we had taught them the day before had sunk in. They really were ready for towing. Unfortunately we need the smooth morning air for bunny hops, so we delayed the students real towing for another day. They were, however, able to see the more advanced students do some towing in the light and scareable conditions and see some thermalling activity. We did two more runs each for the new students (headwind and tailwind take offs) and then went back to base and did some theory. We felt that any more trailer work would have been detrimental to their learning, ie, they would have been perfecting flying the trailer rather than learning to fly.

TRAINING

We have now been using the trailer, for all students initial training, for 14 months. The work that used to take four days on the training hill is now achieved in one day on the trailer with better control and a far greater understanding of bar pressure. The students are now trained with the instructor standing next to them, talking them through the various stages of flight. He can play with the controls and offer true in-flight training. I guess we teach the students how to fly first (using the trailer), then when we teach them how to land via low bunny hop tows (off the trailer) when they already know how to keep the glider trimmed and wings level. It is turning out to be a very good training system.



HGFA General Manager's Report

I am currently in the middle of relocating the HGFA National Office to Hallidays Point. Unfortunately the timing of the move coincides with the busiest time of the year for membership renewals. Nevertheless, renewing members can expect their updated membership card (and helmet sticker) to be returned as quickly as we can possibly manage it. I ask that all members check their membership cards to ensure that the address and qualification details it reflects are accurate.

HGFA Disciplinary and Appeals Tribunals Decisions

The HGFA Appeals Tribunal recently supported the decision made by the HGFA Disciplinary Tribunal to suspend HGFA membership of a Microlight Chief Flight Instructor for a period of four months. This suspension resulted from a complaint forwarded from CASA along with a request for action. The suspension is regrettable, particularly given that the offender was an instructor. The complaint came from a local ultralight pilot who was approaching to land at the airport and met the microlight coming in the other direction. The instructor admitted that whilst student training he had been carrying out dumb-bell circuits – where they were taking off, doing a 180 degree turn, landing, and repeating the process.


In their written decision, the Tribunal found that the instructor failed to observe other air traffic, flew so close to another aircraft as to create a collision hazard, and failed to maintain vigilance so as to see and avoid other aircraft. On deciding the penalty, the Tribunal also commented that: *...as an instructor he bears a considerable responsibility for demonstrating legal, appropriate and safe techniques and attitudes to flying.*

Paragliding Accident Statistics

Some rather blunt paragliding accident statistics follow, passed on from the German federation (DHV), with some from South Africa (SAHPA) included. These stats certainly show pilot decisionmaking to be high when it comes to assessing causes. These decisions are related to the Air, the Man and the Ship. The DHV accident rate increased by 25% in 2001: 15 DHV PG fatalities in 2001. Four in Germany, 11 outside of Germany. Two SAHPA PG fatalities in 2001, one in SA, one outside of SA. DHV 122 PG total (SAHPA around 50, one per week on average). Major cause for serious accidents is weather conditions resulting in an asymmetric. Next cause, is over-control and spirals. Weather conditions causing the asymmetric is strong wind with strong thermals. Lemming mentality, if one pilot takes off in crappy condition then others also try it, until one pilot hits the deck. The classic dangers, like thunderstorm and Föhn (Bergwind in SA) are seldom a cause for accidents. Most accidents happened in strong thermic conditions. Second cause is strong wind and lee turbulence, rotor, caused by strong wind. In the Alps, the strong valley winds are the major danger. Eight of the fatalities were in strong winds and rotor. Fifty-one of the accidents were frontal or asymmetric tucks on mainly DHV 2, 2-3 and 3 and some of the new 1-2 rated gliders. The new 1-2 can bite, DHV testing cannot simulate severe turbulence. The classic 1s and 1-2s, which have a high mar-

ket share are hardly visible in the accident statistics. Like in previous years the main problem with a tuck/collapse is the inadequate stabilisation of the wing by the pilot. Which indicates a lack of training and skill by the pilots. Over-control after a collapse is less of a cause for accidents. Most accidents by collapses are at take off, ridge soaring or at landing. (Nothing new, if you have height you have time to sort out the wing.) Fifty percent of the 1-2 rated wing accidents are caused by stall. Half of the 1-2 wing accidents were on one make, the Rebel. The speedbar can be set to have 1-2 or 2 characteristic and the wing is at the border between 1-2 towards 2. Three pilots managed to get locked into spirals and could not throw their reserves and survived. One (old and bold) pilot, with five flights a year, borrowed an intermediate and died when spiralling into the ground. One pilot passed out during performance training while entering a spiral and survived with serious injuries. And the first DHV fatality of 2002 managed to get into a locked spiral over water and drowned. Since 1997 there had been no spiral related fatalities; and in

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Club Development Workshops

NSW club executives are invited to attend any of the workshops scheduled below.

These workshops are designed to assist you in better managing your club and ensuring you are aware of the requirements of the HGFA, Australian Sports Commission (ASC) and the legislation when it comes to your own operations. In addition, the workshops will assist you in maximising the effectiveness of your efforts and contributing to the development of the sports of Hang gliding, Paragliding and Weightshift Microlight.

If you are interested in attending, please contact Belinda Head after hours on 02 6226 8400.

Times are flexible and will be scheduled to suit the majority of participants.

Newcastle – 3 August 2002

Sydney – 18 August 2002

Wollongong – 19 August 2002

Byron Bay – 15 September 2002

Regional Development Officers Wanted in NSW and QLD

The Federation currently seeks expressions of interest from suitably qualified pilots to fulfil the roles of Regional Development Officer.

These positions are ideal for skilled pilots who want to see the sports grow and have a desire to help and promote new pilots through the proficiency system.

Reporting to the National Development Officer you will be required to make contact and continue regular contact with newly licensed pilots manage a simple database of newly licensed pilots attend club meetings, attend club functions, assist clubs in working to support the club model endorsed by the Federation, assist clubs in the promotion of pilot development, assist in the instructor/club liaison process, prepare standard reports for the NDO.

Experience in sports management and administration and a current SO endorsement would be advantageous.

Applications must be received by Friday 30 August 2002 and should be forwarded to:

General Manager

**Hang Gliding Federation of Australian
PO Box 157
Hallidays Point NSW 2430**

2001 suddenly six dead and many severe injured by doing the spiral. DHV did a re-test on two of the locked spiral wings and discovered that front mounted reserves can cause the lock-out in a spiral. A tight front mounted reserve can function like a cross-over. Which can result in a delay (tendency to carry on turning) or a stable spiral behaviour. Check DHV test reports on special remarks like Pro Design Relax and Edel Confidence can show increased delay of getting out of spiral above 12m/s and stable spirals from 14m/s onwards. Novice pilots and low airtime pilots are the highest risk group. There is a high incident rate whilst test flying a wing by a potential buyer. Three died while trying out a wing for the first time. Attitude to try out all manoeuvres while flying that wing for the first time. Further increase in back injuries. Many pelvis fractures, which get caused by side impacts. Tandem accidents doubled. Due to low qualification level required for tandem rating. To reduce the trend DHV plans to bring out a weather danger training video. To modify the DHV test is difficult. To reduce dynamic behaviour of a wing will increase tendency to go parachutal. Push for more guided flying. Coach pilots under experienced supervision by schools and trip organisers, which will get monitored by DHV, and talk about accidents to make everyone aware of the trends and dangers.

DHV Safety Directive

A container attached too tightly from side to side can cause the lock-out in a spiral. A tight front mounted reserve can function like a cross-over (cross-stabilising strap system). Which can result in a delay, (Nachdrehen = carry on turning) or a stable spiral behaviour. Respect manufacturers recommendations for proper adjustments. **Do not over-tighten the side container straps and excessively reduce the distance from biner to biner.**

Comment from Godfrey Wenness of the HGFA Safety & Ops Committee:

In other words: A front mount reserve container should not be mounted such that it reduces the inter-carabiner distance to less than the manufacturer's minimum as per certification of the glider. The consequence can be a stable spiral. If this is unclear to anyone then consult your dealer/instructor.

Accident Reports

The causes of both the following accidents are decision related – in flight and on launch.

No 1.

Pilot: Restricted HG certificate holder
Experience: 1 hour total, 1 hour last 90 days
Glider: Low performance HG
Pilot injury: Nil
Glider damage: Broken leading edge, damaged crossbar, keel and sail
Location: Inland soaring site
Conditions: 10kt wind, nil turbulence
Description:

Whilst circling the pilot drifted behind the ridge, unexpectedly lost height and couldn't glide back out in front, clipped a tree and fell into thick undergrowth.

Comments:

The pilot's inexperience led him to be circling too close to the hill; then he failed to appreciate the added distance travelled in his downwind leg of his turns. Inexperience necessitates added margins.

No 2

Pilot: Intermediate HG pilot
Experience: 36 hours total, 12 hours last 90 days
Glider: Low performance HG
Pilot injury: Nil
Glider damage: Damaged leading edge, upright, nose & side wires
Location: Inland take-off (ramp before low bushes to a sheer cliff)
Conditions: Nil wind

Pilot's description:

I waited in line behind another pilot for an hour until he decided not to launch. In that time there were light cycles I would have been happy to launch into. I failed to notice that the prevailing breeze had swung to slight tail. I launched into a very slight cycle and after three steps the wing was not flying; I took a hesitant step as my wing dropped, realised I had to commit, and ran hard to the end of the ramp. The glider was barely flying and I was hugging the terrain between the ramp and the approaching cliff edge. My wing tip caught a bush and the glider wheeled back into the hill just metres before the cliff. A lucky escape.

Pilots comment:

1. Don't launch in nil wind unless you know the site and your glider very well. Pay attention to changing conditions.
2. Don't feel pressured by a queue. Go only if you are sure of conditions.
3. If you decide to launch, fully commit yourself to it.

**Fly safely,
Craig Worth**





PARACHUTES

The Use (and Misuse) of Parachutes in Gliding

John White

IN THE CANBERRA GLIDING CLUB, WE HAVE A MONTHLY 'PILOTS' NIGHT' WHICH IS POPULAR WITH CLUB MEMBERS AND COVERS A RANGE OF TOPICS.

John White – a few years ago!!!

This month, we were fortunate to have John Chapman from the Australian Parachuting Federation to talk to us – it was a very interactive event and brought up many issues which we, as pilots, need to think about.

How many pilots do a DI on their parachute before putting it on and climbing into the cockpit? Your life may depend on it one day, so think about it.

There are many different types of parachute available but they all need tender loving care, and repacking on a regular basis. They may also need to be checked for any necessary modifications by an authorised rigger. Other matters are fairly obvious – keep it dry and clean (don't use it to hold the wing down), and keep it out of the sun as far as possible (nylon degrades in UV light).

When putting it on, make sure the straps are adequately tight and, most importantly, make sure you can reach the handle with either hand (you might injure a hand when jettisoning the glider canopy). Also, in winter, your clothes might be an impediment to reaching the handle.

Do you carry an EPIRB? If so, it should be on your person and not loose in the cockpit or in with the tie-down gear.

Now the nitty-gritty. If you do have to bail out, don't waste time once the decision has been made. Undo your cockpit harness before ejecting the cockpit canopy – the blast of air once the canopy has gone can really upset you – loose objects hitting you in the face can be distracting. Then hop out – easy to say, but may be very difficult in practice due to centrifugal forces if spinning

and so on. Practice on the ground sometime to see how easy (or difficult) it is to draw up your legs from under the panel.

Once out, the general consensus is to pull the handle (ripcord) immediately. Any delay can lead to spinning at a high rate, with possibly a real problem in reaching the handle.

Do you have a plan to locate the handle when you need it? Experience has shown that even trained parachutists sometimes have difficulty finding their ripcord handle, especially if they are groping blindly in a highly excited state. LOOK at the handle. If you still can't locate it, follow the lift web down from your shoulder with either hand to where it should be. Plan and practice this action. Having carried this cushion around for months or years, then successfully escaped a broken glider, it would be very disappointing (to say the least) not to be able to operate the parachute.

Enjoy the scenery on the way down and experiment on steering the chute by pulling on the risers on one side – this may assist you in steering clear of powerlines, etc. The landing is best accomplished facing into wind, keeping the legs together and slightly bent. Don't point the toes at the ground. After landing, try and release the harness right away. If you have problems, pull on one side of the risers to dump air from the canopy. Use your discretion then on whether to activate your beacon.

Static lines are popular in some European countries. A line is attached at one end to a strong point in the fuselage and the other end to the parachute. This should never be done without ensuring that all the safety

issues have been addressed and the parachute modified accordingly. Parachutes Australia are currently investigating a retro-fit of static lines to one of their models – contact them for more information. Also be prepared for numerous repacks!

The view was also put that it's a waste of time (and money) to do practice jumps. Jumping out of a fixed wing aircraft at a fixed airspeed and level cabin is very different to an emergency in your glider.

Happy landings!



GFA AIRWORTHINESS DIRECTIVE

GFA AD 575 – Issue 1

Type affected: Ventus 2c, serial numbers 1 to 76.

Subject: CG (belly) release, installation position.

GFA AD 576 – Issue 1

Type affected: Discus 2b, serial numbers 1 to 133.

Subject: CG (belly) release, installation position.

GFA AIRWORTHINESS ADVICE NOTICE

GFA AN 158 – Issue 2

Type affected: Duo Discus.

Subject: Miscellaneous airworthiness information.



A Light-hearted Look at an African

Judy Renner

I WOULD LIKE TO GIVE YOU A LITTLE WINDOW INTO THE LIFE OF A CREW AT THE WORLD COMPS AND SOME OF THE SITUATIONS THEY HAD TO DEAL WITH.

I guess it all started with my mum marrying Harold a couple of years ago. Harold Murphy, that is, so Murphy's Law definitely prevailed in South Africa for Fox Mike's pilot, Ingo Renner and crew Judy and Heather.

Having a brand new ASH 25DM (FM), you would think that everything would be just perfect. Well that is what we thought as we winged our way to Johannesburg. We forgot about the fact that there are always little hiccups when you get something new – whose thinking about little hiccups when on the way to the World Gliding Championships full of hope and eager to experience a new culture. So as not to forget a moment of this trip we treated ourselves to a new video camera just minutes before boarding the plane in Melbourne.



Ingo's number two crew, Heather Thatcher, keeping the fluids up on the airfield

At Johannesburg we picked up a four-wheel drive and proceeded to Durban to collect the precious ASH that had been brought by ship from Germany and was on loan from Ingo's good friends Friedel Kopseiker and Michael Hörmann. We arrived at the factory where the glider was waiting and the manager kindly found us accommodation close by at Kloof. Here we experienced monkeys for the first time. They climbed all over the house and balconies and if you left the door open they would sneak in and steal whatever food they could find. Our new video camera was running hot.

We could manage a few days in Durban where we saw our first wildlife park and marvelled at traditional dancing and singing. These people certainly have built-in rhythm and a richness in their voices that stirs the emotions.

Then duty called and we returned to collect the glider. We needed the key to get into the trailer – no key. After half-an-hour of searching we found it taped to the front of the trailer, which wasn't locked anyway! This was just a small hitch and nothing to do with Murphy's Law we hoped. Our car was roomy, airconditioned and nice and high off the ground. So was the tow ball, which was also situated too close to the bumper bar to accommodate the fitting on the trailer. Some quick modifications were necessary but unfortunately we couldn't lower the car. Once the trailer was hooked on, the back of it was worryingly close to the ground. With lots of warnings about not going over bumps too fast we left the factory. Well we tried to. The new concrete driveway



The elephant which nearly trampled on Ingo and Judy's motor vehicle

was very steep – about 45 degrees. The car headed down it all right but the back of the trailer hit the concrete. Now what can you do halfway down a steep incline with a heavy-weight like an ASH behind? We couldn't go back up and we couldn't unhook it so we slowly scored two channels in the new cement and ground away the metal supports under the rear of the trailer. They won't forget us in a hurry. It was a relief when we got out of there!

What amazed us about South Africa was the number of gum trees. They were everywhere and have been declared noxious. At least we didn't need a fix of gum trees (unlike the vegemite that Heather left at home). The countryside was lush and green, as they had had unusually high rainfall. And the trip through the Drakensberg Mountains was quite spectacular. The number of shanty towns which have no power, sanitation or

running water depressed us and it made us very aware that we do live in the lucky country. To overcome this poverty is a monumental job for any government and our thoughts were with the people trapped in these circumstances.

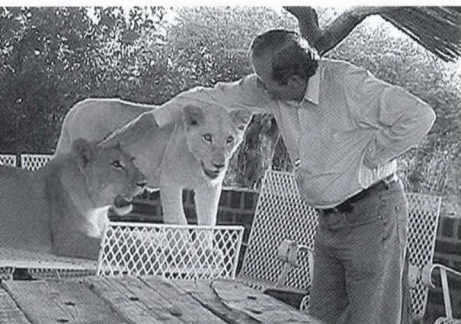
After spending the night in a thatched hut (quite fun but bad for the hay fever) we made it to Mafikeng and parked our trailer. Thunderstorms loomed and we were unable to rig the glider. The following day we opened the trailer to find that the supports for the winglets (which are quite large and heavy on the ASH) were not strong enough and one had collapsed. The winglet, rudder and aileron had suffered damage so our first job as crew was to find Peter Kremer the repairman for Schleicher. Off to the other side of the airport and within hours repairs had begun.

The next job was to get the glider rigged. With plenty of willing helpers that wasn't a problem. But when Ingo used the lifting gizmo to put on the tail dolly and towing gear it couldn't take the weight and broke. From then on it was up to us girls to hang off the nose of the glider while Ingo lifted the tail to put the dolly and tow bar on. Then we taxied out and the wing walker threatened to do some terrible things to our already damaged ailerons. Sadly we had to abandon it. Manpower and a towrope worked perfectly for the rest of the comps. (Murphy's Law?)

Ingo had a great flight when we finally got him into the air, but as we towed him back to the hangar that afternoon our tail dolly developed a flat – that heavy glider! The following day we launched Ingo with a borrowed dolly and headed for a tyre repair shop in town. They shook their heads and did the best job they could but wouldn't guarantee it, saying we needed a new tyre and tube. Unfortunately these aren't readily available so we got them to order one in. Out we went with the repair job to get Ingo off the strip and halfway up to the hangar – bang! What a sorry sight but they repaired it again. And once more it busted. Then someone on the airfield came to the rescue with another tyre the right size. It only lasted two days and also burst with the weight of the ASH. So it was back to the repair shop



Experience



Ingo patting the lions

with the second tyre. They fixed that one twice also and then our new tyre arrived – a heavy duty one that could handle any glider.

We needed to get a cheaper, more trailer friendly car so contacted the hire company who said we needed to drive to Sun City where they would give us a smaller vehicle. This was about two-and-a-half hours away but a necessary trip, as they didn't have a depot at Mafikeng. When we turned up at Sun City the hire company was most apologetic. *"We don't have another car for you, you will have to drive the same one back to Mafikeng. And whoever told you we don't deliver to Mafikeng was wrong, we do."* The attendant felt quite sorry for us so we got free entry into Sun City, the Las Vegas of South Africa, and he told us the best places to visit. It was a long day!

Back in Mafikeng, a friend by the name of Bennett promised us a van at a very reasonable rate. However it had to be serviced and that would take about four days. Then the mechanic found that it needed some repairs so it would take longer.

While doing the repairs they broke the gearbox and this meant a longer wait for parts. Needless to say we never did get this car but we did get something much better, a visit to Bennett's house.

He was a registered breeder of white lions and had his own private zoo. When we arrived two lions bounding up the path to the house greeted us. That certainly stops you in your tracks. Bennett was taking his lions for a walk. I didn't come out from behind the video camera but Heather and Ingo were very brave and patted the lions – I have it on film! What an experience! We were given a tour of the property where he had exotic birds and animals from other countries. There were chimpanzees, tigers, brown bears, pumas, cheetah, giraffe, wildebeest, etc., and as the sun went down we were able to nurse the little lion cubs. Of course the two pet lions accompanied us



Graham Parker on the grid

on this tour and I caught one on film taking a swipe at Ingo's leg as it ran past. Just playing of course – Ingo still has a leg.

If you don't think Murphy had anything to do with all this then maybe I can still change your mind. Ingo was quite thrilled about using a new Compaq computer with a handheld navigation display using a moving map. He had been practising with it in Germany and felt confident about staying out of restricted airspace with this new technology. Problem was that it wouldn't leave practice mode and navigate for him. We asked for advice from those that used the same computers. Everyone looked at it but no one could help us. Eventually we phoned Karsten Kopeiker in Germany, who was our computer expert. It seems that the Compaq had turned itself on during the flight over and had used up all its battery and lost all its data. Michael Hörmann, who had arrived to help with crewing, spent hours on the phone to Germany to sort out the problem and reload the program by email. I hate to think what this must have cost.

As crew for FM we certainly didn't run out of new challenges. Following a crew discussion it was decided to take Harold Murphy along next time just as a precaution.

Our highlight was when Ingo finally beat all the single seaters and won a day. When the French had a daily win they all chanted together and it sounded terrific. So the Aussies came up with, *"Aussie, Aussie, Aussie, Oi, Oi, Oi."*

Our daughter, Heather, who learnt to glide in Oerlinghausen, made an efficient crew. She was personally responsible for checking the oxygen and turning it on, and checking the engine oil each day. Everyone had his own job to do and a checklist lived in the glider. We were quite pleased with ourselves when we remembered to use it. Heather ran the wing on most days and did a credible job.

Photos: Judy Renner



Ingo ready to launch in the ASH25

The finishing party was on New Year's Eve. It was the best party I have ever been to and new friendships were forged between people on opposite sides of the globe. A gliding championship is certainly a good way to promote peace and friendship between people from different countries and cultures. The atmosphere was great, the camaraderie between crews was great and all in all it was a most enjoyable, friendly and safe contest.



GLIDING FEDERATION OF AUSTRALIA

Airworthiness Inspection

FORM 2 NOTICE

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- ☐ A 20, 30 yearly, etc is due
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with copy of aircraft log book
- ☐ An initial C of A inspection
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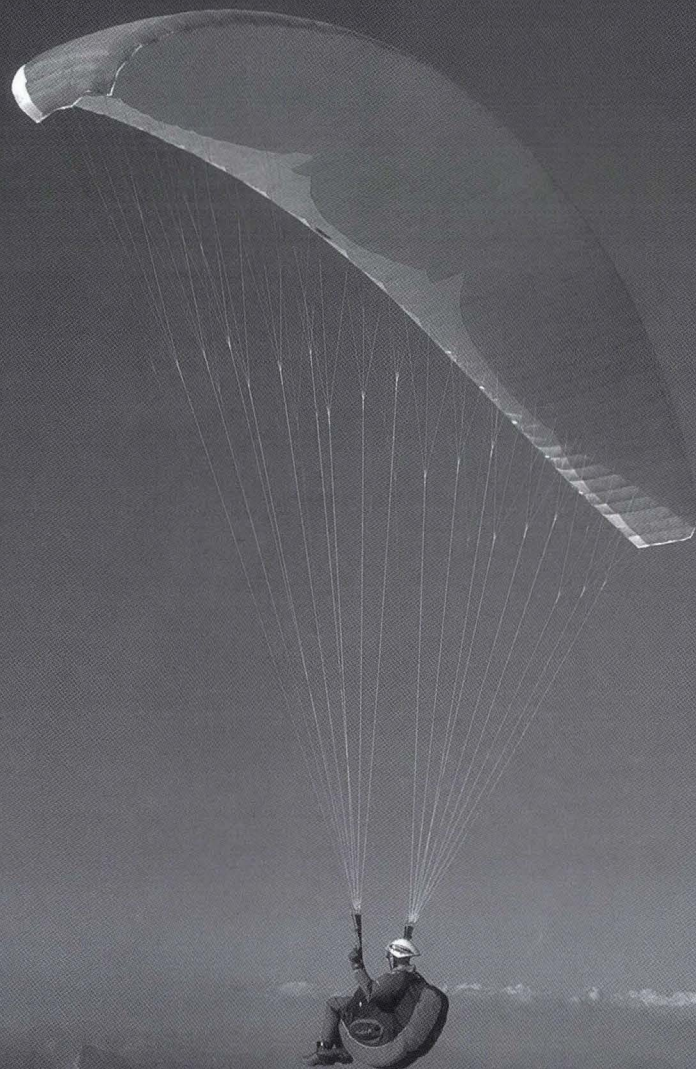
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FLIGHT REVIEW:



Flying Planet "Spirit"

Hakim Mentas

TECHNICAL SPECIFICATIONS

Trim speed:	36km/h
Speed range:	21-48km/h
Glider weight:	7kg
Number of cells:	55
Classification:	DHV 1-2
Weight in flight range (take-off weight):	78-92kg

SET UP

Harness:	Edel ProLight
Risers separation:	44cm
Weight in flight:	90kg

OVERVIEW

The Spirit has been tested at various sites by myself and Owen to understand how it behaves under various conditions and wing loading. I am at the top of the weight range

and Owen is at the bottom of the range (77kg). We test flew the glider at Portsea, Bright and The Paps.

PACKAGING

The glider bag is made of good quality material with good workmanship. It is a generously sized bag with a single front zip and a big pocket on the lid where I kept my helmet and instruments. I am not sure whether I have a wrong body shape or whether glider bag manufacturers use models somehow very different. The bags either sit too low, making walking very difficult because of touching to my legs, or sit too high, which is hard to keep

balanced. The Spirit comes in a bag which sits up too high, otherwise it is a great bag.

The glider comes with repair kit, spare O-rings for lines/mallion connections, a CD full of images, videos and technical details and a booklet.

CONSTRUCTION

The Spirit is a beautifully manufactured canopy with plenty of attention to detail. It incorporates the traditional four-riser system, but also incorporates modern features like diagonal V-ribs and full internal stitching. Both trailing and leading edges are reinforced with polyester strip to reduce wear and tear.

The A-lines are coloured differently from the rest; this I like because it makes identification easier. If risers/lines are not coloured differently, I normally put coloured insulation tape around the mallion to make identification easier. This is not only for convenience but also for safety.

The lines are secured on the mallions via O-rings; this is not the best method I have seen. The O-rings have a tendency to slip back over the mallion, which defeats the purpose. I prefer plastic inserts in the mallion, which prevents lines and risers moving on the mallion, and also locks the nut. There is a small chance that the nut may loosen up and even can get undone. It is a small chance, but I have seen it happen. Unfortunately this is the trend these days, most manufacturer use. Anybody who has this configuration should check the tightness of the nut regularly or lock it using insulation tape.

A small transparent window on the upper surface for UV meter installation is a nice touch.

THERMALLING

The glider felt solid in all conditions we flew in. Being on the upper side of the weight range might have played a role in it, but I believe it is more than that. I found weight shifting was not very effective and a bit difficult.

TURNS

Turns were flat and efficient. It may not be the glider with the smallest turning radius in its class, but it was effective. Wingovers were very solid, and even when hooking into large ones the glider showed no signs of the tips tucking.

BRAKE LINE FORCE

Brake lines required a fairly positive input and may feel a little heavy for those people used to flying other brands of glider. Still, it was a very reassuring feel. Accidental stalling is unlikely on this glider.

TAKE OFF AND LANDING

My usual method of reverse launch using A and C risers was not effective on this glider. After a few practices, I decided to use A and D risers, which worked fine. I did not experience any overshooting tendency at launch; it came over my head and stayed there nicely.

ASYMMETRIC COLLAPSE

I induced 50% asymmetric collapses on the glider without any drama at all. The response of the glider to a 50% asymmetric collapse was a turn less than 90 degrees then a dive to pick up speed and quick opening. This was the scenario without any pilot input to rectify the problem. A slight application of opposite brake drastically changed the situation for the better. It stayed on course and the collapsed side opened without any dive or turn, just a slight height loss.

BIG EARS

Big Ears required a reasonable amount of force to pull on and required you to hold them in. They pop out gradually once released. It was not difficult to reach, but I prefer them a bit closer.

SPEED BAR

The speed bar arrangement looked a little unusual with the pulleys on the inside of the A and B risers. This glider, however, has the smoothest, softest speed system I have ever experienced. It just slid out without any effort. I loved it.

B-LINES STALL

You don't need to be gymnasts to be able to pull B-lines. It was a bit scary to see the glider transforming into a thin line above your head when B-lines pulled in. I've never seen a glider shrink that much with B-line application. Its behaviour was within expectation; it stayed behind for a short moment then moved ahead then stabilised over my head. Applying the technique described in the manual (ease off slowly then let it go the last few centimetres) required no corrective action; it started flying as if nothing happened. The descent rate quickly exceeded 8m/s, but it was not as drastic as I expected given the size of the glider left once the B-lines were pulled in.



NOTE: Windworks, the importer of Flying Planet gliders, is looking for one male and one female competition pilot to fly their comp glider. If you are interested, contact Patrick at Windworks: Email <proser@tig.com.au>, phone 02 9913 9086.

INSPECTION, MAINTENANCE & REPAIR OF COMPOSITE AIRFRAME STRUCTURES

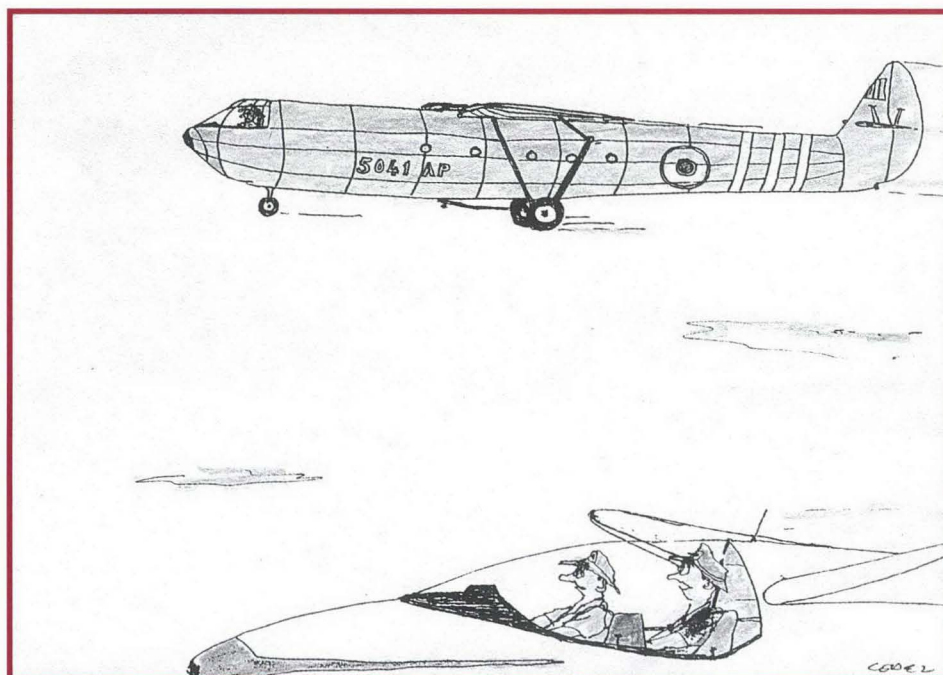


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Cartoon by Codez



**HE GOT IT FROM THE
AIR MINISTRY SALE... CHEAP.
...BUT THE TOWING'S EXPENSIVE.**

YOUR COMPASS

– Functional or Decorative?

Ned McIntosh

HOW MANY OF YOU HAVE A COMPASS IN YOUR TRIKE

COCKPIT? LOTS OF RAISED HANDS, THAT'S EXCELLENT!

Compasses are simple devices which always point towards the North magnetic pole. By using the lubber-line we can see what direction we are pointing, which may not necessarily be the direction we are flying! Magnetic compasses, as you all perhaps know, require some corrections, the principal ones of which are Variation and Deviation.

We all know about magnetic variation. The WAC or VNC for your area will tell you what the magnetic variation is, since both have the lines of magnetic variation shown (look for them!). The VTC has the variation displayed near the legend.

We also know that variation has to be subtracted from (if Easterly), or added to (if Westerly), the True headings from a chart to convert them to the magnetic heading to fly. (Variation East, Magnetic is Least is the old rhyme sailors learn). For example, if the magnetic variation is 12° East, then your compass will read 0° Magnetic when the True Bearing is 12°. Therefore, on a True heading of 013°, your magnetic compass will read 001° ($13 - 12 = 1^\circ$ Variation East so subtract).

Some good fillers...

The second correction, deviation, is a little different. Deviation arises due to magnetic fields in your trike near the compass. Steel tubing is one source, steel brackets or clips used to mount instruments are another. Yet another source of deviation are wires – any wires – carrying an electric current. Whenever an electric current flows, a magnetic field exists at right angles to the direction of current flow. Deviation can – and will – affect your compass, possibly by several degrees or more. Unlike variation, deviation is constant because it is from local magnetic fields in your aircraft although adding extra instruments or wiring will probably alter it, as will flying over a large iron-ore body, but we will ignore such circumstances for the remainder of this discussion.

I'm sorry to be the bearer of bad news, but a compass that hasn't had its deviation determined is unreliable, even positively dangerous, as an indicator of direction. It is decorative, rather than functional. Deviation is determined by swinging the compass.

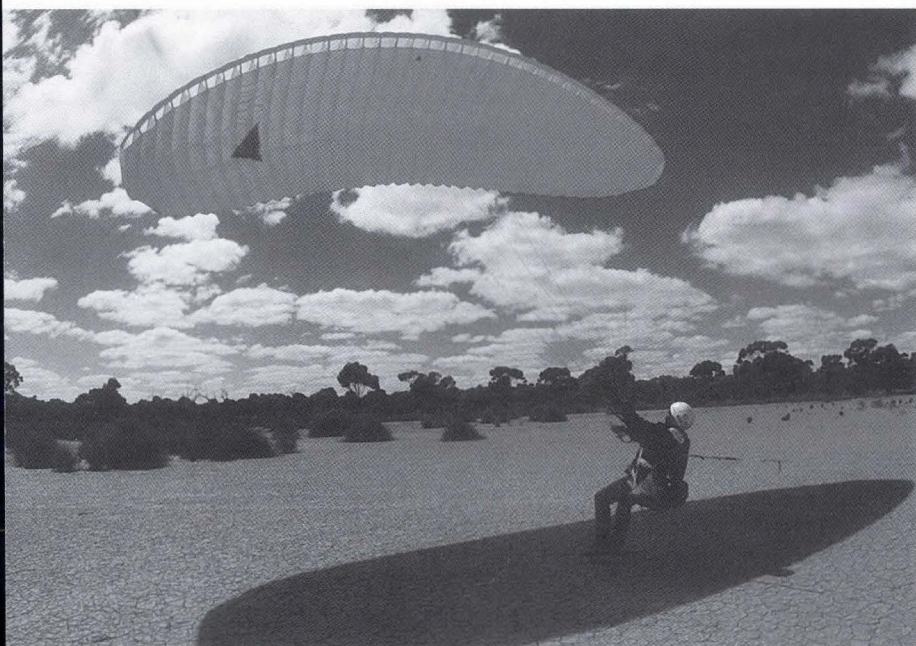
Now, how many of you have actually swung the compass in your trikes? Oh dear I'm not seeing as many hands raised now, am I? But I use GPS! I hear you say. Well,

that's fine, but GPS is not a primary navigational instrument. A compass is. If you have a compass in your trike, you need to know its deviation, and you also need a record of it in the cockpit. Determining deviation means you have to swing the compass.

There is a practical and simple method of doing this. It involves setting the trike base up on a series of accurately determined magnetic headings and recording what the cockpit compass reads against the known magnetic bearings. A table of Magnetic versus Compass is then made, usually at 30° intervals all the way around the compass rose. The difference between known magnetic and what the trike compass indicates is the deviation. Once these amounts are determined, a card is drawn up showing the deviation (see sample at the end of this article). Mount the deviation card somewhere prominent in the cockpit where you can see it clearly – preferably with non-magnetic fasteners – and the job is done!

This reduces the compass swing procedure to that of accurately setting the trike base to point along known magnetic directions. Back in the old days (when Pontius was a pilot!) many airfields had a compass-swinging area set aside (away from hangars, etc) with directions accurately surveyed and painted on the concrete. This made life very easy, but few airfields have a compass-swinging area now. How else can we determine accurately the real magnetic bearings?

Time to meet what mariners call a Hand Bearing Compass. This is an accurate hand-held compass with a scale subdivided down to half-degree increments, a sighting-prism and a handle enabling it to be held up at eye-level (and arms length!) so you can sight precisely on a distant object. Somehow, you



Mark Harrop, winter flying in Kalgoorlie, WA

Photo: Lynn Webb



Flying over the windfarm near Albany

Photo: Mike Annear

need to beg, borrow or steal a hand bearing compass – and someone who knows how to use it.

You'll also need to keep a record of your work, so rule up a worksheet with three columns headed Magnetic, Compass and Deviation. Under the Magnetic heading write 12 numbers, starting at 000° and proceeding around the compass in 30° increments, thus 000, 030, 060, 090, 120, etc, all the way to 330° (see the sample worksheet at the end of this article).

The procedure is simple enough. Set your trike base up somewhere away from metal fences, hangars, etc. The middle of your local airfield is good, if it can be arranged (Hint: choose a day when the weather is totally overcast at about 500ft so no-one is flying!). If you're really keen you can put the wing on, but there is so little ferrous material and wiring inside a trike wing it is not significant and you can leave it in its bag unless you plan on flying after you've finished.

Switch on the ignition, install your radio and switch it on, plug your headset in and leave it on the seat. Leave the engine off for the swing; you can turn it on afterwards and see if it affects the compass, but remember to set the revs so the base isn't subject to a lot of vibration so the compass can settle! You want the trike base set up as closely to its in-flight configuration as possible. Empty your pockets of any ferrous objects (Leatherman tools, bottle-openers, etc), key-holders and so on. Keys themselves are usually brass with a thin nickel plating. Keep any boy scouts away they are infamous for carrying little magnets in their pockets and we don't want that!

Align the base with the nose pointing where your trike compass indicates North is. Then, walk to a position about 10 metres behind the trike directly behind it so you are exactly on its centreline. (This distance will ensure the hand bearing compass isn't affected by the trikes magnetic fields!)

Now, sight with the hand bearing compass straight through the centreline of the base and see if it really does face North. If it doesn't, lift the nose of the trike around and repeat the process until it is facing exactly magnetic North according to the hand bearing compass.

Walk back to the trike and note the reading on the compass in the cockpit. Chances are it will not be North, but a few degrees one way or the other. Make a note of it in the Compass column next to Magnetic 000.

Now, move the trike base around in exact 30° (clockwise) steps, according to the hand bearing compass and again read the heading on the trike cockpit compass. Tabulate them until you've gone around the full circle.

Finally, get into the base, note the compass heading, start the engine, set the revs so the base doesn't vibrate, let the compass settle and see if it is different to the engine-off condition (mine wasn't). Whatever error you find will be constant for every heading, so add or subtract it from your recorded trike compass readings accordingly. Engine-running is the usual condition under which you will be using your compass.

That's the hard physical stuff done, now for the easy bit! What you have is a table of actual magnetic headings versus what your trike compass reads. If you're really keen, calculate the difference between them and write this figure in the third column (Deviation). Use positive and negative signs according to the difference.

With your table of magnetic and compass values you now have all you need to draw up the deviation card. Try the format set out below, it works quite well.

You don't need to go any further unless you're really curious. If you are, plot deviation (horizontal axis) against magnetic (vertical axis). You should get something like a sine-curve. Not perfect, but passable (the zero deviation points will probably not be at 000 and 180°). That's also normal because aircraft rarely have equal amounts of local magnetic field, nor is it necessarily symmetrical either side of the centre line.

Well, that's it. Now you've swung your compass and know what its really telling you. For the curious, below is a sample worksheet and a deviation card from an actual swing. Remember, deviation is a fixed correction, but if you add extra wiring or instruments, you should do a new swing.

MAGNETIC	COMPASS	DEVIATION
000	004	+4
030	031	+1
060	058	-2
090	088	-2
120	114	-6
150	144	-6
180	172	-8
210	203	-7
240	238	-2
270	269	-1
300	302	+2
330	334	+4

Note: Varying value and sign form approximate sine-curve.

Figure 1: Sample compass swing worksheet

COMPASS DEVIATION CARD						
FOR:	000	030	060	090	120	150
STEER:	004	031	058	088	114	144
FOR:	180	210	240	270	300	330
STEER:	172	203	238	269	302	334

Figure 2: Sample deviation card from above worksheet

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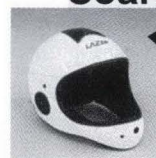
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Building Enclosed Glider Trailers

John L Buchanan as told to Bill Johnston, Geelong Gliding Club Inc.

GENERAL SCHEMA

The central theme is that the trailer should act as a roll cage to minimise damage in the event of a collision or other loss of control. It follows that all components of the glider should be suitably restrained.

A nose cone is constructed to restrain the fuselage at the front while at the rear the tail end is held down by a bolt which is passed through the tail wheel. Two hinged flaps pivot from the floor to house the bolt. A fin box is part of the design and there can be a locking plate pivoting above the fin if it is not possible to pass a bolt through the tail wheel. A hoop-shaped fitting which holds the rear fuselage down on top of, and just ahead of, the fin is another method. Using a luggage strap for this purpose really isn't strong enough.

The fuselage rests on a dolly which is in turn restrained by a plate into which a tongue slides. This dolly should be secured to the fuselage so it cannot move aft.

The wing root determines the general height of the trailer. In relation to the wing, jigs are located about two-thirds out from the root rib so that the weight is not taken at the tip. The jigs are made from engineers' felt and polyester resin. A foot is built into the leading edge of the jig which permits a suitable restraint. This wing jig foot goes into a socket in the floor and is pinned utilising an extended locking pin; this enables locking from outside of the trailer.

Wooden tracks guide the wing and fuselage dollies. These tracks start on the inside of the back door. The root jigs have three wheels, the third to keep it upright, and locating spigots are built into it. The associated locking pins have cord leads.

The tailplane is carried in a jig which also doubles as a triangulated wing support as a leg folds out. The tailplane jig also carries the towing out bar in a secure manner. The tailplane jig itself is guided by tracks at the rear of the trailer and fits in between the fuselage and starboard wing. It is restrained by a spigot which is locked with a tractor pin on a chain or cord.

To tilt the trailer one can either hinge the pivoting drawbar using two round tubes or use square tube and the rack and pinion from a starter motor with a wind up handle. A possible problem with this however is that if your hand slips off the handle the load could spin the handle at high speed and smash your wrist. A footstep is welded on each side at the rear which serves as a ground clearance and to allow a person to stand on the rear of the trailer if tilting the trailer does not employ a rack and pinion.

MATERIALS

The aim is to have 50 to 70kg on the drawbar.

The Holden 14-inch wheels are placed three feet aft of the centre line depending on the distribution of load in the trailer. A double axle with an equaliser (centre pivot) gives insurance should a tyre blow, etc. Mudguards can be formed from flat galvanised steel of about 18 gauge.

The sides are made first if it is a square shaped trailer; they are joined together with a floor and roof cross members. However if it is to be a rounded top trailer, rather than square, the base (floor) is made first to fix the hoops to. The hoops can be formed on a ply jig. Sixteen millimetre (five-eighths) square tube of 1.6mm thickness (16 gauge) is used for the hoops and the upper longitudi-

nals and diagonals floor frame/base. The lower stringers for the floor are 19 by 38 by 1.6mm as are the cross members for the floor are 16 gauge 3/4 inch by 1.5 inch steel at 600mm. Square trailers, which is the form general used for bigger, heavier gliders is made of larger section material.

The floor is usually AC grade plywood of half-inch pinus covered on the bottom with coal tar (Hydrosol). It can be purchased in sheets of 1,200 by 2,400mm. AC ply has an A grade surface and a C grade surface. Ensure that the A grade surface is on the top. A galvanised ribbed floor decking is possible but is not as elegant.

Colourbond sheeting is the preferred cladding. To minimise corrosion do not finish off the sheeting level with the bottom of the floor; carry the sheeting down an extra 3/4 inch or one inch (25mm). The fin box should have rounded corners based on flat strap and steel plate. The sheeting should also extend 20mm forward and aft of the trailer ends to assist in weather proofing of the ends. A rounded section should be put on these ends to prevent cutting and injury.

In our current layouts the retractable undercarriage gliders rig and de-rig with the fuselage dolly resting on the back door of the trailer. This allows the undercarriage to be lowered before sliding it out of the dolly.

The fixed wheel gliders have to be wheeled half a wingspan back of the trailer. This is because they generally have wide fuselages and thick wings which allows insufficient room to get the wings past the fuselage.

Rivets are 1/8 inch zinc-plated steel. They are sealed with Selsastic by filling the centre and wiping them through a bead of Selsastic.

A knapsack spray holder is built. The knapsack spray holder should be provided on the left hand side of the trailer, aft of the wheels, as when on the right it tends to block the drivers view in his right hand mirror.

It is a good idea to install a large army ammunition box with bolts in the front of the trailer to hold down steel tie down pegs, dolly wheel, etc. It is also possible to build light cages to hold water bottles, water ballast hoses, tie down pegs, the tail dolly and a shelf for a grease tin, etc. A window can be provided to allow for a registration label to be affixed.

It takes 1,500 hours to complete; 750 hours to build the trailer and 750 hours for jigs and fittings.



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PO Box 82, South Perth WA 6151; <hang_gliding_association_wa@hotmail.com>. Admin: Richard Williams 08 92943962, <rickandalice@hotmail.com>; HG Rep: Mike Thorn/Sam Blight 08 92988174 & Steve Hoefs/Dave Wellington 08 9397 7250; PG Rep: Mike Duffy 08 93823036, Dave Humphrey 08 95745440; Trike/HGFA Rep: Keith Lush 08 93673479 (h), 08 93679066 (w).

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27 Van Gogh Pl., Mackenzie QLD 4152; Pres: Daron Hodder 07 38762133; Sec: Rod Lockhart 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 Coulton 0427 300656; SSO: Karl Texler 03 57501733. Meetings: 1st Thu/month, Alpine Hotel, Bright.

Sky High Paragliding Club

<skyhigh@vhpa.org.au>; Pres: Geoff Guest <gguest@fox.net.au>; V-Pres: John Styles <jdstyles@hotmail.com>; Sec: Zoltan Toth <fishhead@netspace.net.au>; Trs: Barbara Scott <bbscott@iprimus.com.au>; Meetings: 1st Wed/month 8pm, Retreat Hotel, 226 Nicholson St, Abbotsford.

Southern Microlight Club

Pres: Mark Howard 03 97511480, 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; <nathan_grieve@yahoo.com>; Trs: Phillip Campbell 03 53313812, <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 08 9841 2096, fax: 08 98412096.

Cloudbase Paragliding Club Inc

Message bank 08 94875253; [www.cyggnus.uwa.edu.au/~madmike/para_glid.html]; <cloudbase@paragliding.org>; Pres: Dave Humphrey 08 95745440, <paradive@avon.net.au>; Sec: Michael Duffy 08 93823036, <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, <hillflyers@hotmail.com>; Sec/Trs: Dave Longman 08 93859469. Meetings: Last Wed/month, 7:30pm, venue announced on the HGAWA hotline 08 94873258 weekend prior to meeting.

South West Microlight Club

Pres: Brian Watts 0407 552362; V-Pres: Don Wilson 08 97641007; Sec: Paul Coffey 08 97251161; CFI: Brendan Watts 0408 949004.

Western Soarers Hang Gliding Club

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



Soaring Calendar

AUSTRALIA



WA Hill Flyers Geraldton Fly-in

24-31 August 2002

Free event – great flying at Geraldton at the local Geraldton sites and along the beautiful Chapman Valley. Local accommodation available at caravan park at the entrance to Chapman Valley (discounts for club members). More details on the hot line (08 9487 3258) and <wshgc@listbot.com> and <skysailing@yaahoo.com>, or contact Dave, Rick or Mark at the Hill Flyers Club, <hillflyers@hotmail.com>.



QLD Teams Challenge 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>.



St Bernards Canungra Classic 2002

28 September – 5 October 2002

Venue: Canungra, QLD. Registration: Friday 27th. Entry fee: \$120 (\$150 if paid after 31 August) +



Six month old Anthony Ferreira doing his hang check and mouth grip assessment of the speedbar (Stanwell Park, Easter '02)

Photo: Courtesy Dave Ferreira

\$40 site fees. GPS mandatory. Intermediate with inland experience. Cheques/money order to Rod Stead, 9 Griffith St, North Tamborine QLD 4272. This year you can pay by Visa/EFTPOS; ring Vicki at St Bernards, they are kindly letting us use their payment facilities. Entry inquiries to Rod on 0428 132215, 07 5545 0969 or <canungrahg@mac.com>. Register at [www.triptera.com.au/canungra] and follow the links.

Last year's great accommodation and meal deals available; call Vicki on 07 5545 1177 to book and obtain prices or visit their web site at [www.stbernardshotel.com.au].



Canungra Cup PG 2002 12-19 October 2002

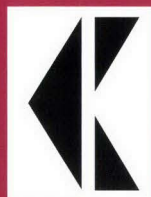
Canungra, Qld. This event is AAA sanctioned by HGFA, CIVL Cat. 2 status and the first sanctioned PG event of the Australian season. Entry fee: \$150 (if received before 6 September, \$30 late fee thereafter) incl. maps, competition T-shirt, presentation dinner, site fees for the duration of the event 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 16-20 November 2002

(Note: Change of date from June issue)

Gulgong Gliding Strip, NSW. The Newcastle HG Club is running an aerotow comp. Friday 15th is a 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.



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OVERSEAS



"The Cup Of Siberia" July – August 2002

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



Gorno-Altai PG Open 1-2 November 2002 or 14-16 December 2002)

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

Note: Some dates on Russian competitions could change.



GFA Badges & Certificates

FAI REPORT MAY 2002

A CERTIFICATE

FANNING Deborah Leanne	10684	Mangalore
WILLIAMS Jonathon Paul	10687	SA AIR TC
SANDERCOCK Todd Casey	10690	Adelaide

A & B CERTIFICATE

RUMIS Joshua Conrad R	10688	Narrogin
FIALKA Francis Joseph	10691	GCV

C CERTIFICATE

LINNET Christian B	10680	Lake Keepit
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A, B & C CERTIFICATE

HOLDING Simon Edward	10685	Alice Springs
SEMLER Trent	10686	Balaklava
SCOTT Kevin Joseph	10689	Orana
NING Frances Alexandra	10692	Darling Downs
THOMPSON Christopher	10693	Southern Cross
LAY Kevin Mark	10694	Alice Springs
MOONEY Derrick James	10695	Bundaberg

SILVER DURATION

BURCH Camden	Alice Springs
--------------	---------------

SILVER C

BISHOP Jonathon Michael	4424	Bordertown-Keith
HOLDING Simon Edward	4425	Alice Springs
DEWEY Sidney Richard	4426	Beverley

GOLD DURATION

BURCH Camden	Alice Springs
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GOLD HEIGHT

LONG David Andrew	Geelong
-------------------	---------

DIAMOND GOAL

BULL Richard Philip	Bathurst
---------------------	----------

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>

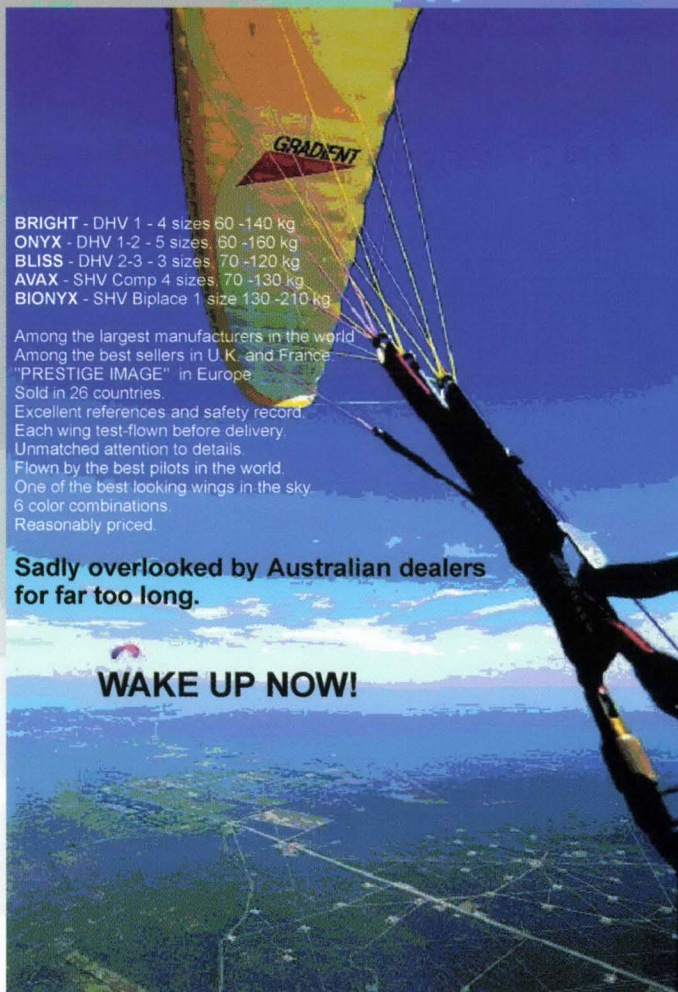
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AVAX - SHV Comp 4 sizes 70 -130 kg
BIONYX - SHV Biplane 1 size 130 -210 kg

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Q: Can I have the technical specifications for GRADIENT paragliders?

A: Look at the advertisements of other world top manufactures. There are hardly any differences and there is nothing special about GRADIENT.

Q: What materials GRADIENT uses in manufacturing their paragliders?

A: Look at the advertisements of other world top manufactures. There are hardly any differences and there is nothing special about GRADIENT.

Q: How are GRADIENT paragliders certified?

A: Look at the advertisements of other world top manufactures. There are hardly any differences and there is nothing special about GRADIENT.

Q: I'm an average recreational pilot. Why should I give preference to GRADIENT against all the others then?

A: I do not know. Ask some of the 1500 pilots like you who did exactly that last year.

Q: I'm a top competition pilot. Would GRADIENT paraglider be good enough for me?

A: I don't know. It is good enough for 2001 world champion LUCA DOMINI or other world top pilots like ANGUS TAPER, NEVIL HULET, JASMIN HILL and many others.

Q: I fly tandems. Are GRADIENT tandems safe and efficient enough for me?

A: I don't know. JOHN SYLVESTER and ALUN HUGES found one of them good enough to fly it over Himalayas to make an award winning video "FROM NOWHERE TO THE MIDDLE OF NOWHERE". Ask them - or just watch the video.

Q: O.K., it seems like GRADIENT paragliders will be as expensive as other top brands then.

A: I do not know. Look at the advertisements of other world top manufactures then contact me. I may be able to pass on you the savings achieved by others answering trivial questions for me!

Whatever your level of experience is or however high your expectations are, GRADIENT has the right glider for you.

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e-mail: jstipek@pacific.net.au

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